PUBLIC NOTICES

Required by law to inform citizens of matters affecting them or their property.

NOTICE TO BIDDERS

Sealed proposals for furnishing a 1969 Model two (2) ton chassis and cab truck with Anthony Dump Box and Hoist will be received at the office of the City Clerk in Nebraska City, Nebraska, until 8 o'clock P.M., on July 7, 1969, at which time said proposals will be publicly opened and read.

New equipment to be a 1969 Model two (2) ton chassis and cab truck with wheel base of approximately 156 inches, and with an Anthony Dump Box 10 foot long and 8 foot wide and an Anthony Hoist—payload 10 ton with one (1) hydraulic cylinder in center.

Color: First Choice Red — Second Choice Blue

With V8 engine, 318 cu. in., 2 barrel carburetor, heavy duty front springs, heavy duty rear springs, with auxiliary overload springs.

Dual windshield wipers, dual visors, tube type tires, dual wheels with 6—8.25 x 20 10 ply nylon tires. Mud grip tires on rear dual wheels. Rear Mud Flaps. 1 spare wheel, with 8.25 x 20 10 ply mud grip nylon tire.

Four speed transmission with two speed axle.

Turn signals front and rear, with 4 way emergency flasher, fresh air heater and defrosters.

Air cleaner, oil bath or element type, oil filter, booster brakes.

2 West Coast Truck type rear view mirrors, approximate size 7" x 12", heavy duty 12 volt alternator

Anthony Dump Box 10 foot long and 8 foot wide.

Anthony Hoist — Payload 10 ton Lever type hoist controls mounted in center of floor boards.

Trailer Hitch.

Bids should state approximate date of delivery.

The City has a 63 Ford Truck to trade in

The City of Nebraska City reserves the right to reject any or all bids, to waive any informalities, and to accept equipment which, in their judgement is best suited for the Nebraska City Street Department.

Dated this 16th day of June, 1969.

ETHEL GASKILL,
City Clerk

796—June 18-29, 1969 incl. ed.

RESOLUTION NO. 342

BE IT RESOLVED that the following estimate of probable money necessary for all purposes to be raised in the City of Nebraska City during the fiscal year beginning August 1, 1969, including bonded indebtedness and interest on bonds, and general obligation registered warrants and interest, except money deemed especially appropriated by statutory provisions is hereby adopted.

For the General Fund, to pay salaries of City Officers (except Police Officers) both elective and appointed, election expense, printing supplies, special services, court costs and expenses, property damage and purchase in connection with any public works, municipal publicity, and for all general and miscellaneous expenses and purposes, and to pay any claim or demand that may be lawfully paid out of the General Fund, the sum of $53,000.00.

For the Sinking Fund, to pay bonded indebtedness and interest on bonds, (this includes swimming pool bonds) and general obligation warrants and interest, the sum of $80,000 00.

For the Library Fund, for the maintenance and repair of the Public Library and to purchase supplies therefor, the sum of $15 000.00.

For the Fire Fund, for the maintenance of the Fire Department, and to purchase supplies therefor, the sum of $27,000.00.

For the Police Fund, for the maintenance of the Police Department, the sum of $58,000.00.

For the Cemetery Fund, for the maintenance of Wyuka Cemetery, the sum of $24,000.00.

For the Bridge Fund, for the repair, maintenance and construction of bridges, the sum of $1,000 00.

For the Street Fund, for the acquisition and maintenance of streets, ways and public grounds, and for garbage disposal, the sum of $85,000.00.

For the Water and Light Fund, for the payment of hydrant rental, City lighting and heating, the sum of $15,000.00.

For the Park Fund, for the maintenance and purchase of Public Parks, the sum of $40,000.00.

For the Public Grounds and Buildings Fund, for the maintenance and purchase of Public Grounds and Buildings, the sum of $17,500.00.

