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ESTABLISHED 1881

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WASHINGTON TRY-GO-ROUND

By Peter Edson

WASHINGTON—It has been exactly sixteen years since anyone save a Democratic elevator, doorkeeper, or page-boy drew a salary for chewing gum and pretending to administer to the needs of Congressmen in the Halls of the Capitol. For sixteen long years, Republicans have been out in the very cold, painless world.

Now however, comes the big job transfer. Beginning with the new Republican congress in January, 600 Democratic guards, ushers, clerks, stenographers, stationery room workers, et al will get their walking papers, and 600 Republicans will take their places.

Most important of all, however, will be the new chairmen of committees, since the committees of Congress shape legislation far more than most people realize. Republican chairmen for the next two years will definitely affect the course of the nation.

Here is the roll call of the most important committees and the Republicans who will run them:

Foreign affairs—Under congressman Charles Eaton of New Jersey. The House Foreign affairs committee will continue a nonpartisan Truman-Roosevelt policy. Born in Canada, trained as a Baptist preacher, addicted to red neckties, Congressman Eaton has been a staunch supporter of U. S. world cooperation. When isolationist Ex-Congressman Ham Fish tried to dictate GOP policy on the foreign side in a committee, Eaton was continually at his throat. As a result FDR invited the New Jersey Representative to the White House rather than Fish. Eaton has occupied pulpits in Toronto, Cleveland, New York, was once editor of Leslie's weekly, served as Canadian correspondent for the New York Tribune and the Boston Transcript.

Ways and means—Harold Knutson of Minnesota, new chairman of this vital committee, is bad news both to his party and the country. He voted against practically every defense measure before Pearl Harbor, claimed "Hitler is displaying a forbearance that might well be emulated by statesmen of other countries." "Personally," proclaimed the brazen Mr. Knutson, "I cannot see much difference between Germany's actions in Norway and the New Deal program in this country."

Knutson is noisy, irrepresible, publicity-loving, has a mania for cutting taxes, especially in the higher brackets. He once made a bitter attack on the late Cardinal Mundelein for favoring the reorganization bill. When the Time Magazine called him Fuzzy, Knutson smoothed it over by reciting a poem, "Fuzzy Wuzzy." Her league purged Knutson will be a high-bracket taxpayer, no gift to the little fellows.

Appropriations—This is all important committee which decides how much the government can spend. Its new chairman will be John Taber of Auburn, N. Y., a bank director and president of a water Company. He is

gaged in a fist fight with Congressman Cannon of Missouri and who yells so loud that he once restored the hearing of the late Congressman Leonard Schuetz of Chicago. Schuetz always used an ear trumpet on the floor, but during one of Taber's bellowing tirades a nerve in his ear was restored and he discharged the trumpet.

Taber glories in his reputation as a penny pincher. He delighted in chopping New Deal expenditures, but once brought great grief to his isolationist colleagues by making a speech strongly defending seven billions for lend-lease.

Colleagues were once aghast when Taber berated the wild life division of the Interior Department for paying 11,500 to Mrs. E. Eugene Lay, for land near the Finger Lakes for which she wanted \$16,500. Taber demanded that the Interior Department be penalized for this penny pinching by killing its entire \$9,000,000 for wild life. It turned out that Mrs. Lay was a constituent of Congressman Taber's.

UN-American Affairs—New Chairman will be J. Parnell Thomas of New Jersey, bold, a snappy dresser and a wordy wrangler. His last name once was Feeney, but he changed it to more high-sounding "J. Parnell Thomas." Thomas is a wall street Broker on leave from Paine, Webber and Company. If he had his way, the UN-American committee would spend all its time harraying labor leaders. He will out-rank Rankin and Ex-Congressman Ham Fish will be very happy.

Rules Committee—New chairman of this all-important committee, which decides what legislation can or cannot go to the floor of the House, will be Leo Allen of Illinois. Allen is pure Illinois corned, is Republican leader, Joe Martin's closest friend, talks little, is a middle-of-the-road conservative, does exactly what Joe Martin tells him. In the first World War he had a good record as a Field Artillery Sergeant.

Agriculture Committee—New chairman of this important body will be Cliff Hope of Garden City, Kansas, probably the ablest member of Congress in either party when it comes to Agriculture. Hope wrote most of Wendell Willkie's farm speeches and was scheduled to be Willkie's secretary of Agriculture had Willkie been elected. Hope talks little, moves slowly, works hard, he is co-author of the bill for farm research, believes that the USA must get ready to take care of farm surpluses again, should begin now to study quick freezing, new packaging of farm products.

