

EDITORIALS

LATEST IN MOTIVATION

The latest thing in motivation we have seen is the effort of three youngsters from St. Paul, Minnesota. They are making a trip from St. Paul to New Orleans.

There is some doubt about their arrival because they are travelling in an old car on top of twenty-five oil drums. The oil drums serve as a sort of raft, and the car supplies the motive power, which is supposed to propel it.

The raft is supposed to travel down the Mississippi River, all the way to New Orleans. The rear wheels of the old car work as a treadmill on a rear axle assembly, hitched to a 16-inch propeller. Fred Hallberg, David Rutford and Sam Gray think the treadmill-propeller-raft job will make the trip.

No doubt the makers of the 1931 car being used by the St. Paul boys never envisioned it as a form of river-boat transportation. A little American ingenuity, however, can solve even the most complicated of problems.

DEATH TAKES THE HOLIDAY

Instead of "Death taking a holiday" over the recent July 4th weekend, Death took over the holiday, taking a record number of victims as the holidays came to an end.

According to unofficial tabulations, the 73 hour holiday recorded 402 traffic deaths. There were an additional 221 drownings and 124 persons were killed in various other accidents; making a grand total of 747 violent deaths. The record for a similar three-day July 4th period was 366 traffic deaths, set in 1952. However, the traffic death toll recorded for any Fourth of July weekend was 491, set in the four-day holiday period of 1950, when the over-all toll of victims was 793.

We agree heartily with the statement which Ned H. Dearborn, president of the National Safety Council, issued before the holiday ended: "This needless traffic toll is a tragic price tag on holiday fun. We appeal to every driver on the road to halt this toll right now by driving so alertly, so patiently, so skillfully that he prevents the one accident he can prevent—the one he may cause."

That advice is good for every day in the year—not only for holiday driving. While many people become the innocent victims of the carelessness of others, many accidents are avoidable if proper care is exercised, at all times.

RESERVE PROGRAM ADOPTED

Of vital interest to the country is adoption of the new reserve program, somewhat along the line asked by President Dwight D. Eisenhower.

It is hard to understand the thinking of people who oppose an adequate trained reserve for this country. It is hard to understand how so many people think that "their Willie" should not undergo training and should not do his part in preserving the country's security and existence as a free nation.

The main fault with the program adopted is that it does not call for some service from every able-bodied American boy. Until that feature is made a part of our reserve program, the country will not have a completely democratic reserve program—as have many other countries.

Each youth owes his country the same thing. It is wrong to draft some and exempt others. It is wrong for some to be sent to die, as a result, and other to give nothing. The selfish interests, the pacifists and the appeasers have too long denied the country a democratic, fair-to-all reserve forces program.

The new program represents a step forward, but it is not the ultimate goal. It is still a disgrace for those without luck.

THOUGHT FOR TODAY

A philosopher is one who doubts.

—Montaigne

The Plattsmouth Journal Official County and City Paper

ESTABLISHED IN 1891
Published Semi-Weekly, Mondays and Thursdays, at 410 Main Street, Plattsmouth, Cass County, Nebr.

Three Times Winner Ak-Sar-Ben Plaques for "OUTSTANDING COMMUNITY SERVICE" 1949 - 1951 - 1952

"Honorable Mention" 1953
Presented Nebraska Press Association "GENERAL EXCELLENCE AWARD"
First in 1952 - Second in 1951 and 1953
(In Cities Over 2,000 Population)

RONALD R. FURSE, Editor and Publisher
WM. L. MURDOCK, News Editor
SOPHIA M. WOLEVER, Society Editor
VERN WATERMAN, Advertising



Entered at the Post Office at Plattsmouth, Nebraska as second class mail matter in accordance with the Act of Congress of March 3, 1879.

SUBSCRIPTION RATE: \$3.50 per year in Cass and adjoining counties, \$4.00 per year elsewhere, in advance, by mail outside the city of Plattsmouth. By carrier in Plattsmouth, 20 cents for two weeks.

Furse's Fresh Flashes

If you want to get a job done in a hurry, give it to a busy man—he'll probably turn it over to his secretary to do.

These modern cars shift for themselves—that's something some folks we knew won't do.

This is the kind of weather we were wishing for last February.

Wonder why it is that most women are usually impressed with other people, other clothes and other husbands?

Judging from the recent Fourth-of-July weekend, it seems that when you get a bit tired of life the best thing to do is to take your automobile out on the highway on a holiday.

