

## Weeping Water

Miss Doris Lauritzen of Lincoln spent the week end here with her parents at their farm home west of town. She returned to Lincoln with Jerry Stone Sunday evening following the commencement exercises here. Jerry had spent from Friday until Sunday here with his parents, Mr. and Mrs. J. Marion Stone.

John Day, who arrived here earlier last week with his parents, Mr. and Mrs. Carl Day, left Saturday for his home in Bradenton, Fla. Wednesday all were guests of Mr. and Mrs. Eugene Day for dinner.

Pvt. Loye Bouton is spending several days here on furlough with his mother, Mrs. Esther Bouton and other relatives.

## Kindergarten Gives Program Friday

Mothers, grandmothers and friends of the kindergarten pupils were guests at a program given last Friday morning at ten o'clock. Mrs. Ten Hulzen, kindergarten instructor, presented her rhythm band. After the program guests were presented with tiny corsages of yellow chrysanthemums tied with yellow ribbon.

Mr. and Mrs. Thomas Copinger and two daughters of Lincoln were here Sunday to spend Mother's Day with Mr. and Mrs. S. J. Ambler.

FOR EXPERT  
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## To Join Husband At Alabama Camp

Mrs. Reginald Jorgensen and daughters, accompanied by Mrs. John Jorgensen, left this week to drive to Craig Air Base in Montgomery, Ala., where the former will join her husband, who has been stationed there since his recall to the air force. Mrs. Lawrence Wiseman, who was to have made the trip too, has postponed her visit there for some time later this summer.

Mr. and Mrs. Boyne Parson of Cedar Creek were here Sunday for the day visiting with Mr. and Mrs. Lynn Parson and other relatives. On their return trip home they took their little niece, Dorothy Lynne Parson home with them for several days.

M. D. Brown, father of Mrs. Arthur Berthold, is visiting with relatives and friends in his former home, Sac City, Iowa.

Mr. and Mrs. Elmer Michelson, Sr., and Mr. and Mrs. Elmer Michelson, Jr., and family drove to Blair Sunday where they spent Mother's Day with the senior Mrs. Michelson's mother, Mrs. George Hinebine.

Mr. and Mrs. Carol Craig, Mr. and Mrs. S. F. Brown and Mrs. Albert Brown of Plattsmouth were here Sunday at the home of Mr. and Mrs. Rasmus Lauritzen, Sr.

Doyle Parson, navy son of Mr. and Mrs. Lester Parson, left the west coast Tuesday for leave from service, during which time most of his service was aboard ship in and out of the Korean sector of war.

Mr. and Mrs. Joe Bender and family were guests of her parents, Mr. and Mrs. J. L. Wiles Sunday at a Mother's Day dinner. Mrs. Homer Jameson and Mrs. George Domingo were also guests of the Wiles.

No Name Club met last Tuesday at the home of Mrs. Mogens Johnson. Mrs. Charles Jessen was a guest. Mrs. Rasmus Lauritzen is the next hostess.

Mrs. Alma Berner enjoyed the company Sunday on Mother's Day of Mr. and Mrs. Richard Berner and family of Louisville and Mr. and Mrs. Harvey Baller and boys of Nehawka.

Mr. and Mrs. Neil Connelly and Mr. and Mrs. R. C. Porter were Saturday Lincoln motorists.

Nancy Bickford spent the week end with Miss Barbara Keplinger. She also visited at the home of her uncle and aunt, Mr. and Mrs. Don Bickford.

## Family Gathering Held Mother's Day

An afternoon family get-together on Mother's Day was held at the home of Mr. and Mrs. Walter Anderson with Mr. and Mrs. Murray Mutter, Mr. and Mrs. William Mutter, Douglas Lee, Mrs. Peter Anderson, Mrs. Charles Meyer, Mr. and Mrs. Renos Anderson and boys, Mr. and Mrs. Walter Saxton and William Lee, Mr. and Mrs. DeForest Brown, Nancy, and Geo. Brown all enjoying the family visiting and later sandwiches and coffee.

Mr. and Mrs. Chris Elgaard and their guests, Mr. and Mrs. Charles Anderson and Raymond Rehemeier were last Thursday guests of Mr. and Mrs. Leo Christensen. On Saturday evening Mr. and Mrs. Loyal Fleming were guests of the Christensens.

