



The Plattsmouth Journal



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Need Of Men At Packing Plant During Pea Pack

Rapid Maturing of Crop Causes Many Residents to Work at Plants as Well as Regular Job

The pea pack is now on in full blast at the Norfolk Packing Co. plant in this city, where the need of men to assist in gathering and preparing the crop has fully grown to a really serious matter.

Wet weather retarded the getting of the crop to the cannery for a number of days. With the clearing weather and the sunshine the peas are maturing rapidly, so much so that handling the crop is a real problem. The company would gladly welcome the services of any man than can be of any possible use in the plant in the gathering of the peas. There is a large force of the women that have been working on the chicken pack, now on the job, but the need right now is for more men in this green crop harvest.

A number of the people engaged at the Martin plant at Fort Crook, have been helping out by working their own jobs and then putting in a few hours each day or evening at the packing plant. Sheriff Joe Mrasek also has helped in the battle for food conservation by doing a few hours turn at the pea pack.

It is the urge of the government that all food possible be canned and saved for the armed forces as well as the civilian population and right now the large pea crop of Cass and Mills counties is ready and delay in handling it will mean the loss of much acreage, as the peas are not suitable for canning when hardened.

The packing company will welcome the services of any men of the community and they will receive good wages for their services as well as help save the pea crop from wastage. If you can help out a few hours from your regular job, the service will be deeply appreciated, and may mean many more cans for use of the troops as well as at home.

Service Men Pictured

The Mauzy Drug Store is again displaying pictures of local youths in the service. But this time there's a bit of difference. Since last bringing faces of those once familiar in Plattsmouth to the attention of the public, there has been a new trend. The women have been taken into every branch of the service. And now, along with the boys, you can see feminine faces once familiar here. Pictures of the following men and women are in the window:

Robert Mrasek, Fred Naeve, James Lamoreaux, Darrell Sherman, Leonard Kalasek, Granville Sigler, Clarence Mayabb, William Armstrong, Dale Nearhood, Kenneth Schmitt, Joe Goehenour, Ernie Zitka, Tom Gradoville, Maldon Allen, Ralph Timm, James Nowacek, Leslie Nolte, Ralph Hill, John Aschenbrenner, Jimmy Mauzy, Cary Marshall, John Slatsky, John Soennichsen, Kenneth Trively, Edward Bashus, Dick O'Donnell, Robert Kroehler, Daniel Dieter, Joseph Kvapil, John Hoschar, Charles Ault, Frank Palacek, Maynard Hobbs, Harry Shiffer, William Stodola, Albert Richards, Derryl Wilson, James McMillan, Ferdinand Detleff, Elmer Yardley, James Quibett, Connie Allen, Bud Woodruff, Leonard Brothers, Faustine Nowacek, John Bestor, Edward Kubicka, Herbert Stander, William Steinkamp, Robert Albert, Steven DeVoie, Philip Keil, Bill Rhoden, Milton Muncie, Harlan Galloway, Lloyd Coffelt, Paul Ruffner, Jerry White, John Jacobs, Clayton Sack, Jearl Rhoden, Robert Hayes, Sanford Short, James Vannest, Robert Howe, James Brown, George Rhoden, Walter Bryant, Lester Vinduska, Dean McFarland, Edward Smith, Maxine Cloidt, Clara Toman.

Card of Thanks

I wish to most sincerely thank my friends for the remembrances of cards, letters, flowers and calls while I was at the hospital. The many acts of friendship will long be remembered.

Rose Janda

Train In Indianapolis

Mr. and Mrs. J. H. Graves of this city received a telegram recently from their son, Joe Graves, who is in the army. The telegram came from Joe in Indianapolis, Ind., saying he had arrived there last Tuesday for advanced training of the ground crew in the Air Corps. He also stated he had been promoted to corporal, and after 11 weeks training in Indianapolis he was looking forward to another promotion—that of sergeant.

Plattsmouth Girl Finds Life In Waves Stirring

Ensign Maxine Cloidt Now in Naval Auxiliary and Resides at Northampton, Mass.

