

# The Alliance Herald

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## HEMINGFORD COMMISSIONER IN HARD LUCK

### JUST CAN'T KEEP HIS ENEMIES FROM RAPPING HIM.

#### Answers Complaint That He Had Road Built to His Place by Blaming the Road Gang.

George Carrell, the bulky county commissioner from Hemingford, is feeling the strain of serving the public and knows how it feels to have to ungrateful constituency. Ever since his unfortunate error, a few weeks ago, when he put his official O. K. on a personal claim which was passed by the other commissioners without examination, someone has been camping on his trail and endeavoring to make it unpleasant for him. Mr. Carrell explained the way in which the board happened to err about the claim to everyone's satisfaction, but down around Hemingford they are keeping an eye on all his official acts, and some of the boys are hunting for things to crab about.

Half a dozen reports have been passed along concerning Mr. Carrell. The latest was to the effect he had the grading gang make a road past his farm, two and a half miles southeast of Hemingford. Some of the complainants say that it is a private road, and there have been the usual number of sly digs about a commissioner using public funds to improve his property.

The road past the Carrell place is on a regular section line, and will probably be graded for a distance of several miles before the summer ends. The trouble is that the road gang took advantage of his absence from the city. Mr. Carrell says, to slip one over on him and put him in bad. They graded the road just up to his place and a quarter of a mile past the gateway, but alongside his land.

This is the way it happened, Mr. Carrell says. Several days ago he received a telegram to the effect that his farm near Haigler had been hailed. He was marking out work for a grading gang during his absence, and had set out stakes along the track road just southeast of Hemingford for a distance of a couple miles. It was his intention to lay off the grading gang when they had finished this work, and the graders suspected as much. He told them that Commissioner Hashman would be out to inspect their work during his absence, and would lay out more work for them to do. Then Mr. Carrell stepped aboard the varnished car and went to Haigler.

On his return he found that the gang had disobeyed instructions. They had graded along the track until they came to the road leading past his place, and had then turned off and graded his road. This put all the Hemingford farmers in a bad humor, and a number of them, not understanding the situation, have been saying harsh things.

Another charge that has been made against Commissioner Carrell is that on one occasion he used a county truck to haul spuds to the freight cars. Mr. Carrell admits it. He says that he had only a short time to complete loading and other trucks were not available, and that he ordered a county truck to the scene and got his spuds loaded just in time. He mentioned also that he has on various occasions put in time on the county work that he never entered a claim for, and that he is satisfied that he has donated more than enough several times to pay for the use of the county's truck on this one occasion. He intimates that if the situation were ever the same, he would do it again, without asking permission of the fellows who object to it.

Still another complaint has reached Mr. Carrell. This is that the county road gang graded a private lane on the Fred Huckle farm. Some of the farmers in that region are clamoring for favoritism. Mr. Carrell says that Mr. Huckle furnished water for the county's road machinery, and that he suggested to the graders that they run the blade into the ground while they were coming for water. Since Mr. Huckle has a most complete water part on his farm, and it was comparatively easy for the grading gang, they did it without asking anyone's permission, and figure that they saved time doing it.

There may be other kicks, Mr. Carrell says, but he hasn't heard of them. He isn't fretting particularly about it, but the other commissioners are poking a good deal of official fun at him. They have advised him to place an order with Montgomery-Ward for a rosewood casket and see about the flowers.

Reports reaching Alliance from Hemingford the past week or ten days have been to the effect that disgruntled farmers and business men were figuring on passing around recall petitions for Mr. Carrell. Other reports say that the other two commissioners, The Herald made a telephone investigation of the reports, and out of several men called, no one knew anything about such petitions being circulated. It would appear that the reports are greatly exaggerated.

In the meantime, Mr. Carrell isn't worried. He has given out his ver-

sion of the and is sticking to them with all his might.

## Stearns-Knight Auto Is Almost Complete Loss In Thursday Morning Blaze

On Thursday morning, while Charles Nation, proprietor of an Alliance barber shop, was driving south to the ranch home of Burl Douglas, his Stearns-Knight touring car caught fire and almost completely burned up. The fire occurred at 5 a. m. about five miles south of Alliance.

Mr. Nation attributes the fire to some short circuit of the electrical apparatus of the car. The blaze made short work of the car. All the wood work in the body of the car was burned from the chassis, as well as the rear tires. The front tires, however, were not apparently injured, nor were the spokes in any of the four wheels.

