

ROAD MEETING LAST FRIDAY SET NEW MARK

MORE INTEREST WAS SHOWN
THAN EVER BEFORE

Bridgeport and Sidney Delegations
Seek to Stop Talk of Nutrality
in North Star Association.

The meeting held at Alliance last Friday by the North Star highway association established a new record in western Nebraska. Never before has so large a crowd gathered to boost for good roads, and never before has there been such enthusiasm shown. There was but one little rift within the lute, and as soon as it had been definitely attended to, the delegates turned their attention to boosting, and accomplished a whole lot.

The delegates arrived about noon. Bridgeport sent down seventy-five men, the largest number from any town represented, and delegates were present from Lodgepole, Chappell, Sidney, Gurley, Dalton, Northport, Angora, Chadron and Alliance. The Fern Garden was filled with tables, and was not large enough to accommodate the delegates, the main dining room being used by the late comers. Following the dinner, the Bridgeport band led the way to the district court room, where the meeting was called to order by President J. S. Rhein at 1:30.

Mayor R. M. Hampton made the address of welcome, and his remarks were supplemented by President Glen Miller of the Alliance chamber of commerce. Mr. Miller told of a recent automobile trip to the Black Hills, where road construction is more difficult than in this country. There they spend more on one mile than we do on several miles, and are rewarded by a heavy stream of tourists which bring money to the country. This part of the country will never be on the map, he said, until good roads are established, not only locally, but connecting with the big highways.

North Star Route

Delegates Fordyce of Chappell explained the North Star route. This route, he explained, was organized on July 12, and will appear on the Classon maps for Colorado. Nebraska has been organized only recently, and will not be shown on the maps until next year. The North Star, he explained, taps the G-P-C at Bristol, Colo., and runs parallel with it to Alliance, and then follows the line of the other route to Portal, Canada. He declared that the North Star route, as outlined through Colorado and Nebraska, is in reality a short-cut, is laid out through country where road building is less expensive, and will undoubtedly be completed first.

President Rhein then called for an expression from the various towns represented. Delegate Barlow of Lodgepole described the condition of the highway through the Chappell territory. His county, he said, had one of the best forty-mile roads in the state and the contract had recently been let for a highway connecting with Sidney, making a federal aid road clear through between the two towns.

A Nut to Be Cracked

Mr. Jewett of Gurley, Mr. Dyerman of Dalton and others made brief talks, and then Mark Spanogle of Bridgeport took the floor. He said that Morrill county was the nut that had to be cracked before any road could go through, but said that the three commissioners from that county were intelligent and broad-minded, and were, like every other citizen in these days, interested in a good road all the way to Canada. He declared that he believed the North Star route the most feasible, and thought with the assistance of Alliance and the other members of the association, it could be designated.

Northport was admitted to the North Star association, and the appointment of James Yockey as vice-president for that town announced.

George Venell of Angora arose to remark that if the commissioners of Morrill county were as broad-minded as Mr. Spanogle thought they were, the Bridgeport route would be selected. He thought a route from Alliance to Angora could easily be determined upon, without friction.

Senator J. W. Good of Chadron took the floor. He said that as a member of the legislature, he had heard all sorts of complaints about appropriations, but that he had never heard a single howl from taxpayers on money spent for good roads. A north and south highway would, he said, pay for itself in increased travel and increased

land values. He devoted several minutes to boosting Chadron and the first Nebraska state park, which was largely established through his efforts. Commissioners do not always see alike, he declared, and when they cannot or will not get together, there is a way to end deadlocks. "Nebraska has a mighty big little man for governor, and a state engineer who does not fear anything," he said, "and if they can't get together, these two men can decide it." He instanced several cases where this had been done.

Organization Completed

After an interlude of ten or fifteen minutes, during which George Bostler of Chadron entertained the delegates with a droll address, the organization of the highway was completed by taking in Chadron, and handing it on to the Hot Springs men to organize South Dakota. A meeting was announced for Deadwood on Friday of this week. Commissioner Glattly of Hot Springs gave an interesting talk on road-building.

The meeting approved the selection of R. O. Canaday of Bridgeport as legal adviser for the highway, and he was directed to take the necessary steps to incorporate within Nebraska. There was also brought up the question of marking the route. The Colorado North Star association planned for a red, white and blue road sign, and this, it was declared, was infringing on the Lincoln highway marking. The attorney was instructed to investigate.