The official paper of the WAVES naval auxiliary, "Sounding Off," published at Northampton, Mass., has the very interesting story on Ensign Maxine Cloidt, daughter of Mr. and Mrs. Frank Cloidt of this city. Ensign Maxine Cloidt who tells us what to wear and how to wear it, "how to recognize our betters," and how many copies of our orders to take when reporting for duty; halls from Plattsmouth, Nebraska. Miss Cloidt attended Stephens College, Columbia, Missouri, and received her B. A. and M. A. degrees from the University of Nebraska. Majoring in European history, she taught that subject and then returned to the University to become social director of women's residence halls. "So you see," she said, "I have always been looking after girls and have been a combination Mother Confessor and warden."

Entering the October sixth class, Miss Cloidt was commissioned one month later and has been teaching Personnel. She was transferred from Northampton to Holyoke last month. The two greatest shocks she has received in her classes were when she discovered: one, her first college French teacher, and two, the wife of her history professor, among her students.

As an officer in the Navy, Miss Cloidt has made many trips to Navy Yards, Operating Bases and the Naval War College. All of her classes have heard of her visit to the historic Constitution. On being shown through the vessel, she was particularly impressed with the outdoor bathing facilities for our admirals of the last century. She was lucky enough to see a destroyer back from convoy duty and a battleship under repair back from battle, and to receive an explanation of tank landing barges and other new vessels. Almost before we had gotten the query out about what hobbies she was interested in, the officers in the war room said, "Coffee is her hobby, and are we glad!" (N. B. they were all drinking coffee). "Riding, swimming and badminton are my favorite sports and in that order," Miss Cloidt added. Miss Cloidt lives in the White House Inn, Northampton. She comes to Holyoke at the crack of dawn and leaves at dusk every day. "like hoisting and lowering the national ensign."

Canoe Party Here

This morning a party of young men, members of Troop No. 4 of the Boy Scouts at Lincoln, arrived in the city by canoe from Fremont. The group left Fremont where they launched their craft into the Platte river and started down stream with Nebraska City as their destination.

In the party of fourteen boys was Edward Bratt, son of Rev. and Mrs. Bratt, formerly of this city, and while here he enjoyed a visit with old time friends.

There are six canoes loaded with boys and they have had a real time on the journey from Fremont with the high water making the trip more than usually difficult for the group.

Visiting in Murray

Mrs. Anna Meyers of Avoca is visiting at the home of her son-in-law and daughter, Mr. and Mrs. Elbert Keil, in Murray.

Poultrymen Urged To New Goal In Egg Production

Task For Cass County Hens Is 11 Per Cent Greater; Most Farms Have Larger Laying Flocks, But Labor and Feed Are Problems.

Cass County poultrymen are asked by the government to produce approximately 2,496,000 dozen eggs this year, 11 per cent more than in 1942, as their share in the Food for Victory Program, the National Poultry Defense Committee estimated today.

This county goal, which is based on the percentage increase suggested for Nebraska by the U. S. Department of Agriculture, can be reached if adequate supplies of labor and feed are available, declared Committee Chairman Hobart Creighton.

"Poultry farmers are now working harder than ever in all-out war production," Creighton said, "continuing the fine job they did in this county last year by producing approximately 2,249,000 dozen eggs to help supply civilian, military and lend-lease needs. Also, two developments during last year have resulted in larger laying flocks on most farms today:

"First, egg prices as shown by purchases of the A & P Tea Company, one of the larger buyers which last year paid \$92.164 in Nebraska for 237,720 dozen, were so favorable that farmers saved an unusually large proportion of potential layers. Second, conditions in 1942 were good for raising pullets, as fall weather was generally mild and the average hatching date was early.

"Those factors point to increased egg production," Creighton explained, "if an improvement can be made in the farm skilled labor situation and if farmers can get enough protein feeds. There are critical shortages of protein ingredients because imports have been cut so drastically. Even soybean oil meal is not being processed fast enough to meet demands. These are major problems facing the industry."

Nebraska poultrymen, who produced a total of 134,250,000 dozen eggs in 1942 are asked for 149,135,000 dozen this year as their share of the national egg goal of 4,780,000,000 dozen.

Entertain Youth Fellowship

The decoration scheme at the home of Mr. and Mrs. Harry White on high school hill, was carried out with numerous bouquets of garden flowers Wednesday evening, when they entertained 20 members of the Methodist Youth Fellowship. The hosts are new councilors of the organization, having taken over duties Sunday. Sides were chosen and the girls competed with the boys in the many games played. William Howland was the prize winner.