The Veterans Committee—This important committee will now shift from the chairmanship of Mississippi's rooting-tootin' John Rankin to that of hard-working, effective lady Edith Nourse Rogers of Lowell, Mass. Mrs. Rogers is one of the oldest members of Congress from the thetopiteon'serve etonshardly gress from the point of service, having succeeded her husband in 1925. She has served the government 25 years, is 64 years old, and not afraid to state her age.

Her husband was author of the Rogers act which created the American career diplomatic service. Ever since Mrs. Rogers has kept up her interest in foreign affairs, as well as doing a terrific job for her district. Few Congressmen work harder and get more accomplished. Probably she got more favors from the Democratic administration than the average Democrat. As a long-time member of the Veterans committee, Mrs. Rogers has been battling bitterly with Chairman Rankin, will be a vast improvement over the gentleman from Mississippi.

Rivers and Harbors—New chairman probably will be George A. Dondero of Royal Oak, Mich., home town of Father Coughlin. Dondero served in Congress for thirteen years, is one of the three congressmen of Italian descent, the others, D'Aleandro of Baltimore and Marcantonio of New York, being much more in evidence. Dondero is a great expert on Lincoln, boasted of friendship with the late Robert Todd Lincoln, son of the Civil War president, is nice, conservative, harmless. For a time he let his office be used by Walter Steele, a vigorous, isolationist lobbyist. After King George and Queen Mary came to the capital, Dondero held out his hand to friends, saying, "Shake the hand that shook the hand of a king—and held four kings a few times." (Copyright, 1946, by the Bell Syndicate, Inc.)

Q—What is the XS-3?

A—A new supersonic Navy plane being built to fly 1500 mph.

Low Bridge



Shade of Sycamore

By PERCY MARKS Author of "The Plastic Age" "A Tree Grown Straight" Etc.

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GAYLE's brother Jimmie always said, "When Gayle gets her back up, look out. She's dangerous."

When Mr. Godfrey made clear that her custody of Kent might be threatened, she became more dangerous than she had ever been in her life. She was ready to fight Bart or his mother, or both of them, in private or in public; and she was ready, too, to use any weapon that would strike the hardest blow.

She lay long awake that night thinking and planning, and the next morning she began to put her plans into effect. She dismissed the maid and Miss Norton, the nurse.

It hurt her to tell Tom he wasn't needed any longer, but he made the situation as easy as possible for her. "I've been thinkin' I ought to go to Bridgeport," he said. "I'm a good mechanic—pretty good, anyhow, and they need 'em bad in the factories. I think we're goin' to be in the war pretty quick, Mrs. Bartlett."

"So do I, Tom."

Gayle waited until evening to talk to Mrs. Mays. Then she asked the cook to come into the living room and sit down. "It's something personal," she explained.

As Gayle looked at Mrs. Mays, wondering how she could best begin, she thought of the many women she had entertained in that room who had less the look of quality than Mrs. Mays had. In three years Mrs. Mays did not seem to have aged at all; she was still a little plumper than she should have been, but her cheeks were still pink, and her eyes were the same clear blue. Her spectacles always seemed brighter than other peoples'; the lenses shone with cleanliness.

"This is very difficult, Mrs. Mays," Gayle began hesitatingly. "Then she smiled, 'I'm afraid I'm

not very subtle. I wanted you to come in here because I—well, there's a new relationship. Oh dear, I don't know how to put it."

Mrs. Mays smiled. "I'm not the cook now?"

"No! Oh no! That's just it. I don't you see, I'm talking to you as a friend."

"I thought that's what you meant. I'm glad you feel that way, Mrs. Bartlett. I know about Jane and Tom and Miss Norton, of course. I was going to tell you I wasn't ready to be fired."

She hesitated and then added firmly, "I'm staying."

"BLESS your heart!" Relieved, her faith in Mrs. Mays complete, Gayle began to talk, all confusion gone. "I've been thinking over everybody I know. I've been having a bad time. I didn't want to worry my parents, and so I haven't said a word to them yet—and it didn't matter whom I thought of, I wasn't satisfied. I thought of talking things over with a woman. I want help and advice, and finally it dawned on me, I'd rather talk about this with you than anybody else, even Rose Beecher. I'm going to tell you everything, friend to friend, and then I'm going to ask your help."

"I won't tell!"