One freak of the fire was that the large tank of gasoline in the rear burned up, but did not explode. The car was insured for \$2,300, which is \$650 less than the original cost of the machine. The charred chassis has been taken to Lee Sturgeon's garage and will there await the arrival of the insurance adjuster.

Ed Lull was in Alliance Wednesday on business.

## LEGION HELPING TO ROUND UP ALL THE CLAIMANTS

### WAR RISK OFFICIALS TO BE HERE SEPTEMBER 5-6-7.

#### Board Has Special Powers to Adjust Claims—Hope to Take Action on Every Case.

All ex-service men who have old compensation claims pending, or who wish to file new ones, will have an opportunity to meet a board of government representatives who are touring the state beginning August 12. Special efforts are being made by the American Legion and the Red Cross to get every man who has an unsettled claim to appear before this board.

The director of the bureau of war risk is anxious to get all old cases of claims against the government cleaned up and he has sent this squad of workers out to interview these men. The board has special power to adjust claims and it is felt they will expedite applications to a considerable extent. "We want every service man with a kick to appear before this board," stated Frank B. O'Connell, state adjutant of the American Legion. "We want the government to know the exact plight many of our boys are in and we want to give the squad a chance to unite some of the governmental red tape. Every man wanting to file a new claim, get hospital treatment, compensation, vocational training or re-classification should certainly arrange to go before this board."

Ex-service men of Alliance and nearby territory meet this board at Alliance on September 5, 6 and 7. There will be eight men in the squad, and in addition to examining claims, facilities will be offered for immediate medical examination. In the past, it has sometimes taken months before authorization for a medical examination could be secured. The board has unusual powers, and can settle all claims on the ground, in fact, do everything save make payments of money.

Alliance post of the American legion will endeavor to get in touch with every ex-service man who has a claim and induce him to visit the city during the three days the flying squadron will be here. In other parts of the state, exceptional results have been secured. The first day at Grand Island a hundred and ten claims were represented. There are not believed to be very many in Box Butte county, but in the territory tributary to this city, it is estimated that fully twenty-five per cent of the men who are entitled to make claim have taken no steps to secure compensation or vocational training.

## Recent Decision Is Handed Down—State Butter Makers Rejoice

The Alliance Creamery company of this city is vitally affected by an opinion of Attorney General Daugherty with reference to sour cream butter manufacturers. Several months ago, it will be remembered, Nebraska butter makers were greatly exercised over an opinion that would class butter made from sour cream with those products that bore an extra heavy income tax, and were compelled to label their product "adulterated."

The recent decision holds that the addition of a neutralizer to correct the amount of acidity in the sour cream is not an adulteration in the meaning of the law, and so will not be forbidden by the revenue department.

Mrs. Ed Tubb of Hay Springs was in the city Thursday.

## RUMORS OF BIG FUND SHORTAGE ARE INCORRECT

### COUNTY NOT IN HOLE THIRTY THOUSAND DOLLARS.

#### Unpaid Claims Aggregate a Considerable Sum, But There is No Cause for Alarm.

For a day or two this week, the air has been filled with rumors to the effect that the county commissioners were away behind with the payment of claims, and that at least \$30,000 more money was required to put them even with the world. The news traveled fast, as bad news always travels, and in an incredibly short time was being discussed not only in the city of Alliance, but out in the country as well. The tale became twisted as it went about, until some of the rumors had it that the road fund alone was in the hole to the extent of \$30,000, and that the other funds were in a bad condition.

The commissioners, who have been in session since Tuesday, weren't at all excited when they were told of the reports. They didn't have to be excited, for there is nothing to them. Commissioner George W. Duncan admitted being responsible for the starting of the rumor, although he didn't have any intention of making himself and the other members of the board the goats.

When the board started examining claims Wednesday morning, Mr. Duncan noted that there were a number of them on file, on a moment of curiosity he took the bunch out to the adding machine in the county clerk's office and totaled them. The total came to something near \$30,000. He mentioned the fact to a friend that the unpaid claims amounted to that figure. The friend misunderstood him. That's the way the report started.

The truth is that Box Butte county's finances aren't in a very bad condition. In fact, they are in no worse shape now than they usually are at this time of the year. Along from May to September 1, the board usually finds its funds running low, due to the fact that a large number of taxpayers neglect to pay their taxes. They are paying 10 per cent a year on these delinquent taxes, but they figure they might as well pay interest to the county as to anyone else, and so they procrastinate. Along about November 1, when the next year's taxes are due, they get around to paying up.