(Continued on Page 4)

MAN IS INJURED WHEN FREIGHT TRAIN WRECKS

SEVERAL OTHERS ARE BRUISED
IN CRASH MONDAY

Seventeen Cars Are Derailed When
Engine of Freight No. 109
Strikes Broken Rail

A man, identified as Reed Misemer of Gentryville, Mo., was seriously injured and several others were hurt when Burlington freight No. 109 was wrecked by a broken rail at 5:30 a. m. Monday near Mansfield, twenty miles west of Crawford. Seventeen cars were derailed, five of which were filled with merchandise, the balance being loaded with corn and empties. Misemer was taken to the Edgemont hospital.

According to the reports that reached Alliance, all of the injured men were hoboes who were helping themselves to transportation. Eight car lengths of track were torn up and it was necessary to rebuild the track for the wrecker to reach the mass of wreckage. Morning passenger train No. 44, eastbound, and No. 41, westbound, transferred passengers. Afternoon passenger trains Nos. 43 and 44 were held up until 5 o'clock Monday afternoon, when the track was made passable.

Engineer Joe Bogan and Conductor M. E. Lander were in charge of the wrecked train which left Alliance early Monday morning.

Urban Zediker Back In the County Jail Awaiting New Trial

Urban R. Zediker, awarded a new trial by a recent decision of the state supreme court, was brought back to Alliance this morning by Warden W. T. Fenton, and is being held in the county jail until such time as arrangements can be made to procure bail for him. The amount of bail has been reduced from \$2,500 to \$1,500, and Zediker is confident that it can be procured.

Warden Fenton spoke in quite a complimentary way of Zediker's conduct at the penitentiary. "He hasn't a single word against him, of any kind, for the six months he has been there," the warden said, adding that this was as good a record as any prisoner had ever made.

Zediker was assigned to the penitentiary kitchen and has been one of the night cooks. He told Deputy Sheriff Niskimen that he didn't like the night work very well, and that he had been unable to sleep well. He is glad to get back to Alliance, where his friends may see him now and then, and has strong hopes of putting up bail so that he may be released until the time of his next trial, set for the December 6 term of district court.

Warden Fenton also gave news of Evelyn McElhane, serving a thirty-year sentence from this county for murder. She has not been openly rebellious, he said, but has at various times sought to evade the prison rules and has been reprimanded once or twice.

THE WEATHER

ALLIANCE, Neb., August 30.—Forecast for Alliance and vicinity: Generally fair tonight and Wednesday. Warm Wednesday west and north portion.

Mrs. C. L. Finch and daughter, Philena, expect to leave Wednesday for Deadwood, S. D., for a few days' visit.

HEMINGFORD IS INTERESTED IN ROAD PROBLEM

FAVORS BRIDGEPORT-ANGORA-
ALLIANCE ROUTE.

Alliance Advised to Drop Attitude of
Benevolent Neutrality and
Begin to Push.

The Alliance good roads delegations which have been attending meetings with great regularity the past month or so, mostly in connection with the proposed north and south highways, the G-P-C and North Star routes, have reported that at a number of these meetings there was present a Hemingford delegation. Now, Hemingford is not down for a place on either of these routes. Opinion has been divided as to what the presence of the Hemingford delegation could mean. One view has had it that the Hemingford men were out simply as good roads boosters. Another view, engendered possibly by the Hemingford Ledger, which recently warned citizens of that place to wake and be up and doing, lest something be put over on them by Alliance, have wondered if the delegation from the neighboring town weren't on the gumshoe order, with an aim to capture one of these routes for the city to the northwest.

The alarmists had some reason to fear the Hemingford delegation, simply from the lineup in Box Butte county. The commissioners have not been so very friendly to Alliance, or the Alliance chamber of commerce, for several months, ever since that organization got in bad with them by going over their heads and having the approval of the Alliance-Hemingford road held up by the state engineer's office. One of the Box Butte commissioners lives in the Hemingford territory, and another one is believed to be willing to turn down Alliance, if an opportunity should arise.

Not Out for Place.

However, the last issue of the Hemingford Ledger contains one of the best summaries of the road situation that has yet been made. The article is apparently made up from interviews with the Hemingford men who have attended these various road meetings, and have been interested spectators, as well as being suspected of being skeletons at the feast. According to the Ledger, that city does not hope for a place on either of the proposed highways. Its citizens are interested primarily in getting through a north and south route, and are satisfied to be within six or seven miles of the through transcontinental road.

