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Case assures you of Chicks and Supplies you will like. You are always welcome at the

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OPEN POLLINATED WHITE CORN
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Brome Grass, Red Top Grass, Canary Grass, Alfalfa, Red Clover, Alsike, Lespedeza
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CHEVROLET

Cass County Motors 607 1st Avenue Plattsmouth

Elmwood

MRS. TRACE PLYBON Correspondent

Chas. Finley entered the Bryan Memorial hospital on Saturday and is to have an operation soon. Mr. Earl Horton is taking his work at the store while he is away.

Mrs. Rena Roach went to Chicago early this week where her husband is employed. If they continue to live there, her son, Dick Apt, will join them in the summer.

Ed Bornemeier is spending some time at the Bryan Hospital for treatment.

Mr. and Mrs. James Liston of Evergreen, Colo., are the parents of a daughter born recently. She has been named Margaret Rose. They now have four girls.

Mr. and Mrs. Lashley and baby have moved from the place south of town into the home of Mr. Oscar Turner, and will take care of him in his illness. Mrs. Lashley has been a nurse and her husband is working on the roads.

Mrs. Ella Boyles received a beautiful robe as a gift from her brother, John McNeil, who lives in Ontario, Oregon.

Mrs. C. A. Brown is recuperating at her home after her illness of last week.

At the Sunday morning service at the Methodist church, John Edson, the little son of Dr. and Mrs. Howard Liston, was baptized by the pastor, Rev. C. E. Wilcox. The four grandparents and other relatives were present for the christening.

The Royals Neighbor ladies met at the home of Mrs. Emily Gonzales on Friday afternoon for a party, honoring Mrs. Roy Sterner, who is to move to Nebraska City in the near future. A covered dish luncheon was enjoyed, and Mrs. Sterner was presented with a plastic tablecloth, books were given to the children, and a rattle to the baby.

Mrs. Dicka and family will move into the house owned by the Roy Sterners. Her father and mother who spent the winter with them have returned to Lincoln.

Mrs. Earl Elliot and Mrs. Gertrude Davis were Lincoln visitors on Saturday, going by train. Mr. Elliot is now employed at Ashland.

Mr. and Mrs. Moomey had for week end guests her nephew, Mr. Box and a gentleman friend, from Winatoon, Nebraska. The nephew is a son of Arthur Box, a former resident of this community.

Mrs. Emily Gonzales is at home after spending several weeks at the home of her sister, Mrs. Mills, near Murdock.

P. N. G. Circle met at their hall on Thursday evening with Mrs. Ralph Creamer and Miss Maud Creamer as hostesses.

Mrs. Marion Peterson and children, Dale and Sharon of Logan, Utah, visited this week at the home of Mrs. Howard Pool. The ladies were friends while attending the University of Nebraska.

Mr. and Mrs. Vaiden Vette of Lincoln are the parents of a son born March 8th. He has been named Bradley Gordon. The mother is the former Donna Vee Parish.

Eastern Star members met for quilting at the home of Mrs. Melvin Miller on Wednesday.

A pleasant gathering was held at the home of Mrs. Douglas and Mrs. Gerbeling on Thursday, honoring Mrs. F. E. Sala of Kirkland, near Seattle, Washington. A one o'clock covered dish luncheon was enjoyed by nineteen ladies, this being as many as could come, of the ones who had formerly worked with her in the Methodist church when her husband was pastor. Rev. Sala was also well known throughout eastern Nebraska when he was the first field representative for Bryan Memorial hospital. At the close of the luncheon, Mrs. Sala read a number of her favorite poems and gave a short talk of appreciation.

Mrs. Davis of Missouri is visiting at the home of her sister, Mrs. Lytle.

tumbling past eastern Nebraska, was as changeable as it was treacherous. Snags and sandbars met on one trip could not be depended upon to be in the same place on the next. The

shifting sandbars provided a particularly ominous threat to river navigation. The pilot avoided them where ever possible. All too frequently, however, the pilot had to get the boat across as best he could.

With luck and skill he could jump or "grasshopper" the boat over the bar. Occasionally, though, the craft would become mired so deeply that his only recourse was to unload the freight and drag the boat from its moorings by sheer human force. Now and then even the passengers had to man the tow-lines.