Among those present were the Rev. and Mrs. T. Porter Bennett, Mrs. Ray Cullley and son Charles and Mrs. Fay Watts. The Rev. Mr. Bennett gave a short address pertaining to the work of the fellowship.

The evening was closed with the serving of refreshments. The hosts carried out the flower decorating effect in the dining room where a large bouquet was used as the centerpiece.

Farm Hand Deferment

The local draft board has received many inquiries from men who are registered and have been placed in deferred classes for service in agricultural pursuits. Many have the impression that they are frozen on some particular farm, but this is not the case.

The man engaged in farm work under this deferment may work on any farm that he may desire to do, but he cannot leave this vocation for something different or he will lose his status as a farm worker and be placed back in his former service classification.

Brothers on Furlough Honored

Although Corp. Ralph Ellingson and Pvt. Lawrence Ellingson, brothers, spent most of their furloughs here at the same time, the expiration dates did not coincide. Since Ralph returns to his anti-aircraft unit at Camp Davis, N. C., today, the parents, Mr. and Mrs. Herman Ellingson, honored the boys at a party at home Thursday evening. Lawrence will remain a few days longer before returning to the armored force at Camp Campbell, Ky.

Much of the evening was spent socially. Dancing and card games were also enjoyed. Guests present were Mr. and Mrs. Alvin Smock, Mr. and Mrs. Jim Karick and daughter Corina, Mr. and Mrs. Louis McCorahey, Irene Anthes, Mrs. Freda Rhylander and sons Stuart and Warren, Miss Hilda Wellengren, Corp. Bill Payne, Miss Velma Vanat, Evelyn, Florence and Edward Ellingson, Mrs. Greeley Stones and son Jerry and Mr. and Mrs. Herman Ellingson.

Start Roof Repair

Workmen were engaged Wednesday in the work of the repairing of the roof of the court house, a task that has been needed for a great many years and is now actively underway.

The type of the roof has made it's repair more difficult due to the many valleys that carry the water, and the slate formation of the roof itself.

The repair will be to stop the leaking that has for several years made the upper floor offices and the district court room subject to small sized floods. When this leaking has been eliminated it will be possible to keep the interior of the building in proper shape to be cared for as it should be instead of the present condition.

The funds for the repair work was raised three years ago but no action taken to actively start the work until the last few months.

Entertains Old Folks

Thursday evening the senior choir of the First Methodist church met at the Nebraska Masonic Home for their rehearsal and also to entertain the members of the Home at a "sing."

Mr. Evans, local teacher, who is in Omaha for the summer, came down to help direct the group singing and also gave a vocal solo, "Asleep in the Deep."

There were fifteen of the choir and twenty-eight of the members of the family present to enjoy the very pleasant musical occasion.

Visits with Mother

Mrs. Sam T. Gilmour departed Wednesday for Sergeant, Nebraska, where she will visit her mother, Mrs. William McGregor. Two sisters of Mrs. Gilmour are at Sergeant also to visit the mother, Mrs. Joseph Beard of Oklahoma City and Mrs. Fred Majors of Omaha. The family will have a most pleasant reunion.

Attend Ball Game

Eugene Ault and father, Charles Ault, Edward Gradoville, Sr., and Charles Sheehan, were in Omaha Thursday evening. They attended the Navy All-Star baseball game to see the gobs win 8 to 1 from the cream of the Omaha ball players. They report the game much better than the score would indicate.

Former Resident Here

Thursday Charles Jelinek, of Los Angeles, was in the city for a visit with his parents, Mr. and Mrs. Joseph Jelinek as well as with his sisters, Mrs. W. A. Swatek and Mrs. Cyril Kalina. Mr. Jelinek is in the train service of the Union Pacific on the crack trains from Omaha to the west coast.

Insurance Adjuster Here

John S. Little, of Lincoln, adjuster for the Hartford Insurance Co., was here today to look after some business matters with S. S. Davis, the local agent.

Urge Conservation Of Fuel For War Through Homes

Efficiency in Heating Will Aid in the Saving of Supplies Especially in Oil

Approximately a third of each family's fuel oil ration coupons for the coming heating season will become valid July 1 and, for that reason, rationing officials are urging all users of fuel oil to send in at once their applications for the new rations.