This is that time of the year now. The county funds are running low. The taxes for 1921 amounted to \$296,228.94. Of this amount, less than half has been paid in to the county treasurer, or \$126,902.39. There is still \$169,326.55 of taxes for the current year remaining to be paid. This sum includes both state, county and city taxes, and is the result of a 171 mill levy. The county is entitled to 27 mills of this, or roughly figured, about \$26,500. When this money is paid in, the commissioners will be on easy street, with plenty of money to pay all outstanding bills.

The \$26,500 in unpaid taxes is not all the resources, however. There is now over \$6,000 in one fund, cash on hand, and varying amounts in other funds. The total is something like \$10,000 or \$15,000. There is but one fund which is depleted, the general fund, and there are now some \$700 of outstanding warrants on this fund. The county is paying the holders of these warrants 7 per cent interest, but they are getting 10 per cent on the same money, and the commissioners aren't worrying a bit about it.

In addition to this, the commissioners say, the unpaid claims which Mr. Duncan figured as totalling \$30,000 doesn't really represent that amount of money owing. One of them is a claim for over \$1,100 for graders, which transaction was settled by turning in some unsatisfactory graders and buying bridge and culvert material instead. The duplicate bill was still in the files and was counted twice. There is one claim for \$500 for damages by reason of the establishment of a road. The claim is in the files, but the road has never been established. The actual amount of money owing by the county is several thousand less than the \$30,000 total, and when the taxes come in, there'll be no difficulty in settling all claims and having a tidy balance left over.

Miss Sarah Fundenberger of Kansas City, Mo., and Miss Mabel McVicker motored the first of this week from Lexington, Neb. Miss Fundenberger will be in charge of the McVicker Millinery this season. Miss McVicker expects to remain in Alliance a week or ten days.

A. J. Pickrell, former manager of the Dierks Lumber & Coal company's yard at Antioch, who has been transferred to the Alliance office for almost a month, expects to move his family to Alliance the latter part of the week to make their home here.

Charley Hurst, assistant car foreman at the Burlington yards, is in Thursday for a few weeks' vacation in Missouri.

J. C. Vaughn who has been visiting in the Yellowstone park for the past two weeks, returned Monday.

## 1922 TAX LEVY IS MADE BY THE COUNTY BOARD

### EIGHTEEN MILLS AS COMPARED WITH 16.61 LAST YEAR.

#### Little Over Two Thousand Dollars More Will Be Raised Than by Last Levy.

The board of county commissioners, meeting as a board of equalization with County Clerk Avis Joder and County Assessor John Pilkington, Thursday afternoon completed making the tax levy to pay expenses for the fiscal year beginning August 1. The last session of the legislature did away with the method of figuring taxes on a one-fifth valuation, and in order to compare the levy this year with the 1921 levy, it is necessary to multiply by five. Last year 16.61 mills was the amount, and this year the levy is the equivalent of 18 mills, a slight increase, although it will bring in less than \$2,500 more than last year.

Figuring on a property valuation for the county of \$15,274,853, the board made the following levy:

Fund—	Mills	Amount Raised
General Fund	1.7	\$25,967.25
Road Fund	1.0	15,274.85
Bridge Fund	.3	4,582.45
Mothers' Pension	.1	1,527.49
Sinking Fund	.4	6,109.95
Indebtedness Fund	.1	1,527.49
Total	3.6	\$52,980.48

The county board held a strenuous session yesterday, and the argument on the levy lasted the better part of the day. Every item was pared to the limit. The chief discussion was over the indebtedness fund, intended to cover unpaid claims dating prior to the adoption of the new state constitution. The first estimate on these claims was placed at 5 of a mill, which would have raised \$7,637.42, but it was discovered that the indebtedness aside from the court house bonds, would not require that amount. The commissioners called in City Manager N. A. Kemmish of Alliance, who urged them to provide for the payment of the county's paving assessments, pointing out to them that if unpaid, the assessments it would double. The commissioners finally decided to meet this assessment out of the road fund. Another new wrinkle this year is the mother's pension fund, no levy for which was made last year. Aside from these two items, the levy while a trifle larger than last year, will bring in even less money.

Last year's levy included the following items:

Fund—	Mills	Amount Raised
General Fund	9.00	\$28,505.72
Road Fund	4.00	12,704.76
Bridge Fund	2.00	6,202.39
Sinking Fund	1.61	5,113.67
Total	16.61	\$52,626.48

The estimate as to the amount of levy for a mother's pension fund was made by County Judge Tash. There are two pensions allowed, one to Mrs. Selden W. Ives for \$50 a month, and another to Mrs. Margaret Fuller of \$30. Both of these, even if continued for a year, would amount to less than a thousand dollars, and the judge thought that, judging from past history, the levy was sufficient.