See where a rich banker was sued by a girl for breach of promise and was awarded \$10,000.00. Shortly after she was struck by a car and a judge awarded her eight bucks for six broken ribs. Nothing much to this story, but it might be a good idea not to play around with a woman's heart—just kick her in the ribs.

A local couple tells us they never have quarreled in public—that's what they've got their home for.

connections or opportunities, to be required to sacrifice several years of time, perhaps their lives, while others go on making money and living as usual—without making any sacrifice.

Down Memory Lane

20 YEARS AGO

Miss Mia U. Gering was elected president of the Clark chapter of Delphians it was announced as the ladies held their annual picnic on the Larsh farm east of Union. . . James W. Robertson, eldest son of Mr. and Mrs. W. A. Robertson was called for a physical examination for entrance to the U. S. Naval Academy. . . The last Civil War veteran in Plattsmouth, Abram Shellenbarger, died at the age of 94. . . Plattsmouth city council voted a 23.60 mills tax levy to raise \$47,000 to operate the city. . . Mr. and Mrs. Elmer Meisinger were honeymooning in northern Wisconsin. . . John P. Sattler was installed as president of the Sons of Herman Lodge. . . Earl Freeman, noted The Journal's Weeping Water correspondent, was married Fourth of July, eight years ago; his sister was married to Cecil Nickles on the Fourth of July, two years ago, while another sister, Miss Elsie Freeman and Dale Tigner, were married on the Fourth of July 1935 at Rockport, Mo.

30 YEARS AGO

High school high horseshoe players in Plattsmouth, George Sayles, Ed Becker, Harley Burdick and "Wink" Sprecher, were downed when first wardens, John Iverson and Homer Shrader defeated the best of them. Iverson secured eight rings, Shrader seven, George Sayles five, Harley Burdick four. . . Miss Viola Mae Breck and George Frank Meade were married. . . Pappio creek was in a flooding rampage. . . John Bajcek, well known local cigar maker, presented a box of his celebrated "Acorns" to Plattsmouth Fire Chief Oscar Sandin and Claude Smith for their skillful leadership in winning a water fight contest. . . Mr. and Mrs. C. H. Boynton gave a party at their home celebrating the 18th birthday of Miss Marie Hutchinson.

The WASHINGTON MERRY-GO-ROUND by DREW PEARSON

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DREW PEARSON SAYS: DEMOCRATS WORK WITH IKE TO UNBLOCK PUBLIC HOUSING JAM; REPUBLICANS DESERT IKE ON HOUSING; DEMOCRATIC LEADER MCCORMACK TIPS OFF WHITE HOUSE.

Washington—The backstage jockeying between the White House and Capitol Hill over public housing is one of the most interesting developments of this congressional session.

As usual it finds the Democrats trying to pull the President's congressional chestnuts out of the fire. It even found Congressman John McCormack, of Massachusetts, Democratic leader of the House, phoning the office of Assistant President Sherman Adams asking him to switch at least one Republican vote inside the rules committee.

What happened was that the House rules committee split 6 to 6 for and against Ike's proposal that the government finance 35,000 units of public housing. This was much lower than the 135,000 figure passed by the Senate, but even so, Eisenhower's Republicans in the rules committee balked.

Since the rules committee has life-



"That's strange! It wouldn't work yesterday."

and-death power to bottle up legislation, this tie vote meant that not only public housing but about \$2,000,000 for FHA building construction loans was stopped cold in committee. Naturally this aroused a howl from the real-estate lobby which very much wants money for FHA but doesn't want even one of the public housing units recommended by Ike.

Gop'er Gibes Gop'er
Among the GOP congressmen who opposed their chief in the White House were Leo Allen, of Illinois, former rules chairman; and Henry Latham of New York, who has been considered as a potential candidate for Mayor of New York or even governor. Since public housing is a hot issue in New York City, Latham's vote was a big surprise. So also was Leo Allen's.

"Of course Leo will vote for public housing," Gibe the Republican colleague, Clarence Brown of Ohio. "Leo's become a New Dealer. He goes down to the White House and comes back to vote the way they want him to."

Brown's kidding was partly aimed at keeping Allen from switching his vote. Brown used to be Bob Taft's campaign manager, but, even so, voted against Taft's public housing bill.

"I told Taft," he said, "By God, when you go socialistic, I'll vote against you, even if I am pushing you for President." It was just before this deadlock occurred that alert John McCormack, who knows in advance how crucial votes are going to stack up, phoned the White House and tried to warn Sherman Adams what was happening.

