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Tell 'Em You
Saw it in
The Herald

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CAR SHORTAGE HURTS POTATOES

LACK OF SUFFICIENT TRANSPORTATION AFFECTS POTATO MARKET

NEED REFRIGERATOR CARS

One Hundred Thousand Bushels in Box Butte County Should Be Removed From Field Pits

The potato market over the entire United States is being seriously affected by the shortage of freight cars in which to move the spuds to market. In Box Butte county alone over one hundred thousand bushels of potatoes are lying in the fields, protected only by coverings of paper, straw and earth. These spuds must be moved quickly or they will all be lost. The storage bins and cellars in the county are packed to capacity and have no room for more.

Box Butte and Sheridan county farmers, in the potato districts, must immediately begin to build storage cellars on their farms if they want to save future crops, says a well known potato expert. It is too late now to build the cellars for this year's crop, but future crops should be cared for by work done now.

Saturday morning the special committee appointed at the Community Club meeting Friday night, consisting of Charles Brittain, A. T. Lunn and Lloyd Thomas, accompanied by a number of potato men, called at Burlington headquarters to see what could be done towards securing one hundred and seventy-five refrigerator cars to move the potatoes which are lying out in the fields in these "pits". The committee was very courteously received by General Superintendent Young and Superintendent Weidenhamer, both of whom are putting forth every effort to assist in saving these spuds. Definite results are expected very shortly.

The North Platte valley irrigated district is, according to reports, in very serious shape also. They have asked for seven hundred cars in which to move their spuds. They have also appealed to the state food director and other authorities in their effort to get relief.

Some Alliance and Hemingford shippers are endeavoring to get their spuds to the eastern markets by using box cars which they are lining with boards and heavy paper, leaving spaces between the car floors and walls for warm air from the stoves which are placed therein to circulate. It is necessary for a caretaker to accompany the cars to see that the stoves are kept going. The railroad company returns the car linings without charge to the shipper.

Reports From Other Districts

The following reports on the potato situation are taken from the Kansas City Packer of last week:

Kansas City.—According to telegraphic advices to The Packer this week, the cold wave a few days ago, accompanied by freezing weather, caused quite a little damage to potatoes which were not under cover at the time. The principal damage seems to have been felt in the Rocky Mountains, although field frost is showing up to some extent in Northern potatoes. Reports from Colorado are to the effect that a good many apples on the Western Slope not yet harvested have been lost, but potato operators in that state say the loss in these is not very heavy.

The car situation is serious at this writing. Neither Northern nor Western shippers can get enough rolling stock to carry crops to market. A wire from Denver says there are no cars in Northern Colorado or Idaho and few on the Western Slope of Colorado.

Minneapolis.—There has been some damage to potatoes in the North from field frost within the last two or three weeks, more loss being shown in the Red River Valley than in the sand land sections. Temperatures reached 12 degrees Monday night but snow protected what potatoes were still in the ground. Operators are refusing to take frosted stock until it has been sorted.

Potato shippers say the car situation is serious. The roads operating in the principal districts are furnishing only a very few or no refrigerator cars. Box cars also are scarce and the shippers in using these cars are doing it at their own risk. The railroads are also asking that the shippers load the cars so heavily that it makes it almost impossible to use stoves for heating. The railroads are promising no immediate relief from the present situation. The car shortage is retarding the movement of the potato crop from the Northern states to such an extent that considerable loss may result unless a solution of the difficulty is found. It is a general opinion among the operators that the present prices are due to some extent to the car situation.

The market early in the week opened firm, with demand strong from the outside. Monday and Tuesday sacked white stock was bringing \$2.25 to \$2.30 per cwt. and Ohio's \$2.40 to \$2.45 at loading stations.

Wednesday the market was a little

unsettled. The inquiry was light and there was a tendency on the part of the trade to hold back. Thursday the market was weaker and the price fell off a little. Friday the market was about unchanged.

Denver.—Have had sold weather all through the potato sections of Colorado and Idaho. Considerable damage is shown in stock dug and which was left in field, but don't think much damage has been done to stock in the ground. The car situation is critical. There are absolutely no cars for potato loading in Northern Colorado or Idaho and very few on the Western Slope.

Greeley, Colo.—We estimate the freeze caught 30 per cent of potatoes undug, or about 2,500 car loads in the Greeley section, of which 10 per cent are frosted. Weather conditions are now favorable and by Saturday, October 27, harvesting will be finished.

