

# The Plattsouth Journal

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R. A. BATES, Publisher

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We live to learn what a great world this would be if we could just live.

Prosperity must be coming back. Fewer banks are failing and more are being robbed.

A bride of a year cleaned out her refrigerator yesterday and found a box of strawberries.

Old-fashioned people are those who can still throw a big party without the help of a bootlegger.

Blessed is the man in the back row of the group picture. He has no quarrel with the photographer.

What a man can't understand is why his wife can't be as satisfied with him as he is with himself.

The average age of the ant is ten years. Unfortunately its instinct to attend picnics uninvited is hereditary.

For the reader addicted to making marginal notes there's a new flat pencil which also serves as a book mark.

It's going to be hard on the nudist who has to go through the winter with nothing but a thin coat of frost.

Both of the major parties should organize a society or something to care for the burned-out campaigners after today.

We've also heard it said against prohibition that the stories men tell each other now are not so funny as the stories in the old times.

A correspondent in an evening paper wants to know why a popular tune is seldom played on bagpipes. Probably because it wants to remain so.

Did you ever see a man who could answer satisfactorily his wife's questions when she asked him what some woman wore at a function he may have attended?

Speaking of fellows who are afraid to call a spade a spade, we call attention to the radio announcer who calls a phonograph record "an electrical transcription."

The motor car may be superseding the piano as a piece of household furniture, as Sir William Morris observes, but it is not so convenient for standing photographs on.

It's too bad elections aren't near Christmas. The candidates, according to their speeches, could easily campaign in the garb of Santa Claus, and there would be no limit to what they could promise.

"The new bridge rules contain a code of ethics, but the country is going to be so busy learning how to bid properly that it will have little time to learn how to count honestly—if that is what the code of ethics is for," says the Pittsburgh Headlight.

A newspaper doctor advises one of his readers that "if your skin takes on a yellowish tinge, you will have to cut down on the number of raw and cooked carrots you are eating." Cut down on carrots? What sacrifices are we asked to make these days for the sake of beauty!

## RAILROAD VS. TRUCK DISPUTE LOOMING UP

Sooner or later congress will have to settle the question whether trucks are to be regulated by national law, as the railways demand. It is possible that the railway interests and the truck interests will reach some agreement in advance of legislation; and if they do, the problem of congress will be made easier. The essential points to be remembered are:

The railways represent a heavy investment, and today their securities are overwhelmingly in America. They form a large part of the portfolios of insurance companies and trust funds. The railways are in no danger of being superseded for the carriage of bulk freight, refrigerated freight, or long-distance shipments. They are today, and promise to be for many years to come, a national necessity.

The improvement of roads throughout the country and the building of bigger and better trucks led to the immense growth of the trucking industry, for the truck owners were able to offer lower rates, and in most cases quicker and more complete service, than the railways. Railway revenues began to diminish under this competition and railway fire was directed at the trucks. It was pointed out that they use public property at comparatively small cost, pay a license fee in only one state, though they may operate in many, and by judicious operation can buy their gas in states which have the lowest gas taxes.

Finally, the railroads point out, that they are compelled to assume a public liability which a truck owner can escape from lack of assets on which to levy for damages.

The public is the interested third party. It is in the interest of the public that the question be settled equitably. And it must be remembered that no matter how it is settled, the public must foot the bill. If the railways are to continue losing business to the trucks the public may save in freight rates, but it will lose in security values. On the other hand, if trucks are regulated according to the railroads' desires, their rates will be increased and the national freight bill will go up. But at the same time, the trucks will contribute more heavily to state road funds and the shipments which they carry will be better insured. It is the contention of the railroads that the larger trucking companies, with their heavy investments, will welcome a regulation that will make it harder for wildcat concerns to cut into their business. On the other hand, the railroads are themselves going in for the handling of certain kinds of freight by truck.

It is practically certain that there will be some kind of a truck regulation by act of congress, and if, as Elisha Lee, vice-president of the Pennsylvania railroad, recently stated, a railroad committee and a similar body appointed by the manufacturers and users of auto trucks can agree on what the regulation should be, so much the better. Certainly the investment of the people in railroads should be protected. At the same time, cheap carriage by road has been a dividend from high taxation for road building purposes, and it has stimulated the railroads to increase their efficiency; therefore it should be safeguarded.—Chicago Daily News.

## NOW FIND THE PASSENGERS

Undeterred by the depression, the falling-off in transatlantic passengers or any other factor in the steamship trade, France has gone ahead bravely with the launching of her new supercruise liner, to be named the Normandie. Not content with the Ile de France, she offers this vessel as her answer to the Breman and the Europa and also to Italy's new liner, the Rex. With a tonnage of 75 thousand and an estimated speed of 30 knots, it is designed to give France the blue ribbon of unequalled supremacy in transatlantic passenger service. It is inspiring to read the roster of new ships of the past decade, but with the launching of each additional vessel one wonders where the passengers are going to be found to fill them. The depression is not going to last forever. Steamship travel will get back to normal and American tourists will begin again their annual pilgrimages across the Atlantic. But even then there will be ships to spare for the carrying trade. This will probably mean the sacrifice of the smaller and slower vessels in order that these giants of the sea may be able to obtain paying loads. A few more Normandies and these superliners will be handling the entire transatlantic passenger traffic and the slow, leisurely voyage in a comparatively small ship will become as much a thing of the past as a voyage under sail.—New York Evening Post.