However, he could not get Adams on the phone. Later McCormack called back, but still could not reach Adams. McCormack was trying to save the President's own housing bill, but even so Adams never called him. However, one of Adams' assistants took the call and did get the message.

Ever since then, the White House has been moving heaven and earth to change at least one Republican vote to unblock the housing bill inside the House rules committee.

Russell Long Bottles
Sen. Russell Long, of Louisiana, whose daddy, the late Kingfish, did more to build bridges and highways and to buck the big utilities in Louisiana than any man in years, continues to play ball with the public utilities.

Efforts by Sen. Lyndon Johnson, before he became sick, plus the persuasion of many other Senators have failed to budget the young Senator from Louisiana regarding Hells Canyon, the one remaining big dam site still unharnessed in the U. S. A. Long wants to hand it over to the Idaho Power Company.

The other day Sen. Wayne Morse of Oregon, indefatigable battler for Hells Canyon as a public power project, cornered Russell Long and asked him why he refused to let Hells Canyon even get out of the Senate interior committee for a debate by all the senators.

"When two senators from one state are split on any matter," Replied Senator Long lamely. "Then I shall vote automatically against public works development."

"Just how silly can you be, Russell?" Replied Morse. "Long also stated that he had made commitment to Senator Dworshak, Republican of Idaho. The senators from Idaho represent not the people of Idaho but the Idaho Power company," continued Morse. You are taking a stand against progress. At least let me get the Hells Canyon project to the floor of the Senate. Let every senator vote on it. Don't bottle it up in committee."

"No," Replied Russell. My commitment still stands."

He referred to a commitment Long says he made not only to Dworshak, but to Senator Gordon, Oregon Republican, when Gordon was in the Senate. Gordon has now been rebuffed by the people of Oregon who elected Senator Neuberger partly because of Neuberger's strong stand for Hells Canyon in contrast to Gordon.

Note: Russell has voted with the big utility companies at various other times, including the

Capitol News

By Melvin Paul
Statehouse Correspondent
The Nebraska Press Association

LINCOLN — The State Board of Equalization this week was receiving replies to requests to county officials for more information on what they had done about tax assessments this year. By law county boards only have to send in totals of valuations of the various types of property. But the first day the state board met Gov. Victor Anderson, board chairman, contended:

"We'll have to have more than these lump figures. Let's ask the counties to analyze what they've done so we'll know the reasons behind increases and decreases."

So State Tax Commissioner Fred Herrington was detailed to write the county assessors for this information. Deadline for the answers is this weekend, to allow time for the board to call in any questionable counties and still get done by Aug. 2. That's the levy setting date called for by law.

Ordinary practice has been for the board to call in any counties which seemed to be out of line—either too low or too high.

But Gov. Anderson contended that the board should have some concrete information upon which to base its calls before ordering any county in for a hearing. The rest of the five-member board went along with the idea.

Strengthen Administration
Gov. Anderson was quick to point out the fallacy in the present tax setup—the lack of personnel at the state level to do a proper job of administration.

"We ought to have a bigger budget for the tax commissioner's office so more men could be put on. If we expect this state board to do a good job, the tax commissioner's office ought to be able to run down these facts and information from the county."

"Maybe we're falling down on the job of selling the Legislature on this need. Another \$50,000 would be peanuts in a \$200-million budget. Yet what a difference it could make," said Anderson.

The governor explained, "I think everyone wants to pay his fair share of taxes. But we need something better at the top to make sure this happens."

State Tax Commissioner Herrington estimated there ought to be 12 men in his office. At present he has four field men going from courthouse to courthouse helping assessors. There are two new men in the main office. One checks federal income tax returns for data on the inventories of certain merchants where their assessors suspect they have made a low state return.

The other man is making a study of the comparison of sales prices on property with their assessed valuation. This is used in seeing how the counties stack up against each other.

Railroads
The state board hiked the assessments on the railroads of the state, adding \$5 million in all for a grand total assessment for all the railroads of \$147 million. The average hike was 3.5 per cent with only one railroad getting a decrease. That was the Chicago, St. Paul, Minneapolis and Omaha Railroad whose earnings dropped enough that the valuation went down 11.5 per cent.

The assessment of railroads came in for considerable scrutiny in the Legislature recently. It was charged that under present laws the railroads pretty well set their own assessments. Tax Commissioner Herrington's office has been asked to make a study of this before the next session of the Legislature.

Piggyback
The railroads, who have taken their lumps from the trucks in recent years, have found a way to hit back. The Union Pacific Railroad requested—and received—from the State Railroad Commission permission to institute "piggyback"

Ten Word INTELLIGRAM

Check the correct phrase in each statement.

