

**Annual Estimate City of Plattsmouth
Sec. 17-707, R.S.N. 1943**

BE IT RESOLVED by the Mayor and Council of the City of Plattsmouth, Nebraska:

Section 1. Budget Fixed. The following shall be and is hereby declared to be the "Annual Estimate" of the probable amount of money necessary for all purposes to be raised in the City of Plattsmouth for the fiscal year ending April 30, 1953:

FUND	
1. General:	
(a) Salaries of City Officials	\$ 3310
(b) Comp. Ins., Misc. Ins. & Official Bond Premiums	1340
(c) Office Supplies, Printing & Election Expense	850
(d) Miscellaneous - Including Maintenance & Repairs of City Hall and other property, & all other miscellaneous expenses	4500 \$ 10,000
2. Police:	
(a) Salaries	9300
(b) Maintenance Police Car	500
(c) Miscellaneous Expense	200
	10,000
3. Road:	
(a) Labor	10000
(b) Materials, Supplies & Repairs	4000
	14,000
4. Library:	
(a) Salaries	3000
(b) Books, Periodicals & Supplies	1010
(c) Misc. Inc. Maintenance & Repairs of Bldg.	1120
	5,130
5. Fire Hydrant Rental: 106 Hydrants	
	5,940
6. Bond and Interest:	
(a) Refunding Bonds & Interest	13885
(b) Intersection Bonds Sinking Fund & Int.	14885
(c) District Paving Assessment Deficiency	10000
	38,770
7. Paving District No. 63-81- Bonds & Interest	
	4,625
8. Paving District No. 82-99- Bonds & Interest	
	7,915
9. Cemetery:	
(a) Superintendents Salary	2460
(b) Extra Labor	4800
(c) Supplies & Truck expense	675
(d) Office Expense & Misc.	625
	8,560
10. Fire Department:	
(a) Salaries & Nozzlemen fees	450
(b) Maintenance & Supplies	1500
(c) Occupation Tax Inc. Cos.	200
	2,150
11. Park: Maintenance	
	1,800
12. Lighting:	
(a) Overhead & Electroliner Lighting	5100
(b) Traffic & Building Lighting & Maintenance	500
	5,700
13. General Sewer: Maintenance & Repairs	
	3,000
14. Amusement: Band & Other Amusement	
	1,000
15. Gasoline Tax: Street Improvement & Repairs	
	4,500
16. Business Tax: Street Cleaning & Misc.	
	2,000
17. Dog Tax: Purchase of Tags & Expense	
	50
18. Sanitary Sewer Dist. No. 4: Redeem Warrants	
	560
19. Sanitary Sewer Dist. No. 5: Redeem Warrants	
	560
20. Sanitary Sewer Dist. No. 6: Redeem Warrants	
	1,249
21. Sanitary Sewer Dist. No. 7: Construction	
	13,775
22. Paving District No. 100: Warrants & Interest	
	22,045
23. Paving District No. 101: Warrants & Interest	
	10,980
24. Paving District No. 102: Warrants & Interest	
	3,095
25. Paving District No. 103: Construction	
	34,000
26. Paving District No. 104: Construction (City's Share)	
	42,000
27. Paving District No. 105: Construction (City's Share)	
	16,000
28. Parking Meter:	
(a) Payment on Meters	6000
(b) Salaries, Maintenance & Expense	6000
	12,000
29. Social Security	
	800
TOTAL	\$282,195

Section 2. Entire Revenue: The entire revenue for the previous fiscal year amounted to \$232,913.23.

Section 3. This estimate passed and approved this 9th day of June 1952.

CLEMENT T. WOSTER, Mayor

Attest: ALBERT OLSON, City Clerk

No. 1836—June 12-19-26-July 3.

Man, Machine Remove Debris From Lake Bed



Experts in dam construction, Evan E. Millington, contractor superintendent and B. V. Reany, project engineer for the Corps of Engineers, inspect the Harlan County Dam project from an overlook at the down-stream side of the dam. In the background a portion of one of the huge trainter gates which will regulate the release of flood water after it had been stored in the reservoir, is shown. The dam and reservoir project was dedicated Tuesday. Although nearly completed, the dam will not be in full operation until other work in the reservoir area is completed.