## HUNGER MARCHERS IN GREAT BRITAIN

Clashes between London police and the riotous unemployed direct attention to one of England's gravest problems, but cannot be regarded as harbingers of impending social upheaval in Great Britain. The situation in contemporary England is vastly different from that which culminated in the bloody Ludite and chartist riots of a century ago. Now, as then, millions are idle because trade has been dislocated by post-war economic upheavals, and because improved machinery has reduced the demand for human labor. But England now assumes a social responsibility for its involuntarily idle subjects which it ignored in the vanished laissez-faire era when capitalism was young and less enlightened.

The hunger marchers, who have concentrated in London from throughout the kingdom, constitute a negligible percentage of the three million idle British workers. They protest against a recent cut of 10 per cent in the dole, and to introduction of a means test whereby 200 thousand unemployed who formerly drew support from the national treasury are thrown upon local poor relief, which tends to be less generous in its provisions and is rigidly administered.

Doubtless there is much real distress among the demonstrators, but their leadership rests with a communist minority seeking to create social unrest among the poor.

Unemployed British subjects enjoy higher incomes than do the unemployed of other countries. The British dole is twice that received by idle Germans. The British government still pays 240 million dollars a year into a fund for the unemployed, to which every employed worker and every going business also contributes. A man on the dole in England can command at least as much food and clothing as an employed worker of equal skill can earn in Russia. The man with a job in England earns the highest real wages in Europe. So long as such a state of affairs continues the social order in England will scarcely be jeopardized by such disturbances as are now being reported.—Chicago Daily News.

## EXAMS FOR CONGRESSMEN

The belief that the common man—by reason of his very commonness—is best fitted to govern the nation is an American fallacy. There has never been a time when it was true. The great age of British politics and of British statesmanship was when, for the most part, England's public men had been cast in a common mold by Eton and Harrow, Oxford and Cambridge.

Where the social splendor and political power of a colonial capital has retained its pre-eminence through the German mind for learning and expertise. For generations the Manchus have China the best government it has had, by the simple device of throwing the administrative services open only to those students who excelled in a stiff competitive examination in the Chinese literary classics.

It's high time that we realized that the Chinese are "damned clever" in more ways than one. Why, for example, should our congress be open to a man whose mind is a cross-section of the great American desert, simply because he has roared and twisted his way into the ballot box?

Even now, we kick him out if his election is tainted with fraud. Why should we not consider that a man's pretensions to congressional fitness may also be fraudulent?

When we want to make an army officer, a congressman appoints him to West Point. But West Point, knowing congressmen, won't admit the candidate until he has passed an examination. And even then, the appointee is not an officer, but has to go through four years of rigorous training before he can obtain a commission.

Why, in fact, should the mere mandate of the electors in a boss-ridden district, why should voters afflicted with the Biblical or the economic beaves, be permitted to thrust an empty-headed moron or a genial boor upon the nation as a whole?

Why not follow the West Point technique and require the successful candidate to pass a written examination and intelligence test before he is eligible to vote in congress on issues affecting the lives and property of 120 million of his fellow citizens?—Jay Franklin in Vanity Fair.

Wars were once thought necessary by certain economists, to hold the population of the earth within reasonable bounds." Today the motor car does it, and so war is unnecessary.

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Chester White Boars—Marshall Gregg, Cedar Creek, Nebr. 7-28

Journal Want-Ads get results!

## REGIONALISM IN LATIN AMERICA

The news of almost any day will tell of one part of some Latin-American nation fighting or disagreeing with another. It may be that Argentina opposes movements in Santiago; that Arequipa and Cuzco are arrayed against Lima; that Guayaquil and Quito are at odds; that there is continued rivalry between São Paulo and Rio de Janeiro, or that Leon and Granada in Nicaragua have taken opposite sides on some new question. Innumerable other instances could be cited to show the existence of regionalism as a factor in the politics of almost any Latin-American nation.

A mental picture of the operation of this force in the Andean nations may be formed, perhaps, from a simple illustration. Three three-story houses, with little or no connection among the stories and with no means of communication to speak of between any two of the houses would not be a too exaggerated simile for such a country as Bolivia, Peru, Ecuador, Colombia or Mexico. There are inhabitants in each story who live an almost independent life, relying little or not at all on the others for the necessities of life.