Simplified renewal application forms are being mailed to all who had coupons last season. Only five easily answered questions are asked on the forms.

Fuel oil rationing officers point out that users will profit in many ways by storing as much fuel oil as is permitted as soon as they can. Transportation and other problems may make it much harder to obtain oil later.

Filling of oil tanks during the summer will reduce the strain on truck, railroad and pipeline facilities this Fall and Winter. Any such reduction will be a move toward winning the war.

A large majority of fuel oil users made it through last winter without hardship. Difficulties of the few have been traced in most instances to tardy realization of the need to conserve oil.

That need is real and vital, according to the fuel oil rationing division of the Office of Price Administration. Allied fighters on many fronts must be supplied with fuel oil and gasoline from the United States.

We cannot win the war without fuel. Because gasoline and fuel oil come from the same base and a large percentage of the available base product is being used to supply our American forces and the Allied forces, the majority of our fuel oil has "gone to war."

We have supplied enormous amounts to our fighting forces in Africa. We are stocking England and dozens of naval and military bases all over the world to build up reserves.

Training planes use 50 gallons of 100-octane gasoline an hour. To train a pilot requires 250 hours in the air. Therefore it takes 12,500 gallons to train one pilot.

When flying in combat, army planes use 100 gallons of gasoline per hour per engine. A Flying Fortress uses 400 gallons of 100-octane gasoline per hour. A modern destroyer uses more than 3,000 gallons of oil when it moves at top speed. An army transport burns 33,000 gallons of fuel oil per day.

There has been an 11,000 per cent increase in motorization in this war compared with the last one. A motorized infantry division in the last war had about 3,200 horsepower with 400,000 horsepower to today's motorized division.

In 1941, the last normal year, peacetime petroleum requirements in the east were estimated at a minimum of 1,600,000 barrels a day. Before Pearl Harbor 95 per cent of this was transported to the east in ocean-going tankers. One tanker docked at some eastern port every 80 minutes, day and night. Many of these have been sunk by submarines. Others have been diverted to military service. As a result, the oil shortage in the east has become acute.

The mid-west no longer is able to meet its own crude oil requirements from wells in the area. In many sections wells are operating at greatly reduced production. Many are becoming almost dry.

Shipping of crude oil to refineries in scarcity areas uses transportation badly needed to supply the east coast area, from where our armed forces and fighting allies obtain their supplies.

The demand for tank cars has become so pressing that the Office of Defense Transportation has had to call upon every available source. Thousands of such cars have been withdrawn from short-haul service in the mid-west. This has resulted in dislocation of normal movement of oil stocks. It has appeared to some that full storage tanks in

Writes of Training

Activities

Mr. and Mrs. H. A. Jacobs received a letter this morning from their son John Jacobs who is taking pilot training with the U. S. Air Corps at State College, Miss. The writer, already well along in his training, likes his present location, and regrets when he must leave. He reports that activities at the camp have taken his interest. One of these is the organizing of a 50 voice choir on which he hopes to be placed. "Today was a big day," he writes, "our squadron placed first in the Saturday parade." He explained the squadron had done this on three occasions. He writes that taking part in the regular drills gives him the grand feeling that he is a part of a wonderful country. "Just picture 1000 men stepping along in a line as straight as a string," he writes, "and the salute during the playing of the Star Spangled Banner with not a single movement during the piece. That really gives you a thrill," he said.

Caught in Blackout

Lake Okoboji, Ia., June 17. — (UP)—The shoe was on the wrong foot the other day for Forrest N. Croxson, chief air raid warden for Omaha.

After a zealous year organizing and directing Omaha's air raid defenses, Croxson and his wife went to their summer home at Lake Okoboji for a vacation.

One evening after they retired they heard the fire siren ring.

Croxson got up, turned on the bedroom lights and went downstairs and outside, turning on house lights and dock spotlights.

No fire was visible. He turned back into the house and wasn't there very long before he answered a knock on the door.

The lowan on the threshold looked at Croxson's car marked "chief air raid warden." He looked at Croxson's chief air raid warden helmet hanging nearby. He looked at Croxson.

"What," he demanded, "are you doing with those lights on? That was the blackout signal."

Returns From Kansas City

Mr. and Mrs. Dennis Smith returned from Kansas City, Mo., Wednesday, where they had been visiting his parents, Mr. and Mrs. M. D. Smith.