For the Band Fund, for the purchase of music for the Nebraska City Bands, and entertainment for the public, the sum of $3,300.00.

For the Volunteer Fire Department Fund, for the maintenance of a Volunteer Fire Department, the sum of $4,700.00.

For the Fire Equipment Fund, for the purchase of new, and maintenance of Fire Equipment, the sum of $3,000.00.

For the Fire Truck Fund, for the purchase of a new fire truck in the future, the sum of $13,500.00.

For the Storm Sewer Fund, for the maintenance of storm sewers, the sum of $2,000.00.

For the Workmen's Compensation and Employer's Liability Fund, for the payment of all expenses and liabilities of the City under the Employer's Liability and Workmen's Compensation Law, the sum of $3,000.00.

For the Dock Fund, for the acquisition, construction, improvement, repair, and operation of Public Docks, and to defray the lawful expenses of the Dock Board of the City of Nebraska City, the sum of $3,000.00.

For the Social Security Fund, to defray the cost of the City in meeting the obligations arising from and created by the Agreement with the Nebraska State Tax Commissioner, the sum of $13,800.00.

For the Street Improvement Fund, for the construction or resurfacing of streets, the sum of $21,000.00.

The total estimate of the probable money necessary for all of the above purposes, being the total of the above several sums, is $462,800.00.

Passed and adopted this 16th day of June, 1969.

ROBERT L. McKISSICK,
Mayor

ATTEST:
ETHEL GASKILL,
City Clerk

797—June 18-29, 1969 inc. ed.

TRAIL
Sun.— Mon.— June 29-30



A John Beck-MAHO Production
"THE PRIVATE NAVY OF SGT. O'FARRELL"
FOR THE FAMILY

Farm policies not ready yet

ON THE FARM FRONT
(Reg. U.S. Pat. Off.)
By BERNARD BRENNER
UPI Farm Edior

WASHINGTON (UPI)— House hearings on new basic farm lgislation are scheduled to open here July 15 but the hearings—including disclosure of the Nixon administration's farm plans—may be delayed until September.

Rep. W. R. Poage, D-Tex., Agriculture Committee chairman said in an interview that if Hardin is not ready to announce his new farm policy proposals by July 15, the hearings may be postponed.

Hardin has saidhe would prefer to delay presentation of his proposals until after the congressional summer recess — which means after Labor Day.

Poage said he had not made a final decision about what to do if Hardin is not prepared to discuss firm new farm policy proposals by July 15. Page indicated, however, he prefers to begin hearings with Hardin's testimony and odds favor a delay if the secretary is not ready in mid-July.

Earlier this week, Poage laid the groundwork for the hearings by introducing an omnibus bill providing a permanent extension of existing farm programs plus permanent extension—with unlimited spending ceilings—of the food stamp program.

Basic farm support and control programs for major crops including feed grains, wheat and cotton are scheduled to expire at the end of the 1970 crop seasons. The programs are covered in a 1965 farm law, due to expire this year but extended for one more year—through 1970—by a 1968 bipartisan agreement.

Hardin and his aides have been studying new farm program proposals, concentrating on plans for a major long-term land rtirement system which would be aimed at eventually taking over much or all of the burden of holding surplus cropland out of production—a burden now carried by separate, crop-by-crop programs under which farmers earn acreage retirement and price support payments for idling land on a one-year at a time basis.

Botulism

Of the more than 500 outbreaks of botulism—a disease caused by poisoned food—recorded in the United States since 1900, almost one-fourth were traced to home-canned products, according to the Encyclopaedia Britannica.

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The buck Ends here . . . .

By Ivan D.E. Beaumont

A longtime News-Press reader writes that she was pleased to see the recent picture of the "decent length" of dresses worn by the two women in the voting booth.

"Congratulations to the picture-taker."

Rich Lundgren, journalism graduate from Omaha, was the cameraman.

+ + + + +

Know what "Hemi Orange" is? It's one of the hottest things in the auto market.