This year the county will receive all but 3 1/2 per cent of the automobile license fees. In the past, 75 per cent of this money has gone to the state. Of course, it has all been expended in the county, but the last legislature provided that the funds should remain in the county where collected, save the 3 1/2 per cent. There are 1,400 automobiles in Box Butte county, and the fund is expected to reach from \$14,000 to \$15,000. This money must still be spent on state and federal aid roads, under the direction of the state highway bureau, but the county will have the distributing of it.

## Presbyterians Lose First Game of Season To Christian Nine

After playing all season with nothing but victories to their credit, the Presbyterians lost to the Christians in the Thursday afternoon game of the Sunday school league, when Pitcher Eberly for the Presbyterians lost control in the second inning and before they took him out of the box the Christians had run in eight scores. The final score was 12 to 6.

Eberly was replaced by Bob Laing, but the lead was too great for the fresh pitcher to overcome. Laing struck out six batters in the remainder of the game, and the support given him was absolutely air-tight, but the lead was a Jonah.

The Presbyterians have so far played seven games and won six of them, which leaves them well in the lead for the championship.

High points in the game were the three three-batters that were clouted out by the young players, Bob Laing, Christians had run in eight scores.

C. L. Kerr of the Brick garage drove to Chadron Wednesday.

## Indians Leave Thursday in Special Car for the Colo. Springs Roundup

Those who were in the Burlington station around noon Thursday were treated to a sight of twenty-five or more Indians, in full costume, standing around imitating those well known cigar store signs. Their ferocious looks struck terror to the hearts of some of the eastern visitors waiting for trains, but worried none of the residents a bit. They were a bunch from the Pine Ridge reservation, waiting for a special car to be attached to the Denver train to take them on their way to Colorado Springs, where they will take part in the roundup Monday, Tuesday and Wednesday of next week. The Indians have a special program of war dances and other exhibitions that they will put on during the exhibition.

Colorado Springs is advertising the roundup pretty extensively as the biggest thing of the kind in the country this year. The prizes are said to aggregate between \$8,000 and \$10,000. The show is to be staged under the direction of C. B. Irwin, well known in Alliance. Among the special attractions is an automobile race to the top of Pike's peak, as well as an aeroplane race.

Mrs. N. J. Fletcher has been quite ill for the past few days, but is reported better now.

## FIELD STATION TO BE OPENED ABOUT AUG. 25

### WILL FURNISH INFORMATION TO SPUD SHIPPERS.

#### Potato Growers in Kearney District Have Just Completed a Most Successful Season.

The field equipment used in publishing the market reports is being moved to Alliance, where a station will be opened about August 25 and maintained until December 1. The service this year is being carried in cooperatively by the U. S. Bureau of Markets and Crop Estimates and the Nebraska Bureau of Markets and Marketing. Destinations of Nebraska shipments, number of cars shipped from each state in the country, prices paid at shipping points in important states and jobbing or carlot prices in terminal markets, which are features of these daily reports, are mailed free to growers and other interested persons who make application.

Potato growers in the Kearney district of central Nebraska have just concluded a very successful season, according to O. D. Miller, local representative of the Federal and State marketing bureaus, who closed the market news station at that point Tuesday. Their crop was of good quality, carefully handled and packed in new tagged or branded sacks, so they were in a position to take every advantage of the active demand and advancing market which prevailed during their shipping season as the result of light shipments for the country as a whole.

The weather during digging time this year was more favorable than in 1920, and the stock was mostly clean and attractive. State shipping point inspectors said that only about one-fourth of the shipments fell into the No. 2 grade. Nearly 95% of the crop was Early Ohio. The yield for the whole district averaged about 100 bushels to the acre, which is about 30 bushels lower than last year; but this was more than offset by the cost of production, which was estimated to be at least 100% lower than in 1920 because of cheaper seed, sacks and farm labor.

During the first ten days of the deal much of the stock was rolled unsold and diverted from Omaha, but after July 25, which marked the beginning of a steady and strong demand, practically everything was sold f. o. b. shipping point. Cash buyers bought about half the shipments. The cash price per 100 pounds in carlots, sacked, started at \$1.90, July 10. It weakened gradually to \$1.50 on the 20th, but began an advance July 25 which brought it to \$1.85 by August 1, \$2.25 by the 5th and \$2.75 by the 9th. The highest price was paid August 10, when two cars sold at \$3.00. The season's average was \$1.95.

