31

O



MRS. TRACE PLYBON. Correspondent

Chas. Finley entered the Bryan Memorial hospital on Saturday and is to have an operataking his work at the store while he is away.

Mrs. Rea Roach went to Chihusband is employed. If they continue to live there, her son,

some time at the Bryan Hospi-

Mr. and Mrs. James Liston of garet Rose. They now have lines.

Mr. and Mrs. Lashley and baby have moved from place south of town into the ness. Mrs. Lashley has been a pierced. nurse and her husband is working on the roads.

beautiful robe as a gift from the Missouri commanded top are not rightly activities of the ways would have been in 1941, her brother, John McFall, who pay for his time as well as be- highway department, but should at the beginning of the war. ives in Ontario, Oregon.

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 christen-

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 ation of your local newspaper Nebraska City in the near fu- and the Nebraska Farm Bureau ture. A covered dish luncheon was enjoyed, and Mrs. Sterner are not necessarily those of this was presented with a plastic tablecloth, books were given to the children, and a rattle to

train. Mr. Elliot is now employ- without some increase in taxes. d at Ashland.

former resident of this com-

Mrs. Mills, near Murdock.

P. N. G. Circle met at their Maud Creamer as hostesses. Mrs. Marion Peterson and children, Dale and Sharon of Logan. Utah, visited this week at the home of Mrs. Howard

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

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 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 hespital. At the close of the luncheon, Mrs. Sala read a number of her favorite poems and gave a short talk of appre-

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

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



by JAMES C. OLSON, Superintendent STATE MISTORICAL 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

For the muddy Missouri,

As an early Sioux City editor burden of additional taxation, highways. wrote, "Of all the variable that property is already bear-

cago early this week where her the pilot had to get the boat ers can be assured that "every across as best he could.

With luck and skill he could value received." Dick Apt, will join them in the jump or "grasshopper" the boat over the bar. Occasionally, thinking point out that there marily agricultural Ed Bornemeier is spending though, the craft would become has been a steady and consistmired so deeply that his only ent increase in motor vehicle quarrel with the desirability of recourse was to unload the ownership, and consequently a having a system of super highfreight and drag the boat from steady and consistent increase ways, but they cannot see how Evergreen, Colo., are the par- its moorings by sheer human in motor vehicle registration such a system is to be paid for ents of a daughter born recent- force. Now and then even the fees and gasoline tax revenues, when no one is able to forsee ly. She has been named Mar- passengers had to man the tow- Furthermore, the proponents the economic conditions of the

fallen trees lodged in the chan- to the point where the stage family desired a new car, but the nel. To strike a large one head- of the "tail wagging the dog" is not seeing how they could pay on meant certain disaster be- fast being approached. They for it, they decided to repair home of Mr. Oscar Turner, and cause the frail bottoms of the maintain that the highway de- the old car and keep it going. will take care of him in his ill- river steamers were easily partment incorporates such

Mrs. Ella Boyles received a enough to guide a boat along the State Safety Patrol, which entrusted to his care.

Unicameral News **Echoes**

By Bernie Camp Information Director Nebraska Farm Bureau Federation (Unicameral Echoes is made available through the cooper-

newspaper).

Where to Get the Taxes The Senators in Nebraska's Unicameral legislature are sin-Mrs. Jicka and family will cerely puzzled as to where they move into the house owned by are going to find the revenue the Roy Sterners. Her father to meet the costs of state govand mother who spent the win- ernment. Most of the Senators ter with them have returned to have an interest in keeping tax increases within limits; how-Mrs. Earl Elliot and Mrs. Ger- ever, they are beginning now to rude Davis were Lincoln vis- question whether or not the tors on Saturday, gong by costs of government can be met

The State Highway Departweek end guests her nephew, way program seem to present Mr. Box and a gentleman friend, the knottiest revenue problem rom Winatoon, Nebraska. The for the lawmakers. The highnephew is a son of Arthur Box, way department claims its highway balances are as bare as Mother Hubbard's proverbial Mrs. Emily Gonzales is at cupboard of nursery ryhme home after spending several fame. The department claims it weeks at the home of her sister, will have no funds for new construction unless the legislature meets its requests for increases hall on Thursday evening with in tax income through increas-Mrs. Ralph Creamer and Miss ed license fees and gasoline