The Hemingford delegation has analyzed the situation, and had made a pretty thorough job of it. They find that the Bridgeport-Angora-Alliance road, on the west side of the track, is the one that can be built and maintained for the least money, and will serve the most people. They say that the Alliance delegation, in maintaining an attitude of strict neutrality, has hindered rather than helped the situation, and indicate their belief that if Alliance would present a united front to the Morrill county commissioners, and get out and boost for the one road, they would get it.

Hemingford, instead of being a contender for the transcontinental road, is in reality willing to work and boost and help Alliance get it. They do hope, some of these days, for a Yellowstone highway extension to go from Alliance to Hemingford, Marsland, Belmont and Crawford, and this route is something that Alliance good roads boosters should bear in mind.

Broadwater Route Expensive.

The Ledger says: The problem for years has been, how to connect the Platte river with the Box Butte county table by a good road. In all the panhandle there is not a decent road between these points at this time. Broadwater claims that there is a good road through the Sand Hills to Alliance and has succeeded in getting such a route marked up on the maps. This road is certainly a misnomer. It seems to be the road that our friends at Alliance favor, but they admit themselves that it will cost \$150,000 to build it and at that they do not guarantee that it will be a good road. There are approximately twenty-five miles of sand hills of the worst kind interspersed with low wet valleys, and whether the valleys in the wet time or the hills in the dry time are the worst, it would be an excellent subject for a colored debating society to consider.

The Morrill county commissioners, each representing the sovereign city of Broadwater, Bridgeport or Bayard, are in a deadlock, each city demanding that the road go through therefrom. Each commissioner is loyal to his bailiwick. It has been a mighty delicate proposition and the Hemingford delegations to these meetings have taken the position that we want is a north and south road to enable us to go to and from the Lincoln highway, and that Box Butte county should be a unit and that our commissioners should meet the road designated from Morrill county at any point that the Morrill county commissioners would name.

(Continued on Page 7)

MUCH INTEREST IN THE OIL WELL NEAR LAKESIDE

BIG CROWDS LOOKING AT DER-
RICK AND MACHINERY

Expect to Be Ready to Start Drilling
Some Time This Week if
All Goes Well

Lakeside is the center of attraction for sight-seers this week. Every day several-automobile loads of interested spectators are looking over the oil derrick and machinery erected by the Lakeside Development company a short distance west of the town of Lakeside, on the Burlington railroad and Potash highway, at a point about twenty-five miles east of Alliance. Several Alliance men visited the outfit last Sunday, and came away much impressed with the magnitude of the undertaking.

The Lakeside outfit has the finest oil drilling rig ever brought into Nebraska, in the opinion of those acquainted with the oil game. The huge derrick shoots up in the air a distance of 120 feet, and has a base 22 feet square. Two or three acres are covered with the derrick, pump house, three boilers, and a perfect network of trenches for steam pipes.

The rig is the best that money can buy—a combination California rig, both rotary and standard. It is in charge of experienced men. Fred Blumer, superintendent of the Hord potash plant, is in charge of the work. R. H. McKinley, of Fullerton, Cal., a well known California oil man, is to superintend the drilling. He has brought with him from California, as his assistants, two drillers, C. A. Myers of Anaheim, and Jack Braun; two derrick men, Messrs. Taylor and Schwartz, and a rig builder, Harry Landreth. There are two Casper oil men in the crew, and half a dozen others.

The work has proceeded with surprising swiftness. The derrick is erected, the huge cables threaded, the engines and pumps are in place, the steam pipe lines are laid, and as soon as the three steam boilers are ready to go, the well will be spudded in. The boilers will use oil for fuel, and Sunday workmen were bricking them up. The men in charge hoped to have everything in readiness by Wednesday or Thursday of this week.

A Non-Stop Task.

The actual drilling will not begin until everything is ready to go ahead. This is due to the fact that once the drilling begins, it must keep up constantly, with as little delay as possible. There will be ten men employed on the job, and in two shifts of twelve hours each will keep the big drills going all the time.

The chief difficulty, according to Mr. Myers, one of the drillers, will be to keep the hole from caving in. This is done by proceeding slowly. "They tell us," he said, "that there is from six to nine hundred feet of sand here. We could go through this in two days, but we won't. Our problem is to mud up the sides of the hole, so that it will not give way." The dirt is removed from the hole by making mud of it and using pumps to draw this mud out. There is a constant circulating of mud in the hole during the drilling. The sand that is to be found near Lakeside won't make mud, and the company has had to import several carloads of black dirt from near Hemingford. The big drill will pack this along the side of the hole, where it will dry. The casing will not be used unless it is found to be absolutely necessary.

