

# EDITORIALS

## Furse's Fresh Flashes

### YOUR CHAMBER OF COMMERCE

Plenty of argument has been waged up and down Plattsmouth's streets as to the future of the local Chamber of Commerce. One healthy note outcropping from the numerous pro and con discussions is the fact that a few people have come to realize that such an organization does exist in the community.

It is a regrettable fact that too few of our otherwise progressive business men and women take no active part in Chamber activities, although most of them come up with a few dollars each year to assist on the monetary end. It seems to be the leg work, planning and personal effort required that stymies the average member and sends him on an emergency fishing, hunting, or business trip when a job has to be done.

It gripes us no end to have some bundle of humanity who has never contributed more than a few bucks (most of them grudgingly) to the support of community progress, loudly discredit a handful of men who have spent hours of their time and effort in trying to make of their city, among other things, a finer town in which to live, insinuating that the Chamber of Commerce "Never done anything."

We could again point out, as we have on numerous occasions, many projects local citizens are now enjoying that are a direct result of Plattsmouth's Chamber of Commerce. Some of the improvements being made today are directly traceable to activities started within this organization years ago. And, regardless whether or not present membership is willing to supply the dollars and the brawn necessary to accomplish an outstanding job during the next few years, you will still find this small group of public spirited businessmen carrying the torch for Plattsmouth, and in spite of sniping, criticism and lack of encouragement, will come up with something on the balance side of the ledger.

Whether their efforts will be of little importance—they'll have the personal satisfaction of knowing they have paid their "rent" for the livelihood and enjoyment of everyday living their community has provided them.

### THE "LITTLE MAN" PAYS

Economic Intelligence, a publication of the Chamber of Commerce of the United States, points out that our present program of heavy government spending and soaring taxes is threatening the efficient performance and future growth of the American economy.

It is undermining the incentive to work and take risks.

It has reduced the ability and willingness of people to provide venture capital for new undertakings.

It is eliminating opportunity for the individual and for business.

It causes inflation, with consequent loss of confidence in the value of the dollar.

It has led to more and more growth and centralization of government powers.

It has burdened even the low-income groups with a weight of taxation which, up to now, was known only in the days of the greatest despots.

It is a commonplace to justify the ever-increasing tax burden by pointing to the need for a powerful military establishment and for aiding our anticommunist allies. That is a phony alibi. Very heavy cuts in government spending—perhaps as much as \$10,000,000,000 a year—could be made without harming a sound arms or aid-to-Europe program in any way. This is the money which is being wasted on projects which are either totally unnecessary, or which could be indefinitely postponed.

Today it is the "little man" who must bear the main burdens of taxation. He, and he alone, must pay for the bulk of any new tax increases. It remains to be seen whether he will continue to let the government waste his money by the billions—while his take-home pay shrinks and shrinks because of the tax collector.

### THOUGHT FOR TODAY

Clarity is a debt of honor.