Mr. Frank Domingo, Mr. and Mrs. L. D. Noble, Mr. and Mrs. Louis Noble and family, Mr. and Mrs. Walter Roberts, Mr. and Mrs. Carrol Roberts and Mr. and Mrs. Lawrence Noble, all drove to Grand Island Sunday where they observed Mother's Day at the home of Mr. and Mrs. H. B. Snyder, a sister to Louie Noble.

Mr. Frank Domingo, Mrs. Walter Roberts and Lawrence Noble, another sister, Miss Leah Noble, of Lincoln, was also present.

Lawrence Wiseman was a Saturday visitor at the home of her aunt, Mrs. Fred Andrus, of Lincoln. Mrs. Andrus has not been feeling well these past two weeks.

Mr. and Mrs. Richard Spohn of Lincoln were visiting with his father, George Spohn, at Hill Top Home Sunday.

Mrs. Marion Jackson of San Pedro is expected here this week at the home of her sister, Mrs. Lawrence Wiseman.

Mr. and Mrs. Clarence Schmadeke and children attended the Shrine circus in Lincoln Sunday afternoon.

## Quilt Is Given To Hill Top Home

Mrs. Ralph Lane, accompanied by Mrs. George Ellis drove to Hill Top Home where they presented a quilt and two lap robes to members there from the Past Noble Grand Club. They visited with George Spohn and Mrs. Emerson Dowler, members of the IOOF and Rebekah lodge here. Mrs. Ellis pieced and donated the quilt to the club and represented many morning and afternoon quilting bee sessions.

Mr. and Mrs. George Bates were here briefly visiting with Mr. and Mrs. Ralph Lane following a quiet wedding ceremony at the First Presbyterian church in Lincoln.

Mrs. Arthur Meeke and boys drove to Fremont Sunday where they spent Mother's Day with her mother, Mrs. Alice Whitcomb.



"Miss Oklahoma", the two-ton hippopotamus, shown "Junior hippo" taking the daily bath, will be one of the animal features of the Kelly-Miller Circus coming to Plattsmouth May 29th. Children are invited to be on hand at the circus grounds at nine o'clock to witness the unloading, feeding and watering of the animals.

The circus will play afternoon and evening engagements here Tuesday, May 29. The big tent will go up on the Louisville Road at the edge of Plattsmouth.

## CAPITOL NEWS

LINCOLN — Hopes for a revamped Nebraska highway program to replace the one junked by the voters last fall exploded in the legislature last week.

First to go was the re-enactment of the one cent a gallon gasoline tax increase approved by the 1949 legislature but repealed in the referendum. The vote was 24 to 17 on Sen. O. H. Person's motion to kill the measure.

Then the death warrant was signed for L. B. 2, the highway proposal. Senators who had been voting for its advancement to "appease" the Farm Council and other groups which have opposed highway revenue bills, immediately turned against the commission bill when the gas tax hike failed.

Sen. C. C. Lillibridge of Crete moved to strike the enacting clause from B. 2, thus strangling it. Sen. Arthur Carmody, sponsor of the bill protested that "it was a good bill yesterday, it's still a good bill today" and he hid the "appeasers."

Lillibridge's motion failed, 22 to 16, but the constitution to create a new administrative office, requires a two-thirds majority, or 29 votes. Carmody doubts he can muster more than 24.

**BREAKUP** — One of the most interesting angles of the action-packed highway battle was the breakup of the sponsorship of the bills. The gas tax bill, L. B. 122, originally bore the names of Sens. Otto Prohs of Gering, Arthur Carmody of Trenton and Hugh Carson of Ord.

When the bill first came up for floor discussion, Carmody asked that his name be withdrawn and gave no reason. Prohs said, "I think it was for personal reasons." Sen. William Hern of Chadron took Carmody's place as an introducer.

gested for the board are ineligible for the increases voted by this legislature.

The governor had asked the miscellaneous appropriations committee to introduce the bill, which it did unanimously. But when it got out on the floor, Chairman C. C. Lillibridge of Crete confessed, "The committee was as reluctant to introduce this bill as you are to pass it."

His colleagues got a big laugh when the embarrassed Dr. Lillibridge told them that since they hadn't appeared at the hearing to oppose the bill, "we thought you wanted it."

Mercifully, there was a voice vote killing the bill. Not many senators wanted to be on the record as pinching the governor's fingers—even in the back door.