Particularly dangerous were fallen trees lodged in the channel. To strike a large one head-on meant certain disaster because the frail bottoms of the river steamers were easily pierced.

It is little wonder, then, that a pilot skilled and responsible enough to guide a boat along the Missouri commanded top pay for his time as well as being a man of high standing on the river. After all, men's lives as well as their property were entrusted to his care.

arguing for highway funds to be wisely spent and administered, these farm and other groups feel, calls for a business manager to head the highway department, relieving the state engineer of responsibility for determining how funds are spent and giving him more time to devote to the engineering phases of highway construction and maintenance. These groups point to glaring examples of highway department mismanagement. For one thing, the \$700,000 state highway testing laboratory at the south edge of Lincoln is cited, pointing out that the funds going into this building could have gone into highway construction. This building became the cause of a legislative investigation during the 1947 session, and caused the legislature to impose a \$100,000 maximum limitation on structures the highway department might erect without legislative approval. These groups do not argue the need for such a building but the manner in which it was acquired, feeling that such a building should have been erected through a separate legislative appropriation.

Defenders of the highway department have blamed county commissioners for fine federal aid and county highways which "begin nowhere and end nowhere." A number of these instances have been cited in testimony before legislative committees, particularly a stretch near Dunbar and another near Prague. The money spent on these roads, those testifying aver, could better have been spent grading some of the dirt roads in those areas; and they have been told they should see their county commissioners because these roads are their responsibility. As a matter of fact, in those cases where federal matching funds were involved in such county road construction, the state highway department had first to give its approval of the project before federal money was allotted for the construction.

Farmers opposing the highway program are not against road construction, but they do question which should be first: the providing of roads for rural areas of the state so that citizens can get to market; or the building of through super-highways so that tourists and through traffic can speed across Nebraska at 70 miles an hour, buying a minimum of gasoline in the state, and spending as little as possible with the business men and merchants who pay the taxes in Nebraska.

Roads Main Interest The necessity for adequate farm-to-market roads has been emphasized this Spring when the heavy snows of the past winter have melted. Roads in some sections of the state which are not hard-surfaced are almost "bottomless," according to reports from farmers. Even some gravel roads have become "churned up" and rutted.

Farmers oppose the Governor's multi-million dollar twenty-year highway program because the burden of paying for these highways would fall on farmers through increased taxation and license costs. That increase in taxation, farmers feel, would be reflected not only in their state tax bill, but also in local taxes; for the recommendations of the Governor's program suggest increased local taxes to build "feeders" to the state highway system.

The Governor's road program would increase, rather than lessen, the mileage of road to be maintained locally; and would take away some state help to local road building which has been available in the past.

These are the reasons, many farmers feel that road funds already available should be used more efficiently and wisely. They feel that present funds

Unicameral News Echoes

By Bernie Camp Information Director Nebraska Farm Bureau Federation

(Unicameral Echoes is made available through the cooperation of your local newspaper and the Nebraska Farm Bureau Federation. Opinions expressed are not necessarily those of this newspaper.)

Where to Get the Taxes

The Senators in Nebraska's Unicameral legislature are sincerely puzzled as to where they are going to find the revenue to meet the costs of state government. Most of the Senators have an interest in keeping tax increases within limits; however, they are beginning now to question whether or not the costs of government can be met without some increase in taxes.

The State Highway Department and the Governor's highway program seem to present the knottiest revenue problem for the lawmakers. The highway department claims its highway balances are as bare as Mother Hubbard's proverbial cupboard of nursery rhyme fame. The department claims it will have no funds for new construction unless the legislature meets its requests for increases in tax income through increased license fees and gasoline taxes.

The Senators would feel more at ease certainly if someone came up with an answer that could satisfy all taxpayers and the state government departments. The Unicameral is placed more or less in the position of being in the middle of two strongly opposed points of view; and to the Senators that is not

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OUT OF OLD NEBRASKA

by JAMES C. OLSON, Superintendent STATE HISTORICAL SOCIETY
The fame of Mark Twain's Mississippi River steamboat pilots has tended to obscure somewhat the equally exciting exploits of their counterparts on the Missouri. Indeed, in many respects, the job of a pilot on the Missouri was more dangerous and called for greater skill and judgment than did the same work on the Father of Waters.

For the muddy Missouri,

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