—Immanuel Kant

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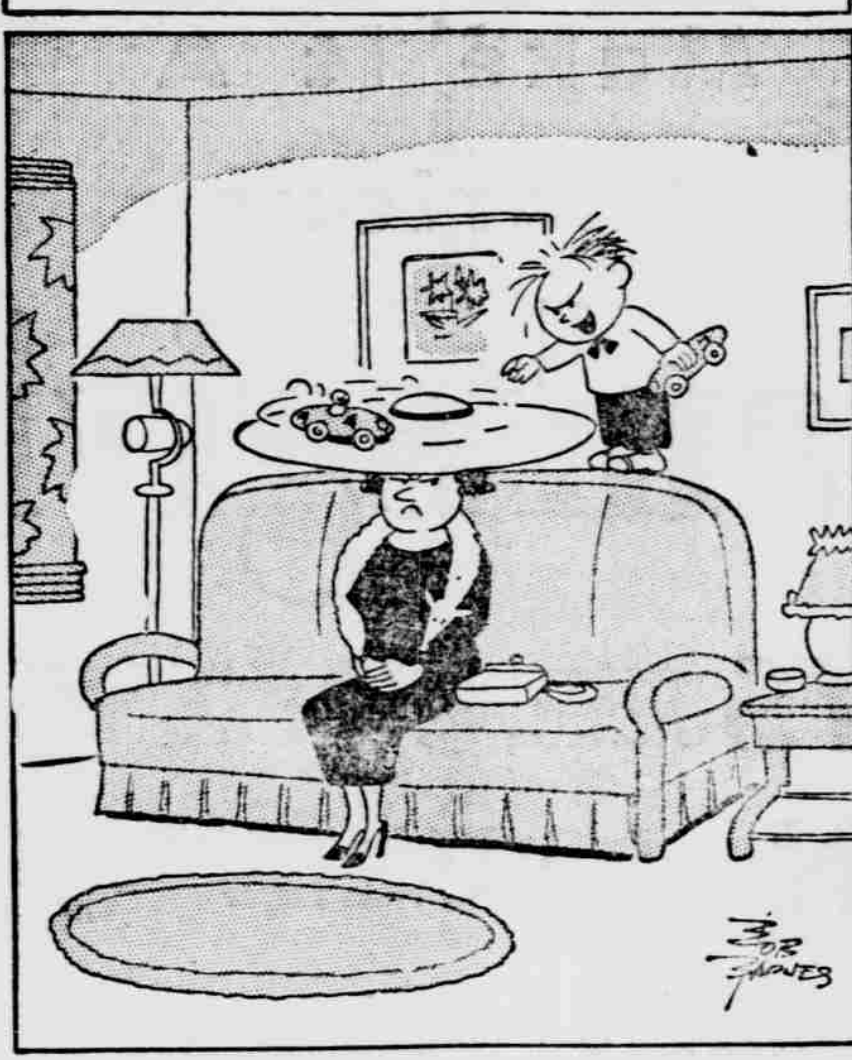
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## LAFF OF THE WEEK



"Mom said she'd be down in a minute. Your hat sure makes a swell race-track, Mrs. Gormley."

Harvey Machine Company was investigated by naval intelligence during the war for making defective gauges which presumably would help to pass off-sized shells past naval inspectors without the inspectors realizing the shells did not fit specifications.

A naval report, dated Jan. 27, 1944, signed by Capt. L. D. Webb, and recommending against the use of Harvey on another navy contract, quotes Naval Intelligence, in part, as follows:

**Naval Report**  
"A check of gauges at the Long Beach plant of subject, disclosed that one of the gauges being used for navy inspection was defective. Investigation disclosed that approximately 150 defective gauges manufactured by subject were delivered to the Long Beach plant for use in company and navy inspection. The defect in these gauges was such as would enable subject to attain the acceptance of faulty projectiles by the navy. Investigation discloses that Herbert Harvey, plant manager, purposely devised a gear-ratio to be used on the navy-owned thread-grinding machine used to manufacture the gauges.

The defect in the gauges caused by use of the standard gear-ratio was not discernible without thorough examination. Admiral Joseph R. DeFrees, Jr., requested that steps be taken to cause the institution of criminal proceedings. If a criminal statute has been violated.

"Dated 22 May 1943, the cognizant war frauds division prosecutor of the Department of Justice, in writing to say that 'inherent weaknesses of the case' (i.e. inability to prove to a jury the Navy Department was seriously injured by subject's actions) would make it extremely difficult to secure a conviction, added:

"This does not mean, however, that we have closed our files on this matter, and I have asked one of our attorneys to prepare a memorandum of law applicable to the facts set forth in the investigative reports."

Captain Webb, when queried by this column, stated that although he had then recommended against further use of the Harvey Machine Company, he now felt that they had the initiative necessary for the production of aluminum. He also admitted that he had received a phone call direct from Secretary of the Navy Kimball regarding the Harveys.

Investigation by this columnist leads to similar conclusions—namely, that the Harveys have the drive and initiative necessary for production, and that their record, while far from spotless, is far, far better than others under consideration.