## 12TH COMMITTEE

The legislature has 11 standing committees which screen bills before they get out on the floor. Last week, a 12th one showed up.

Sen. Ed Lusinski of Columbus said a "pickup" group of legislators, "just sitting around here in the chamber" had worked out a complex amendment to the county officials salary bill which reclassified the counties and prescribed the pay of their officials.

Chairman Karl Vogel of the government committee belittled his rage. He complained that his group had spent two months working out a bill, only to have it scrapped without discussion in favor of the Lusinski proposal.

The Columbus senator, who conceded his suggestions had been worked out with the help of the Nebraska County Officials Association, denied the new classifications were a device to circumvent constitutional bans against pay raises during an official's term of office. He said the idea was to reduce the spread in size of counties of the same class.

The legislature gave its okay to the Lusinski amendment.

which sets up this new classification:

- Class I, under 2,750 population.
- Class II, 2,750 to 6,500.
- Class III, 6,500 to 13,000.
- Class IV, 13,000 to 16,000.
- Class V, 16,000 to 20,000.
- Class VI, 20,000 to 25,000.
- Class VII, 25,000 to 30,000.
- Class VIII, 30,000 to 60,000.
- Class IX, 60,000 to 200,000.
- Class X, over 200,000.

## New Tunnel To End Traffic Bottleneck

EVANSTON, Wyo. — One of the most important new holes in the ground in the west is a railroad tunnel being drilled through a mountain 17 miles east of Evanston.

It's the new Aspen tunnel of the Union Pacific Railroad. When completed some time this fall, the tunnel will eliminate the road's worst bottleneck and permit double-track operation of UP's entire Omaha-Salt Lake City main line.

There's already one Aspen tunnel, a single-tracked, 5,941-foot bore completed nearly half a century ago, in 1901.

But the old facility isn't enough. All trains on the 1-1/2-mile main-line, whether steamers or fast-manifest freights, must be slowed and sent through Aspen by control stations at the end, working on a priority basis.

A crew of more than 150 men has been on the job for two years, removing 187,000 cubic yards of sandstone and shale as they dig the 6,700-foot tunnel, 759 feet longer than the old one.

More than 53,000 cubic yards of concrete, reinforced with 5,000 tons of steel, are going into the tunnel as lining, put in place by crews working atop an intricate track-mounted form. The

concrete is two feet thick. Union Pacific is spending more than \$3,000,000 on the tunnel, which is at an elevation of 7,200 feet and passes under a 7,680-foot spur of the Uintah Mountains.

But the railroad feels that the expenditure will be more than worth while in speeding up its main line operations.

One of the first stones to be used as a decoration was the carnelian. People of ancient times believed the reddish quartz protected its wearer from weapons and evil spirits.

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## State Crude Oil Reserves Reach All-Time Peaks

OMAHA — Nebraska's known proved reserves of crude oil, natural gas liquids and natural gas were boosted to new all-time peaks in 1950, according to Morce C. Palmer, Omaha, Nebraska, chairman of the Oil Industry Information Committee.

Palmer based his information upon a joint report of the American Petroleum Institute and the American Gas Association.

The joint report, which covers discoveries, revisions of previous estimates and extension of known pools during the 12-month period ending December 31, 1950, was compiled by special reserves committees of both trade associations during their annual meeting in Colorado Springs, Colorado, recently.

Total new supplies of crude oil and natural gas liquids developed in Nebraska in 1950 amounted to an estimated 9,606,000 barrels. With total production of liquid hydrocarbons estimated at 1,332,000 barrels, this produced a net increase of 8,274,000 barrels in known proved reserves.

Proved reserves of liquid hydrocarbons at the close of 1950 therefore was estimated at 9,935,000 barrels—an all time high for Nebraska. As of December 31, 1949, proved reserves of crude oil and natural gas liquids in this state were 1,661,000 barrels.

Proved reserves of natural gas in Nebraska were estimated at 44,106 millions of cubic feet at the close of 1950. This is a net increase of 36,043 millions of cubic feet.

Production of natural gas was estimated at 1,058 millions of cubic feet in 1950.

The proved reserves of liquid hydrocarbons and natural gas referred to in the joint report apply only to those reserves whose locations and extent have been proved and measured. They do not include any estimate of oil or gas which may underlie the vast untested acreage which appears favorable to the accumulation of oil and gas in Nebraska.

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