There is all kinds of casing on the ground, beginning with the twenty-inch and tapering down to six inches. With the rotary drill, the small casing is used as the drill stem, and there is nothing to hinder the work unless once in a while the casing should break or the walls cave in. Unless real hard rock is encountered, one of the huge drills will last for a thousand feet or more of drilling.

Mr. Myers was pleased with the outlook. He hadn't expected to find Lakeside looking so well. The word sand hills conjured up a vision of a barren spot, and when he saw the grass-covered hills he felt considerably relieved.

Will Go at Least 5,000 Feet

The intention is to give the field a most thorough test. It is said that \$125,000 has been subscribed to put down this test well, the first in Nebraska's potash district, and it will be drilled to a depth of 5,000 feet, if necessary. The men back of the project are confident that they will strike oil in paying quantities, and they also have the chance of striking gas or beds of potash, which are supposed by some to underlie the potash district, as is the recently discovered beds in Texas.

Some of Nebraska's wealthiest men are backing the project, including Haber Hord, Victor I. Jeeb and associates of the Hoffman potash plant, W. E. Richardson and John G. Woodward, with other well known men. The men primarily interested are potash men, who realize that a find of oil or gas would provide cheap fuel for the potash plants at Lakeside, Hoffman and

Antioch. Cheap fuel is believed to be the salvation of the industry.

Alliance is watching the test with considerable interest, for if it is successful, it will mean that this city will experience an unprecedented growth. According to one Alliance man, this city will not pass up the opportunity, as it did when the potash business was in its infancy and there was an opportunity to have the plants located in this city.

Last week there was a report current that the wiggle-stick man had located a well on one of the main streets of Antioch, but this rumor had no foundation. All the citizens in the three potash towns are intensely interested in developments.

Purse Containing \$30 Taken From the Home of John Henneberry

The city and county police authorities were notified Monday of the theft of a purse, containing \$30, from the home of John Henneberry, 920 Cheyenne, Saturday morning. Mrs. Henneberry and a friend came in on the late train, Mrs. Henneberry tossed her purse into a corner of the room, and the next morning it was found to have disappeared. Another purse, belonging to her guest, which was on the bureau in the same room, was not touched. The police have been able to find no clue to the robbery.

POTATO CROP PROSPECTS ARE FAIRLY GOOD

EXPECT YIELD TO EQUAL THAT
OF LAST YEAR.

Big Increase in Acreage Reported
from Box Butte and Sheridan
Counties.

The commercial potato crop in western Nebraska promises to be as large or larger than the crop of 1920, according to O. D. Miller, representative of the Federal and State marketing bureaus at Alliance, who recently made a tour of the western potato counties. Assessors' reports show increased potato acreage in nearly every county, especially in the central and northern districts, which will be only partly offset by the poor stand found in a large number of fields in the dry-land districts. The dry-land fields in Kimball county have suffered most from drought. A slightly increased acreage in the Scottsbluff-Morrill irrigated district is expected to produce about the same carlot movement as in 1920. The increase is likely to come from Box Butte and Sheridan counties, where the acreage is reported as 29,174 as compared with 16,207 last year.

The sub-normal stand in these two counties is accounted for in various ways. It occurs mostly in the earlier fields, planted during May. In some localities there was too much dry weather following planting; some growers say that too large a part of the good seed was sold and shipped out; and others say that a good many growers spoiled their seed by cutting it and allowing it to stand too long before planting. But a poor stand will not mean a correspondingly poor yield, because the isolated plants, having the advantage of more moisture, will grow more potatoes than those closer together.

The early average of the dry-land territory is in the Rushville-Gordon district, where the principal variety is Early Ohio. The crop in many of these fields is fully matured and there was some digging as early as August 15. The fields seem to have had plenty of moisture after the plants were up, as the amount of second growth is comparatively small and a large number of the tubers show growth cracks, which usually result from hot weather and moist soil. Scab is common in these early fields. In the Alliance-Hemingford district there will be little digging until the third week in September. The few early fields show considerable second growth as the result of rains late in their growing season following a dry period, but little damage from growth cracks. Hot weather has caused growth cracks in much of the early stock being shipped from the Scottsbluff-Morrill irrigated district. Early Ohio, Bliss Triumph and Downings have been shipped, and most of the cars from that district thus far have been loaded at Mitchell and Henry. Prices to growers in western Nebraska per 100 lbs. sacked ranged from \$1.55 to \$1.95 during the week August 15 to 20, and \$1.50 to \$1.75 during the week August 22 to 27.