**Two Wrongs Equal One Right**  
After the Harvey record was published, NPA proceeded to award the aluminum contract in Montana to both Harvey and Anaconda Copper, apparently on the theory that two wrongs make a right. For Anaconda Wire and Copper had a far worse war record than Harvey.

Furthermore, Olin Industries, also under consideration for the aluminum contract, likewise had a worse record than Harvey. Anaconda record—Anaconda Wire and Cable, one of the largest Anaconda subsidiaries, was twice convicted for war frauds and sabotage in selling faulty wire to the Army, Navy and Air Force.

Alex Campbell, U. S. attorney who prosecuted Anaconda at Ft. Wayne, Ind., states that Anaconda's inspectors had pretended to test wire and passed it on to army and navy inspectors with an O.K. tag on it—though actually it was not inspected.

Part of the wire was used for artillery communications in the field; part was degaussing wire to protect warships from submarine attack. Fortunately, the wire was caught before it got into combat.

At Ft. Wayne, the company and five of its staff did not contest the criminal charges and received \$31,000 in fines plus

suspended jail sentences. One of those convicted was Thor Johnson, Anaconda Wire and Cable representative for the entire state of Indiana.

The fact that a similar pattern of fraud and concealment was followed in other Anaconda Wire and Cable factories, according to Justice Department officials, showed that the fraud must have been directed from up above. Anaconda Wire and Cable was also convicted at Pawtucket, R.I., and four individuals given one to two years. Another fraud charge at Hastings-on-Hudson, N.Y., was dropped after Anaconda paid the government a total of \$1,626,000 as a settlement for all its fraud damage.

Remarkable Senator Bone of Washington: "The men who did this dreadful thing would be lined up before a firing-squad if they were in Germany or Russia."

But in the United States, the Truman Administration proposes giving Anaconda a new contract.

Olin Industries record—Another company under consideration for government aluminum aid is Olin Industries—by no means little business—which operates Winchester Arms; New Haven Bond Electric Corp.; Western Powder at Peoria, Ill.; Liberty Powder at Mount Brad-dock, Pa.; Eureka Powder Co. in North Carolina; Central Railway Signal, Peru, Ind.; Pacific Railway Signal at Los Gatos, Calif.; Equitable Powder, Texas Powder, Columbia Powder, U.S. Powder, Egyptian Powder, and East Alton Public Service, Inc.

During the war ten members of one subsidiary, U. S. Cartridge, were indicted in St. Louis, for a conspiracy to pass defective ammunition, making false statements, and violating the sabotage act. Tried in April 1944, they were found not guilty. A second indictment dragged on for seven years and in 1950 was dropped by the government. The government is now appealing a civil suit for \$214,000 against U. S. Cartridge to recover damages which it lost in the lower court.

Another column on companies with bad war records now profiting from big war contracts will follow soon.

### Realty Transfers

Jessie Richardson Davis to Sybil Davis Morland & Jas. WD 11-5-51, L. 12, 13 & 14, B. 8, So. Park Platts., \$100.

Clyde M. Ahl & Hazel to Elwin L. Isaac & Marjorie, WD 8-7-51, L. 291 & 292, Louis., \$100.

Russell Payne & Mamie to John W. Sheard, Jr., & Dorothy Irene, WD 11-6-51, L. 10, 11 & 12, B. 10, Dukes Add. Platts., \$4000.00.

Tessa A. McDonald to Wm. O. & Linda V. Harrell, WD 8-30-51, L. 32 Greenwood, \$100.

Jas. W. Holmes & Annette to Jas. W. & Annette Holmes, 6-19-43, WD, L. 2, B. 134, Plattsmouth, L. 18, B. 15, Lattas 1st Add. Platts., \$100.

Annette J. Holmes to Annette J. Holmes & Ralph S., WD 11-7-51, L. 9, B. 41 and above, \$100.

Emma S. Haist & Ezra F., to Frank B. Sidles, WD 10-31-51, SE 1/4 NE 1/4 20-10-10, \$100.

Frank B. Sidles to Emma S. Haist & Ezra, WD 10-31-51, same, \$100.