"I know you won't. If I didn't know it, I'd never tell you any of it." Then Gayle told the story of it, and including, her talk with Mr. Godfrey. "And so, you see, she concluded, 'I've got to rearrange my entire life. I've got to get a job—not right away but in the next few months. You can get another job—'

"I told you I wouldn't be fired," Mrs. Mays said quietly. "I thought you needed me."

"Oh, I do!"

"I know," Mrs. Mays turned her hands palms upward in her lap and studied them thoughtfully.

Then she looked up, and her quiet smile lighted her face. "It comes down to this, doesn't it, Mrs. Bartlett: somebody's got to take care of Kent, and somebody's got to work to earn enough money—and you'd like for us to work it out some way together? Isn't that it?"

"Oh yes—exactly! But I won't be able to pay you even—"

"Pay me?" Mrs. Mays drew herself up in her chair. "I thought you said we were talking as friends."

Gayle flushed painfully and cried, "We are! We are! But I don't want to ask sacrifices of you. I haven't any right to ask sacrifices. No matter what happens, I gain and you lose. I've tried and tried to see my way around that, and I can't. You're always the loser."

"Mrs. Bartlett," Mrs. Mays' voice was very quiet but her blue eyes were serious, almost stern. "At my age you're never the loser when you're needed and wanted."

THE next morning Gayle wrote to her parents, to Nate Kent, who was in an Army camp in California, and to Rose. To Rose, she confessed, "You told me so in plain words, I give you leave to say, 'I told you so.'"

She sent the letters air mail and then set about putting her affairs in order. On Mr. Godfrey's advice, she transferred her account to a different bank. "If you don't," he had explained, "you're likely to find money deposited in your name, and that would be an embarrassment."

Then she set about selling all her jewels, her pearl necklace and the pearl set left her by Mr. Bartlett excepted. It was a shock to find that the jewels would bring only a small part of their value, but even that small part totaled several thousand dollars, quite enough to ensure Kent's education. When the money had been invested in government bonds, she felt braver and stronger. If the need ever arose, she could produce evidence conclusive enough for any judge that James Kent Bartlett was in no need of assistance from his father.

(To Be Continued)

EDSON'S WASHINGTON COLUMN

BY PETER EDSON
NEA Washington Correspondent

WASHINGTON, D. C.—(NEA)—The great, sea-going-sized irony of the present messed-up maritime situation is that the United States—the number one maritime power of the world—has only 21 passenger liners in operation.

In 1940 American shipping companies had a combined fleet of 157 passenger vessels. All were converted into troop carriers. Fifty-four of them were lost in action scrapped or sold.

Of the remaining 100 which were afloat a year ago, 59 were over 20 years old and may not be worth reconverting. Of the 41 less than 20 year old, only one has been reconverted. It's the America, largest liner ever built in this country. She's ready for her reconverted maiden voyage but was tied up by the recently ended maritime strike.

The only liners not tied up were the Matsons cleared for emergency food-carrying to Hawaii, and the Vulcania, which had an Italian crew. But when the Vulcania gets back from Italy, she will be given back to her former Italian owners and the U. S. passenger ship fleet will be cut that much further.

AT the end of the war the U. S. Maritime Commission fleet numbered nearly 5000 ships of all types. Nearly 500 were troop transports, with the capacity to move half a million men at one time.

But troop transports stack their passengers in tiers, four or six bunks to the tier, and the life-saving equipment is mostly rafts. Coast Guard rules won't permit ships to carry civilian passenger unless there is one lifeboat seat per passenger.

Under the Second War Powers act, the President has been able to relax these regulations aside. Two pre-war passenger liners, the Manhattan and the Ericsson, plus seven troop transports, were partially reconverted to bring back war brides and American war refugees. The Second War Powers act expires March 31, and if it is not renewed by Congress, these ships will no longer be able to carry passengers and will have to be reconverted a second time before they can go into regular commercial and tourist passenger service.

BY next spring, however, it is hoped that the 18 passenger ships now in the process of completion or conversion will be ready for business. Fourteen of them will be for the Caribbean and South American trade, four for the Pacific. The Office of War Mobilization having issued stop orders on further construction of new passenger ships, this seems to be the total prospect for the next year or so.

When Americans want to go abroad, they'll have to rely on the airplane, go by foreign-flag ship, or rely on American-flag cargo ships which have a maximum passenger-carrying capacity of 12 persons. There are about 1600 of these cargo vessels in service now. Half are operated by the Maritime Commission, half under charter to private owners.

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