Shipments reported from western Nebraska this season to August 27, inclusive, totaled 72 cars. Adding 608 cars, shipped from central Nebraska, the total for the state was 680. Shipments for the state all last season totaled 2,988 cars. Much of this early movement from the western counties was immature stock, bought or shipped for the high market which prevailed during the first three weeks of August. The marked weakening in the Chicago market August 22, when potato prices dropped 25 to 40 cents (Continued on Page 5)

M. E. CHURCH CORNERSTONE LAID SUNDAY

COUNTY JUDGE TASH MAKES
PRINCIPAL ADDRESS

Several Hundred People Present to
Witness the Ceremonies and
Hear the Program

A crowd estimated at between three hundred fifty and four hundred assembled at the site of the new Methodist church at Seventh and Box Butte avenue at 3 o'clock Sunday afternoon for the ceremonies of laying the cornerstone. The afternoon was exceedingly hot and the services were brief. The majority of the audience was scattered about in cars, the street being pretty well filled up.

Mayor R. M. Hampton presided. Rev. M. C. Smith, pastor of the church, made a few opening remarks. Other Alliance ministers had a place on the program. There were also a few musical numbers. A copper box containing the usual church history, membership roll of church and Sunday school, copies of various church and city publications and other matters of interest were enclosed in the cornerstone. Rev. M. C. Smith officiated during the laying of the stone, which was done according to the ritual of the Methodist Episcopal church.

The principal address of the day was made by County Judge Ira E. Tash, who was called upon when it was learned that Bishop Homer C. Stunz of Omaha would be unable to be present, due to the death of an old friend.

Judge Tash said, in part:

"This day, and the laying of this cornerstone, marks an epoch not alone in the life and history of the Methodist church of Alliance, but it is a monument and marker along the trail and onward sweep, of christian civilization, and evidence of moral development and the highest type of citizenship in the community.

"Less than two score years ago where you now stand, surrounded by all the symbols of education, culture, commerce and convenience, the untamed and painted savage roamed the sun-baked plains, in pursuit of the little less wider elk, antelope and buffalo. Where yonder shines the classic walls of your beautiful temple of justice, the wild Indian, lighted his council fires. Where stands yonder storied school his medicine men carried on their incantations. Instead of your solid city pavement, and smooth roads stretching like velvety ribbons from Platte river to Pine Ridge, over which float the sedan and the limousine, the stolid squaw trailed her travois, loaded with her papoose lures and penates. Instead of your green graves and marble-marked cemeteries, the aborigines deposited and departed in the bed of sand coulees, and wept o'er his uncoffined dead.

"It is proud proof of the betterment of our moral and religious environments, when we can state that the gilded palace of sin has been banished from our midst, to never return—no never—and that the places of worship are increasing in number all the time.

"Oh, what a day this would be to that saintly founder of Methodism, John Wesley, to see this splendid edifice, consecrated to the service of the ever living God, whom he so faithfully served, and we can in vision penetrate the misty veil that so thinly intervenes between the material and spiritual worlds, and see the angelic faces of John Wesley, and Bishop McCabe, smiling approval of our work. And no doubt that the bishop who was a fearless soldier in his country's defense, as well as a soldier of the cross while on earth, would rejoice to see another citadel of the church raised against the assaults of sin and infidelity, another fortress along a far flung battle line, resisting the encroachments of atheism and iniquity.

"We can well imagine, that if there is radio, telegraphic or telephonic communication from his heavenly home, to the lower regions, he would as he did once while on earth send a message to that noted infidel, Bob Ingersoll, telling him "Glory to God, Bob, they are building two churches a day now instead of one as they were doing when I last communicated with you."

Those saints would rejoice and give thanks, could they but see the splendid Christian spirit shown here today, by the pastors and people of our sister churches, who have come to bid us God-speed, to assist in these ceremonies, and I here and now pledge these good people, on the part of the Methodists and near-Methodists, that when the increase of population and city expansion, demands that their present church homes give way to larger and more modern edifices, that the Methodist church will reciprocate this kindly liberal spirit, and show that the spirit of jealousy or rivalry that may have once prevailed, no longer exists, and that the orthodox churches are really Christianized.

(Continued on Page 5)

Joe Morrison, son of William Morrison, lumber dealer of Crawford, arrived in Alliance Thursday and will spend the next week at the home of Mr. and Mrs. J. P. Mann and family.