Although more than half of the table stock shipments of the main crop, moving from western Nebraska during the fall and winter, go to points within the state itself, the higher price commanded by this earlier crop allowed longer hauls, and all but 30 of the 100 cars shipped from the Kearney district to August 12, inclusive, went outside the state. Chicago with a freight rate of 50¢, received 123 cars. The rest went mostly to towns and small cities in Iowa, Illinois, Indiana, Wisconsin and Minnesota. The poor quality of the Kaw Valley crop as the result of late freezes and heavy rains just before digging time, was an important factor in creating the demand for Nebraska stock in these central states; and the failure, through drought, of the early crop usually grown near Minneapolis is said to have caused the demand in Minnesota and Wisconsin.

William Reese, bookkeeper at the Dierks Lumber & Coal company, left Tuesday night to take his annual vacation of two weeks. Mr. Reese expects to spend some time in Potter, Neb.

## ROAD BOOSTERS IN BRIDGEPORT FOR A MEETING

### WILL WRESTLE WITH MORRILL COUNTY COMMISSIONERS.

#### Hope to Secure Promise That at Least One Road Reaching Alliance Will Be Approved.

Several automobile loads of Alliance good roads boosters left this morning for Bridgeport, and these were followed on the afternoon train by another delegation. The Alliance boosters are attending the meeting of the North Star highway association called for 3:30 this afternoon, by President J. S. Rhein of this city.

The Bridgeport meeting was arranged at a meeting held on Friday of last week at Sidney, at which time the North Star highway association was organized for western Nebraska. The North Star is a rival of the Gulf-Plains-Canadian highway, and originated in Colorado, where rival boosters for two different routes through Colorado split and formed two organizations. An attempt has been made to carry the fight into Nebraska, and if the Alliance people have anything to say about it, there will be nothing doing.

The stumbling block is Morrill county, where the three commissioners, each from a different town, favors a route through their town and refuses to take any other north and south road. For two years or more, Alliance attempted to get a highway built through Morrill county which will connect with one from Alliance and allow this city a good road to the Lincoln highway. The commissioners won't get together and no compromise has ever been suggested that could get the approval of two of them.

The north and south transcontinental highway has made this old deadlock of supreme importance. On both sides of Morrill county, the territory is organized, and the towns are ready to go. But they cannot go unless Morrill county will designate at least one road. The commissioners and people of the county are divided over the matter of which road. Alliance doesn't really care about it, so long as a reasonably direct route is approved.

Broadwater on the G-P-C route, favors approving a road that goes via Oshkosh, Lisco, Broadwater and Alliance. Sidney, in Cheyenne county, has taken up with the North Star highway people, and has stirred up Bridgeport to join with them and make a road north and south via Sidney, Chappell, Lodgepole, Bridgeport and Alliance. The deadlock was bad enough in the old days, but with a location on a transcontinental highway at stake, the situation is tenser than ever.

Last week the Alliance good roads boosters attended meetings at both Broadwater and Sidney. Broadwater wanted the support of this city for the G-P-C highway, and elected J. S. Rhein vice president of the highway for this county. Sidney wanted Alliance to back the Bridgeport route on the North Star highway, and elected Rhein president of their association. After an hour's argument he convinced them that the Morrill commissioners were the kingpins in the situation and that unless the deadlock could be broken, everything would be at a standstill.

Today the Alliance men are endeavoring to get the Morrill county commissioners and factions to agree to a settlement of their differences and unite on some route. Several compromises will be suggested to them, in the hope that one of them will prove acceptable. If they simply can't get together, the aid of State Engineer Johnson will be requested. The Alliance people feel that the transcontinental highway is more important than any one town's claims along the route, and the trouble in Morrill county is holding up the road.

Thursday noon the Lions club of this city discussed highway problems, and as a result of their discussion a public meeting was held at the armory, in which the sentiment of the citizens was discovered. A number of the fifty or more men who attended were in favor of one particular route, but each of them finally agreed that the important thing at this juncture is to have one route selected and approved.

The good roads delegation, accompanied by a number of cars from Broadwater, went to Chadron Wednesday, where an organization meeting for the G-P-C highway was held. The meeting was also attended by delegates from South Dakota, who have called a meeting for Deadwood on August 26. The Fall river county delegation from South Dakota endorsed the G-P-C association and affiliated with it. The road is gradually pushing northward. To the south it is announced, organization work is now proceeding in Oklahoma. The G-P-C highway will, when completed, extend from the Gulf of Mexico to Canada.

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