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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things in creation the most un- ing an important share of the are aware that farm commodity folk and understand the value ertain are the action of a jury, tax load and can hardly be ex- prices have fallen off from their of a dollar, particularly a dolthe state of woman's mind, and pected to assume more. This peaks, while the prices of things lar when farm prices are not the condition of the Missouri view is opposed to giving the they buy have not come down at boom levels. They realize State Highway Department new correspondingly. They see that that an added load of \$10,000,-The shifting sandbars pro- taxes or fees; at least until added taxation and license 000 to \$15,000,000 a year for tion soon. Mr. Earl Horton is vided a particularly ominous some method is worked out to costs may become burdensome highway and road purposes will threat to river navigation. The assure that the revenues of the as normalcy is reached. If prices pilot avoided them where ever department are wisely spent of farm products should ap- year in taxes for each man, possible. All to frequently, how- and administered, until taxpay- proach those of the thirties, dollar spent is a dollar in road dollar highway program would Those following this line of burden on a state which is pri- sons; and this figure is even

Particularly dangerous were highway department has grown thirties many a Nebraska farm are more closely allied.

determing 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 misman-Federation. Opinions expressed agement. 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 that such a building should have been erected through a separate legislative appropria-

> 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 gravelling 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 states 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 where 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

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. Plattsmouth | They feel that present funds

they feel that a multi-million become an almost unbearable

Farm folk generally do not of this view maintain that the next twenty years. Back in the

Some folk view the Governor functions as the department of highway program as one of It is little wonder, then, that irrigation, the division of mo- hindsight rather than foresight. a pilot skilled and responsible tor vehicles registration, and They maintain that the time to Pays the Taxes?" the example have planned for super high- used, an imaginary Richard ing a man of high standing on be separate departments or No one could then have object- story finished. Also "Jones" to-Mrs. C. A. Bronn is recuperat- the river. After all, men's lives transferred to divisions of the ed seriously to setting up taxes tal tax was figured erroneously. ing at her home after her illness as well as their property were state government to which they to go into a special highway \$423.23 in real and property Arguing for highway funds to ways and roads when "more erty, does not total \$541.21. This be wisely spent and administer- miles of road could be built for last figure should have read ed, these farm and other groups each dollar spent." A number of \$561.24. A "4" was erroneously feel, calls for a business man- states did this, and are not now struck for a "6" on the typeager to head the highway de- experiencing the highway prob- written original material. The partment, relieving the state lems of Nebraska, because they weekly, daily, and hourly tax engineer of responsibility for have an excellent surplus in figures were correct.

channel presented new problems | Many farmers and others in- planned development and not have to "mortgage their Thursday, March 17, 1949. sist that they cannot stand the maintenance of present state future" to realize a super high-

Furthermore, many farmers Farmers are realistic sort of mean an added \$10 to \$15 a woman, and child in the state. The 1940 population in Nebraska, according to the Nebraska Blue Book, was 1,315,834 persmaller today. If the average Nebraska family numbers four persons, that is an added tax of \$40 to \$60 a year per family; and this is important money in times when farm prices are low. Really the per family figure should be much higher because the main support for roads comes from automobile license fees and gasoline taxes, and many city folk do not own auto-

We Stand Corrected

It has been called to our attention that in the UNICAM-Jones, somehow became transposed to "Smith" before the surplus fund for building high- taxes, and \$138.01 in real prop-

ever-shifting condition of the an enviable position to be in. | are adequate if used through highway funds. These states do THE PLATTSMOUTH, NEBRASKA, SEMI-WEEKLY JOURNAL

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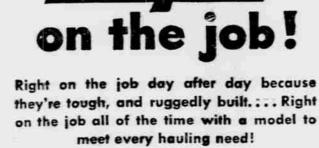
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