\$350,000 per mile. A 44-mile toll road in Maine, completed in December 1947, averaged \$470,000 per mile in cost. Fourteen miles of toll road completed in New Hampshire in June 1950 cost an average of \$540,000 a mile. The New Jersey Turnpike, a 118-mile toll road, averaged \$2,160,000 per mile cost. On the Pennsylvania Turnpike, the original 100 miles averaged a cost of \$450,000 a mile when completed in 1950; an eastern section completed in September 1948, 100 miles in length, averaged \$870,000 a mile in cost; and the western section, completed in December 1951 and totalling 67 miles, averaged a cost of \$1,045,000 per mile.

The information developed from the study of the Iowa group probably would apply to Nebraska, but it should be kept in mind that Nebraska traffic volumes would be less and because Nebraska is not so hilly as Iowa in the west and central areas a mile of toll road might cost a little less to build.

The Iowa group figured that it cost \$125,000 a mile to build an ordinary concrete highway; and since an extra lane would be required in a toll road, this cost would be doubled because of the grading and material required and the need for purchasing extra rights-of-way and putting in extra fills.

The absolute minimum toll road construction cost only in Iowa was estimated at \$250,000 a mile. But this figure did not include the necessary viaducts or underpasses over or under intersecting roads and the large entrances necessary for entering

and department from the toll highway together with toll collecting facilities. These necessary additions are estimated as costing an additional minimum of \$150,000 per mile. The absolute minimum for all costs of constructing the mile of toll road in Iowa was thus figured at \$400,000 per mile.

The Iowa group felt that no toll road would "be worth its salt" unless it ran completely across the state, since through traffic is expected by supporters of this sort of road to bring in the main revenue. Applying this situation to Nebraska, a toll road completely across the state would cost, even if Nebraska was able to shave total minimum costs to \$350,000 a mile, a total of \$157,500,000, figuring on a basis of 450 miles of highway construction needed.

This \$157 billion plus would have to be raised by establishing some sort of toll road authority with the power to issue bonds to be retired from revenue of the road. These bonds command a high rate of interest, a minimum of at least 3 per cent or an annual interest of \$4,725,000.

In addition, there would be the annual operating cost—for salaries of toll gate keepers and road maintenance. In the case of the Pennsylvania Turnpike, this figure was \$1,552,600 in 1949 on 260 miles of road. A Nebraska toll road across the state could easily cost \$2,000,000 a year for operating costs, thus making a total of \$6,725,000 annually in tolls necessary before anything could be applied to the retirement of the original bonds.

Such a road would have to average approximately 5,000 vehicles per mile per day for 365 days of the year to pay in enough tolls at 1 cent a mile to more than meet the interest and operating cost. Five thousand vehicles a day travelling the full 450 miles would bring in \$8,212,500 a year at 1 cent per mile travelled, leaving \$1,487,500 applied on the loan principle.

Highway 30 across Nebraska probably does not average day in and day out through the year one-sixth of the 15,000 vehicle figure or 2,500 vehicles (about 17 vehicles a minute) which would mean an income of \$4,106,250 a year at 1 cent per mile. This is \$2,622,750 short of paying the interest and maintaining the road.

MARINE LANDS ON SNAKE

MANILA, P. I.—Marine S. Sgt. Gerald D. Tillman of Memphis, Tenn., found out that death can lurk even in an office filing cabinet. He opened a drawer and discovered an eight-foot coffee-colored deadly snake called the makape. He killed it with a rifle.

Thirty-seven million tons of bituminous coal will be consumed in the United States during the month of April.

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Alvo
Maybelle Winn

Friday Chas. Rosenow, Ferd Rosenow, Ella Rosenow, Zella Ann Goering and little daughter Karla Jean and Mrs. Esther Clark visited the latter's daughter, Mrs. Alton Gartner and family at Unadilla.