Ask Rex Snodderly at Nebraska City Auto Supply. He may even have a supply of Grommet Purple.

+ + + + +

I liked Bill Cosby's "As I see it" the other night.

His cross-country selection of boys and girls and what they did with movie cameras was entertaining. And naturally, ole' Wierd Harold popped in a few joggings of his own to keep things moving.

+ + + + +

The U.S.S. Evans which was sliced by the Australian aircraft carrier is one of the 700 series in the Navy's tin can fleet in the Pacific.

I remember the 700's, particularly "777." She rammed us three times.

+ + + + +

I was standing on the starboard side up forward near the bow when 777 came to starboard alongside the U.S.S. Polaris one afternoon off the coast of Korea.

We were moving at 12 to 14 knots when the speedy can powered in as they usually did and reduced speed to match the Polaris for personnel transfers while moving at sea.

+ + + +

The first collision cut a gaping hole well above the water line 10 or 15 feet from where I was hanging onto a lifeline. (That's where we all learned what a lifeline really meant.

The other two rams were more of a drag as the 777 slid off to the starboard.

No one was hurt and the damage was not critical to the floatation of the ship, so the Polaris continued in the combat zone for several more days before pulling into a port for repairs.

+ + + + +

We've been getting up a little earlier recently because our youngest, Clarissa, has joined the cherry-picking crews at Kimmel orchard.

And that means lunches and thermos bottles of pop, milk and water. . . .and a transistor so the pickers can listen to their favorite music (?).

I'll betcha by now Bill Oberdieck can name the Top 20 songs and give you a rundown on Simon and Garfunkle.

+ + + + +

Ken Sipple and I judged that the boys and girls in Mrs Clayton Graham's recital the other night really know how to play the piano, organ and sing.

No one asked us two experts to do any judging, you understand. It's just that with such great talent as Ken's fiddle and razzmatazz and my tippy-toe jig to the tune of a cigaret paper and a comb, we can't be denied.

QUICK QUIZ

Q—Did Lord Cornwallis personally surrender his sword to George Washington at Yorktown?

A—No. Brig. Gen. O'Hara represented Cornwallis who was ill. Washington, in turn, was represented by Maj. Gen. Lincoln, who accepted Cornwallis' sword—the token of defeat and surrender—and then returned it.

Q—Under what circumstances does the month of February have five Sundays?

A—To have five Sundays in February, a year must be a leap year starting on a Thursday. The next February with five Sundays will occur in 1976.

Beltone

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Sternwheeler Steers Course Backwards Through Time

By ROGER DOUGHTY
NEA News Editor

LOUISVILLE, Ky.—(NEA)—Stretched out on the cargo deck of the Delta Queen, sipping a bourbon and water smuggled below by a passenger, an aged deckhand proposed a toast in the glow of the rapidly setting sun, saying, "Here's to the Queen—after she goes, won't nobody take her place."

And so it was that on a warm night, with a flag-snapping breeze playing the role of Mother Nature's air conditioning for her partying passengers, the Delta Queen slid past the fertile fields of Kentucky on her way to Cincinnati, looking very much like a ghostly figure out of an old Clark Gable movie.

In this age of supersonic transports, moon landings and miniskirts, the Queen seems strangely out of place, churning up the Ohio River, giving off a steady hiss as her massive stern wheel tosses water into the air.

There was a time when ships like this cruised the Mississippi and its tributaries in large numbers. No one is sure how many there once were, but today the Queen is the last of the paddle-wheel steamships in the United States equipped to shelter passengers overnight. There are just three other stern-wheelers still afloat: the City of Louisville, a day boat, and two others that belong to the U S Corps of Engineers

With accommodations for 190 passengers, the 285-foot Queen sails 35,000 miles a year under the direction of Capt Ernest Wagner and a crew of 76.