Mr. Smith left yesterday for Ft. Leavenworth where he was inducted for the Army, June 3rd.

Mrs. Smith will remain at the home of her parents, Mr. and Mrs. Anton LaHoda.

According to the 1940 census report, there are 34,165 farms in New Mexico.

Areas adjacent to pipeline terminals indicate full tanks throughout the areas. Such tanks have been full merely because the tank cars, normally used to transport this oil to secondary storage, have been pressed into service for transcontinental runs to the east coast. In their place, trucks and trailers have been doing a splendid job. However, stocks of petroleum in the west must be kept available to supply the east in case of a greater emergency. Much of this inventory already is earmarked for military use.

How does the oil go to the east? First, by railroad. Railroad tank cars have been carrying close to a million barrels of oil a day to the east. In 1941, they carried only 68,000 barrels a day. Pipeline and barge facilities also are being taxed.

Since the average railroad tank car holds from 200 to 210 barrels of oil, while a single large ocean tanker may carry 150,000 barrels, it takes 750 railroad tank cars, or 10 solid trains to equal one tanker ship. Completion of more pipelines will hardly suffice to meet off-shore requirements.

In spite of the fact the east coast is more drastically hit, the middle-west and southwest have no cause for optimism. These territories will have to help alleviate the situation in the east, which supplies the oil to the fighting forces.

Construction Workers Have Big Part In War

Section of Engineers Makes Possible the Attainment of Success by Their Program

"The Army, the Navy, and the Air Forces all have to build before they can fight," 225 Post Office, local United States Army recruiting representative, declared today.

"In modern warfare there's a terrific job of construction to be done, more perhaps before and during the attack in one sector than a peacetime city would require in a year," 225 Post Office Building, Omaha, said. "Soldiers move up to the front, fast, in trucks, and trucks need roads. Airplanes have to have ground bases, landing strips, hangars. The big guns need emplacements, camouflage. Seaports captured from the enemy must be made useable after they have taken all the punishment artillery and bombing planes can give them; and the scuttling and laying of mines the enemy does as he retreats must be counteracted. Bridges have to be built across canyons and rivers, tunnels bored through mountains, railroads built through deserts or jungles—all this building has to be done so that we can carry the attack to the enemy!"

"The men who build and fight for the Army are the construction workers in the Army Corps of Engineers. They are working now on every fighting front, right in the face of the enemy, their guns within reach; ready to drop their tools and fight at a moment's notice. Construction engineering is a tough wartime job, calling for tough, skilled, fighting men to build and fight for freedom now."

"Men between the ages of 38 and 50, inclusive, can enlist for active duty with the Army Engineers. Here is a partial list of specialists in the Corps of Engineers needs now:

Electricians, pipefitters and plumbers, bulldozer operators, blacksmiths, welders, draftsmen, powdermen, riggers, carpenters, concrete workers, engine operators, crane operators, drillers, sheet metal workers, mechanics, steel workers, and other construction trades.

"For further information, call at your Armed Forces Induction Station at 115 P. O. Building, Omaha, Neb. If you are a construction worker, the Engineers will have a place for you to use your tools and skill. There's still lots of building and fighting to be done."

Sailor Home on Leave

Dick Noble, former Plattsmouth high school student, who enlisted some time ago in the United States navy, arrived last evening on a liberty from the naval station at Farragut, Idaho. Dick has completed his "boot" training at Farragut and on his return will be given another assignment to duty. He is visiting in Omaha and here with his grandparents, Mr. and Mrs. A. R. Noble and his father, Everett Noble, as well as other relatives and friends.

Home From Fort Knox

Pfc. Clarence Favors, arrived home Thursday from Fort Knox, Ky., to enjoy a visit here with his wife and babe, as well as with his parents and many friends. Fort Knox is one of the large training centers in the central east and many of the local soldiers have received their course of training in the armored units at that place. Private Favors has a 10-day leave and will be able to enjoy a week at home.

Seeks Divorce

An action for divorce entitled Emma Manners vs. red Manners was filed today in the office of Clerk of the District Court, C. E. Ledgway. The petition of the plaintiff sets forth that the parties were married in Cass County, Nebr., on December 24, 1908, and have been residents of Cass county. The plaintiffs ask custody of a minor daughter.