- Under the three-year Ford-UAW (CIO) agreement, workers would receive a percentage of their average weekly pay for (52) (26) weeks, if laid off.
- Payments (would) (would not) supplement unemployment benefits.
- Payments would approximate (60) (80) per cent of a worker's average weekly wage.
- Steelworkers (do) (do not) intend to press for such an agreement this year.
- Guaranteed annual wage (does not) (does) at present exist in some industries.
- A \$5 (million) (billion) dollar fund will be set up for the program.
- It will go into effect (next June) (at once).
- Agreement (may not) (may) affect migrant labor market.
- Under new contract, workers will receive (double) (triple) time for holiday work.
- Agreement (may) (won't) affect other wage talks.

Count 10 for each correct choice. A score of 0-20 is poor; 30-60, average; 70-80, superior, and 90-100, you're a negotiator.

Decoded Intelligram

1-26 2-World 3-60 4-Do not 5-Does 6-Million 7- 1-26 2-World 3-60 4-Do not 5-Does 6-Million 7-

service between Omaha and Kearney. At the public hearing on the application it developed they planned to perform the service for the Armour Packing Company.

Here's how it works. The customer will load a truck semi-trailer full of fresh meats or packinghouse products (the only items included in the application) and haul it to the Omaha or South Omaha terminal. Here the semi-trailer will be placed on a railroad flat car and hauled to Kearney.

There the semi-trailer can be taken off and hitched to a truck tractor and taken wherever needed. When it is empty, the railroad will haul it back to Omaha on a flat car. The total cost will be \$120.

The Railroad Commission emphasized that this was not taking business away from the truckers since Armour now hauls its own products by truck. But representatives of the Nebraska Motor Carriers Association in letters or protest filed with the Commission indicated they didn't like the looks of this new competition.

Closed Unions
The Nebraska Supreme Court in an important decision enjoined the Union Pacific Railroad from entering into closed shop union contracts with a group of railroad unions. Although the original suit was brought by a group of railroad employees, it was apparent the railroad would be happy with such a decision. The court upheld the 1946 "right to work" amendment to the Nebraska constitution, forbidding closed shop union contracts. In the decision the judges held that forcing a person to join a union in order to have a job violated fundamental rights of individuals carried in the Bill of Rights of the U. S. Constitution.

University Hospital
The state fire marshal's office got tough with the University of Nebraska for not making fire safety improvements at the Medical College and University Hospital campus at Omaha. Mentioned by officials was that a recent fire in a hospital nursery might have cost the lives of 22 babies if the nurses hadn't removed them quickly. The University is being given 90 days in which to get some things done—such as cutting new exit doors, flameproofing draperies and curtains in the hospital, and providing better exit facilities on certain buildings.

Another Bonanza
Another \$2 million in federal funds this month became available to Nebraska's 93 counties—

LETTER BOX

The Journal welcomes letters from readers for this column. Any subject. Your name must be signed to all articles intended for publication, however, by request, it can be omitted from the letter appearing in print. Contents do not necessarily express the opinions of this newspaper.

Editor, Plattsmouth Journal.

The newspaper report on the celebration when the toll bridge across the Missouri River at Nebraska City became a free bridge points out the advantages to be gained by Nebraska City. The merchants will gain much business since the unnatural barrier of a toll has been removed. The Iowa people will trade in Nebraska City and avoid the Iowa sales tax. Also more tourists will seek the free bridge and spend as they pass through town. Prosperous merchants help make a prosperous community so Nebraska City should go ahead faster now.

Is there any good reason why plans should not be made for a toll-free bridge across the Missouri at Plattsmouth?

Plattsmouth merchants realize their disadvantage when they pay for toll-free days to gain a little more trade. In order to help Plattsmouth grow and prosper, it would seem proper for the City Council and the Chamber of Commerce to create a Free Bridge Committee to study the situation and suggest a plan of action.

Yours truly
George H. Tuttle

theirs if they furnish \$1 for each federal \$1. But State Engineer L. N. Ress wasn't too hopeful that much of it would be used. After all, there is about \$3 million already in the kitty which the counties haven't used. Ress said he is at a loss to know why county boards don't take advantage of these funds—especially in view of the cry from all over the state for road money. He said some county boards apparently still think high standards are required but this is not true. A resolution passed by the county board will turn the trick, bringing the taxpayers \$2 of road for only \$1 of their money.

THE BARGAIN TRAIL LEADS to the Classified PAGE