"She was built in 1926," Wagner says, showing a half dozen guests through the pilot house, "and I don't have to tell you that they're not building them like this any more She's a queen in every sense of the word."

Two decks below, safely out of Wagner's hearing, a reporter settles down at the bar to watch the Queen pick her way through the bevy of small craft that speed out from every town along the way to pay their respects to royalty

"Reminds me of the old Hudson River Dayline," remarks the guest, drawing a frown from Bob, a youthful bartender who spends almost eight hours a day whipping up mint juleps

"Don't know what it is," he smiles, ignoring the irreverant comparison, "but a guy who drinks nothing but rye and water all year will turn into a mint julep man as soon as he sets foot on this ship. Seems like the thing to do."

Back on the bridge, Capt. Wagner answers questions, half listening to the high-pitched music of the caliope drift toward shore "Speed doesn't mean much to our guests," he says, fingering some papers. "People come aboard because they like our style of getting places It's a good life"

In the lounge, where long-gowned Southern belles smile happily and pass the time with the guests, a New Yorker in a checkered sport coat tries to shift a conversation away from the river pirates, who once waited in prey in the caves along these shores, to Vietnam—only to find himself talking to four empty chairs as his would-be listeners make hasty excuses and exit

On this night, at this moment, with the Delta Queen seemingly drifting backward in time at a rate exceeding her speed up the Ohio, wars, taxes, population explosions, generation gaps and missile systems no longer seem to exist

As the captain said, it's a good life

DO-IT-YOURSELF

REHANDLE WITH CARE

By MR. FIX

It's a shame to give up a good hammer, ax or hatchet. Therefore, when the handle cracks or breaks, it's a natural thing to want to replace it, the metal head still being perfectly good.

It's a fine idea and one that should be pursued, but pursue it slowly and carefully The reason a new hammer or ax hefts so nicely, seems to feel just right, is that it is a planned balance of handle and head.

When you replace the handle, it is not something you can do lightly. That old tool is not going to be the same, nor perform the same, just because you put a new handle on the old head.

Try to find a handle that duplicates the original as closely as possible in weight and size. Examine the wood carefully and avoid crooked grain. Try to find one in which the edge grain goes from one end to the other. Flat grain should be on the sides. If the grain runs from one side of the handle to the other, toss it back and pick another.

Fitting the handle to the head is not difficult, but it is a slow and meticulous job. The new handle will be larger than the eye in the head of the old tool. A light touch with a wood rasp is what you need to make it fit. But be sure to take no more off one side than the other. Too much wood from one side of the handle will affect the balance, make the tool hang crooked.

Fit the head over the end of the handle. Do not force it When it reaches a point where it will go no farther, take it off and remove the wood at that point with the rasp. Don't remove too much. Keep fitting and filing

Try to maintain the original shape of the handle as you file off excess wood. Do not leave sharp corners.

When the head fits over the handle and makes contact at all surfaces, you are ready to wedge the handle The handle probably has wedge slots already cut You may have to cut them deeper or cut more of them Most hammers are better with two wedges and axes with three.

Steel wedges are what you are likely to find on your dealer's shelves, fine for tightening up an old tool but not too good for a new handle. You are better off cutting some slim wood wedges that you can shape for better fit. Use the pieces of the old handle. It is more important that the wedges penetrate deeply than that they are fat and spread the handle too much.

Drive the wedges gently so that you don't break them. The end surface can be crushed once the wedge is in. If the handle and wedges protrude through the head, cut off the excess with a hack saw. File the end smooth.

To finish the job, wipe on varnish well-thinned with turpentine.

(Newspaper Enterprise Assn)



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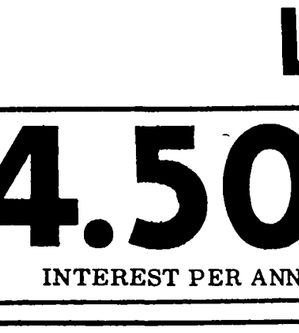
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