Mrs. Esther Clark and daughter, Mrs. Zella Ann Goering and her little daughter visited at the Earl Bennett home at Prairie Home Wednesday. Karl Lee and Dickie Clark were supper guests.

Mr. and Mrs. Wm. Brunkow from Murdock spent Thursday evening with Mr. and Mrs. Herman Brunkow.

Mr. and Mrs. A. B. Stroemer visited at Wauneta, Neb., several days last week at the home of Mrs. Stroemer's brother, H. C. Brown and family. Mrs. Brown, who has been visiting relatives here, accompanied them home.

Mrs. Johnnie Goering and little Karla Jean returned to her home in Des Moines, Iowa, Sunday after spending a week with her mother, Esther Clark.

The Boy Scouts went to Camp Fremont Sunday morning for a week's camping.

W.S.C.S. Meets At Church Recently

The W. S. C. S. met at the church basement Wednesday, June 4, for their regular meeting. Mrs. L. C. Drake led the devotional and Mrs. A. B. Stroemer had charge of the lesson, Welfare of the Children of the World. The hostesses were Mrs. Glen Dimmitt, Mrs. Wm. Timblin, Mrs. Lawrence Bell and Miss Alice Kellogg. A good crowd was present and a nice lunch was served.

Miss Ella Rosenow from Aurora, Neb., has been visiting relatives and friends around Alvo for several days.

Oklahomans Are Guests At Alvo

Capt. and Mrs. E. A. Zimmerman and Karen Lee from Midwest City, Okla., are spending a few days with Mrs. Zimmerman's mother, Mrs. Lee Shavelly and sister, Mrs. Carl Rosenow and husband, also her brother, Ralph and family.

Larrie Bell is suffering with infection in his elbow, caused by a burn.

Family Reunion Is Held Sunday

Mr. and Mrs. Herman Brunkow spent part of Saturday with Mr. and Mrs. Ed Steinkamp at Weeping Water. From there they went to the home of Mr. and Mrs. Stanley Schroeder at Louisville and accompanied them to Plattsmouth Sunday where they all attended the Hopkins reunion. Weeping Water, Louisville and Alvo were represented. Mr. and Mrs. Ralph Travis and Mr. and Mrs. John Knox from Carson, Ia., were there.

Legislative SIDELIGHTS..

by BERNIE CAMP

(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.)

Information Director Nebraska Farm Bureau Federation

Iowa Studies Toll Roads

Iowa has had a Legislative Commission studying the possibilities of toll roads east and west and north and south across that state. A similar study has been urged by some editorial writers on the Nebraska Legislature.

A study made by one group in Iowa began by examining the construction costs of such roads when completed. The group reports that a Colorado road completed in January 1952, 18 miles in length, cost an average of

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Picnic Held At Skinner Home Sunday Evening

Friends and relatives enjoyed a picnic at the home of Mr. and Mrs. Arthur Skinner Sunday evening, June 8. Those present were Mr. and Mrs. Donald Skinner, Mr. and Mrs. Orval Marroe and Gary Lee, Mr. and Mrs. Clyde Jipp, Stephen and Jackie, Connie Skinner, Mr. and Mrs. Merrill Skinner, Dennis and Sandra of Lincoln, Mrs. Blanche Swacker, Mrs. Fuller and daughters, Correne Fuller of Lincoln. Mr. and Mrs. Virgil Swacker and sons of Doney, Mr. and Mrs. Earl Dreamer, Mr. and Mrs. Ralph Dreamer and sons. Games were played after the picnic supper. All enjoyed a fine evening.

Mrs. Winn Is Birthday Honoree

June 5th being Mrs. Mabelle Winn's birthday, her three grandsons, Bert, Clifford and Clayton Chever had the song the Lord's Prayer dedicated to her over KFOP. On Friday her sister, Mrs. Art Klyver entertained in her honor at a picnic party. High score was won by Mrs. Carl Sutton, low by Mrs. Geo. McKay. Mrs. Klyver served a lunch of potato salad, baked ham, rolls and jelly, cinnamon rolls and ice tea and mints. Mabelle received a number of lovely gifts and a large number of cards. She appreciates it all very much.

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