The countries mentioned have a coastal region in contact with the outside world—a region where, in general, tropical products obtain and tropical products grow, but towns on the coast are far apart and except for coastal vessels have little communication with each other. Then there is the intermediate zone higher up the mountains where temperate conditions are found and agriculture is carried on. Here frequently cities and towns not only lack connections among themselves but have very little direct intercourse with those who dwell below or above them. On the mountain tops on bleak plateaus live the other third, engaged perhaps in mining or in sheep raising, equally disconnected among themselves and with others of their compatriots. In some of the nations mentioned there is a fourth group which lives entirely in tropical regions and merely adds more color and confusion to the social, ethnic, political, and economic mosaic.

In the absence of adequate means of transportation, each of these four groups has developed not only local characteristics and distinct outlooks and needs derived in part from their own systems of production and climates, but, also tremendous local loyalties, provincial attitudes and what one might call subnationalisms.

In fact, each Latin-American nation possesses a number of subnationalities and unmixed racial groups with their own interests and ideals.

The Kingdom comes no more in the footprints of a mystic Anointed One, but with the attainment of unemployment insurance, old age pensions, legislation on yellow-dog contracts and, in the opinion of ministers who have visited Russia, with the social revolution and the dictatorship of the proletariat. The lips still speak of salvation from sin and the grasp of death, but the heart is concerned with economic redemption.—Milton Sternberg in the Modern Thinker.

More vivid illustration of this fact can be found than the evolution of the doctrine of the Kingdom of God. This concept, by origin expressive in Christian and Rabbinic thought of the coming of the Messiah, the end of days and the resurrection, has come to represent the ideal terminal point of all lines of progress, economic, hygienic, cultural and sociological.

The name of God is still invoked in them. But to the socially-minded preacher, that name connotes not so much the Creator or the Cosmic Soul, as a sanction for ethics or an apotheosis of social ideals. The other-worldliness of traditional Christianity and Judaism has been supplanted by a very definite this-worldliness.

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The same being levied upon taken as the property of James E. Waller, Clara Waller, husband and wife; Walt Minnear and Elizabeth May Minnear, his wife, and Mrs. Bessie Minnear, to satisfy a judgment of said court recovered by The Plattsouth Loan and Building Association, a corporation, plaintiff, against said defendants.

Plattsouth, Nebraska, November 1st, A. D. 1932.

ED W. THIMGAN,

Sheriff Cass County, Nebraska.

n3-5w

## Safe Pleasant Way To Lose Fat

How would you like to lose 15 pounds of fat in a month and at the same time increase your energy and improve your health?

How would you like to lose your double chin and your too prominent hips and at the same time make your skin so clean and clear that it will compel admiration?

Get on the scales today and see how much you weigh—then get a bottle of Kruschen Salts which will last you for 4 weeks and costs but a trifle. Take one-half teaspoonful in a glass of hot water before breakfast every morning—cut down on pastry and fatty meats—go light on potatoes, butter, cream and sugar—and when you have finished the contents of this first bottle weigh yourself again.

Now you will know the pleasant way to lose unsightly fat and you'll also know that the 6 salts of Kruschen have presented you with glorious health.

But be sure for your health's sake that you ask for and get Kruschen Salts. Get them at F. G. Fricke & Co., any drugstore in the world and if the results one bottle brings do not delight you—do not joyfully satisfy you—why money back.

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RELGION AND THEOLOGY

PARTING

That the religion of contemporary churches is a different thing from that of a generation ago is so clear that all who run may, if they but will, read. Our pulpits, at least biblical pulpits, are humanistic rather than theological.

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Lots 1 and 2 in Block 31 in Young and Hays' Addition to the City of Plattsouth, Cass County, Nebraska;

Young and Hays' Addition to the City of Plattsouth, Cass County, Nebraska;

By virtue of an Order of Sale issued by C. E. Ledgeway, Clerk of the District Court, within and for Cass County, Nebraska, and to me directed, I will on the 3rd day of December, A. D. 1932, at 10 o'clock a. m. of said day at the south front door of the court house in said county, sell at public auction to the highest bidder for cash the following real estate to-wit:

Lots numbered one (1) and two (2) in Block twenty-seven (27) in Young and Hays' Addition to the City of Plattsouth, Cass County, Nebraska, excepting the first thirty feet of said lots two (2).

Lot one (1) and two (2)

are taken as the property of Thomas S. Svoboda and Anna Svoboda, husband and wife, defendants, to satisfy a judgment of said court recovered by The Plattsouth Loan and Building Association, a corporation, plaintiff, against said defendants.

Plattsouth, Nebraska, November 1st, A. D. 1932.

ED W. THIMGAN,

Sheriff Cass County, Nebraska.

n3-5w

SHERIFF'S SALE

State of Nebraska, County of Cass, ss.

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NOTICE TO CREDITORS

State of Nebraska, County of Cass, ss.

Fee book 9 at page 322.

In the County Court.

In the matter of the estate of Charles Creamer, deceased.

To the creditors