Ralph A. Weaver & May E., to Naomi Weyer, QCD 11-2-51, Ls. 1, 2, 3, 4, 5, 6, 7, 8, B. 19, Y & H Add. Platts., \$900.00.

Emma Gregg et al. to Emma Gregg & Milton, QCD, 6-21-47, E 90 A NW 1/4 25-12-12, \$100.

**CORNELL GETS 31000 BEETLES**  
ITHACA, N. Y.—A collection of 31,000 beetles, including many scarce specimens, has been placed on display at Cornell University. The collection belonged to the late Kenyon K. Chamberlain, assistant New York state entomologist.

**FIVE YEARS FOR \$3**  
FORT WORTH, Tex.—A robbery here proved considerably more expensive for the culprit than the victim. A five-year prison term was given Harley A. Fridley for a \$3 robbery.

## Legislative SIDELIGHTS..

BY BERNIE CAMP  
Information Director  
Nebraska Farm Bureau  
Federation

(Legislative Sidelights is made available to your local newspaper as a service of the Nebraska Farm Bureau Federation. Opinions expressed are not necessarily those of this newspaper.)

**Roads and Taxes**  
Nebraska is not alone among the states of the United States in having a very definite road problem. The problem of highways and roads is a product of the times. Roads and taxes are closely allied and road finance is a definite part of the overall tax picture.

Road finance cannot be divorced from the tax scene and considered alone as a road problem because the taxes and fees that finance roads come from the same pocket which finances the vast and sprawling network of government services.

With a national income approaching the 300 billion dollar annual rate and with the tax share of the national income (state, federal and local taxes) totalling 85 billion dollars (or approximately 28 per cent of the national income), any forces which tend to add to the tax load increase the threat to democratic forms of government.

Put on a family basis, the present state, federal and local tax load is at the point where it pinches and hurts a great many families. Where income now can scarcely match the spiraling cost of living, families have already tightened up on spending. More and more of the family budget is going to meet the necessary costs of food and clothing and paying for medical care. Any increase in the tax load at the federal, state or local levels means that to pay the tax bill families who are already squeezed and have no prospect of salary or wage increases must "buckle down" the family budget still tighter, going without some portion of the essentials. Already the tax load of the nation has meant a reduced standard of living for many families; and it will mean a reduced standard of living for many more who cannot pass on their increased costs of operation.

The power to tax is the power to destroy, the power to destroy the system of government America has held to the world as an example.

The tax load can destroy the democratic system because families to pay their share of the tax will be forced to go without the basic necessities. As families deprive themselves of the necessities, the demand for government services (government hospitalization and medical programs and other forms of "free service" will increase. These demands increase the costs of government go up. As costs of government go up, the tax load goes up. Eventually, government could be supplying all the services people want and need; and all of the national income could go into taxes.

The question that Americans must seriously consider these days is that concerning the extent at which the tax load becomes so burdensome, that it is no longer possible to observe democratic philosophies of government. There is definitely a point of no return, beyond which the sacrifice to be made will be democracy itself.

England is one example of a nation which has reached the point at which the tax load becomes so burdensome, that it is no longer possible to observe democratic philosophies of government. It has ceased to be a government of laws and has become a government of edicts and regulations.

What has all this to do with road finance?

Simply this. Roads are a public service, financed from public funds, paid for from taxes and fees that come out of taxpayers' pockets. It is easily enough said that a little increase in gasoline tax or license fees means only a few more dollars a year to be paid by taxpayers. However, roads are not the only government service demanding more revenue. Other government services are at the same time making their demand for an increased share of the income of the individual family, and the sum total of these demands can be the "straw that breaks the back" of democracy.

The time has come that the taxpayer and voter insist that government, state, federal and local, consider ways and means of cutting out the non-essentials that are so costly, or find ways and means of cutting down on the costs of essential services.

If people want more money for roads and highways and want to keep the democratic system of government which made America what it is today, they must insist not on increasing the tax load, but on increased efficiency in road building and on elimination of the free services so that money can be channeled to highway building where a definite need for it can be shown.

Americans today have two choices. The question is not how much more can be siphoned off the inflation dwindled income of the American family, but how to find ways and means of controlling inflation and how to decrease the burden of taxation on the average family so that the demand for government services will be relieved.



### Serenity, Courage, Wisdom

ONE DAY as Louis D. Donaldson, Bloomingdale, Ohio, was driving to his home over icy roads, he made the most disastrous move of his career. The car skidded and he suddenly jammed on his brakes!

The next thing he knew, the next morning, he was in the hospital. When the doctor came in a few hours later he asked if he could have his clothes and go home. Said the doctor, "Yes, you can—in about six weeks. You have a fractured skull and you must stay right where you are, flat on your back—and be quiet."

Flat on his back for six weeks! He certainly would not. He couldn't do it; his business would be gone; he would be ruined. He explained the situation to the doctor, who was adamant. He pleaded, threatened, raved. All to no avail. He complained to his wife. She decided against him. "Lou," she said, patiently, "you must do what the doctor says."

"To heck with the doctor. I am going home."  
But when he made an effort to move, he didn't feel like carrying out his resolve. He looked in the mirror, saw blackened eyes, almost closed; his nose was swollen to the size of a football; his head was covered with gauze and mercurochrome. What a mess! And it all had happened in one unguarded moment!

That evening his wife brought him something to read. He didn't feel like reading long, but one thing he read stuck; just a few lines transformed his thinking and aided his recovery: "God grant me the serenity to accept the things I cannot change; the courage to change the things I can; and the wisdom to know the difference."

Wonderful lines! Lines that not only calmed his mind for the time being, but lines that have helped him in all the time that has passed since that memorable day.



by JAMES C. OLSON, Superintendent  
STATE HISTORICAL SOCIETY

With the great and prolonged struggle of World War II still fresh in our minds, and with the horrible prospects of an atomic war clouding our thoughts of the future, we are perhaps, inclined to forget the heroic accomplishments of those who participated in World War I, whose end is commemorated each year on Armistice Day.

In addition to providing great quantities of food for the United States and her allies, Nebraskans participated in almost every phase of military service during World War I. Nebraska sent a total of 57,526 young men to war—and over 1,600 never came back. The 355th Infantry Regiment of the 89th Division was composed largely of young Nebraskans and fought gallantly in the battles of the Argonne Forest and Meuse River, losing about one-third of its members. Nebraska also provided significant leadership for the war effort. General John J. Pershing,

commander-in-chief of the American Expeditionary Forces, had lived in Lincoln from 1891-95, during which time he had been commandant of cadets at the University of Nebraska. Charles G. Dawes, general purchasing agent for the A. E. F., had begun his distinguished career as a young lawyer in Lincoln.

An interesting phase of Nebraska's contribution to the war effort was Base Hospital 49, stationed at Allersyde, France. This hospital, organized at Omaha by the University of Nebraska College of Medicine, was staffed quite largely by faculty and alumni. Dr. A. C. Stokes was chief of the surgical staff. Base Hospital 49 began work on September 12, 1918, and performed an average of 20 surgical operations a day until Armistice was signed. Its staff performed a total of 614 operations, and treated 180 per sons for gas burns. All of the latter recovered. Indeed, the hospital is reported to have made the best record for saving life of all the American hospitals in Europe.

As the unit was returning to America the Omaha Bee remarked editorially, April 21, 1919: "... much of this success was due to the willingness with which men of medicine and surgery responded to the call, giving over their private interests, most of them making considerable sacrifice of personal prospects or income, but all of them devoting themselves with true American zeal to the work set before them in the emergency of war."

The choice is a free American with a government of law; or an American with a government of men, edicts and regulations.

The road problem must be considered in the light of how it affects and is affected by the over-all demand for government service and the ability of Americans to pay for it and still retain democratic government.

In thinking of road and highway needs and problems, we must consider the over-all situation of national income and taxes, for to ignore the total picture can lead to national disaster.



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### Remember

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