Palisade, Colo.—Practically no damage has been done to potatoes in the Grand Valley by frost.

Alliance, Neb.—It is impossible to tell accurately the amount of damage to Western Nebraska potatoes from frost, but the loss is very small, due to the fact that most of the crop was already harvested. Telephone messages to growers this week elicited the information that not more than 15 per cent of the crop was left in the ground when the freeze came. Many were covered well and not more than one-third of these were frosted. The total loss from freezing will not be more than 5 per cent of the total crop this season.

Boise, Ida.—Have had only a very light freeze in Southwestern Idaho and potatoes were not damaged. Eastern Idaho has had a heavy freeze with the estimated damage to potatoes fully 15 per cent.

Southern Idaho is threatened with heavy loss through possible freezing of potatoes because of inability to secure freight cars for their transportation, according to telegrams sent this week to the Food Administration in Washington, asking that steps be taken to relieve the situation.

WOULD ESTABLISH POTATO EXCHANGE

Nearly One Hundred Attend Smoker of Alliance Community Club Friday Evening

The establishment of a potato exchange at Alliance, for the purpose of getting the producer and the buyer together, was recommended by a number of people interested in the potato industry, at the Community Club smoker held at the city hall Friday evening. The idea would include the renting of a room with wall blackboards on which quotations and sales would be posted; the charging of a membership fee to pay the expenses; the establishment of an official scales; and other things of benefit to the potato industry.

Mr. Justison of the Nebraska Potato Company was the first one to spring the idea on the packed and interested gathering in the city hall. He was backing up the plan proposed by the traveling men of Alliance several months ago when they recommended, by resolutions presented to the County Commissioners and the Community Club, that a potato and bean exchange be established. S. W. Thompson, the live-wire good roads booster, was the prime mover back of the idea.

Mr. Justison stated that the grading of potatoes from this district was a prime necessity. That frequently from fifty to two hundred bushels of small potatoes—culls—are sorted from carloads when shipped to markets in Kansas City, Chicago, or other points. This holds the price of western Nebraska potatoes down when, on account of their quality, they should bring more money than they do now.

George Neuswanger, county agricultural agent, told of the necessity of properly caring for potatoes to keep them from loss by freezing. He told how that in Colorado, Indiana and other states every farm is provided with a potato pit, dug-out or cellar in which the potatoes are put to keep them from freezing.

The potato show, to be held on November 15th and 16th, was mentioned by Chairman J. S. Rhein, who proved a very capable presiding officer. He mentioned the fact that the convention meetings will be held in the court house court room and that C. A. Newberry had very graciously granted the use of the large second floor in his store building for display of potato machinery, of which there will be a large display.

Secretary Fisher told of the need of action in order to get "on the map" with the federal aid roads and of the present condition of trans-state roads leading to Alliance. Dr. George J. Hand, chairman of the "potato road" committee, told of the need of much work on the road leading to Hoffland, Antioch and Lakeside. The doctor told of the work done by his committee in getting this work lined up and suggested a good roads day. Others talked on the good roads proposition and there was a general volunteering when assistance was asked for road work. An

OVER THE TOP



ton Uhring, of Hemingford, county commissioner, told of the appointment of a county road superintendent by the board of county commissioners.

The hotel proposition was then taken up. Secretary Fisher read two letters from the Nebraska Hotel Company of Lincoln who proposed that local capital to the amount of \$50,000 be subscribed for stock in their organization, after which they would build a hotel. After the letters were read and their contents discussed by several, opinion seemed unanimous that the city needed a hotel but that it should be financed and built by local people, rather than by an outside company. J. W. Miller, proprietor of the Alliance Hotel, made a short talk in which he stated that if given only part of the assistance asked by the outside company, he would build a one hundred and twenty room building and operate it himself, control to remain at home.

The serious shortage of potato cars and the consequent jeopardizing of the potatoes which are lying out in the fields, covered with dirt, was the subject of much discussion. On motion, a committee was appointed to bring the matter forcibly to the attention of the railroads and government officials, if necessary, in order to secure relief, if possible. The committee consisted of Charles Brittain, Lloyd Thomas and A. T. Lunn. Potato buyers and commission men were asked to assist the committee in every possible way.

J. W. Guthrie spoke strongly in support of the Liberty Bond campaign and urged that all those who were present and who had not subscribed to do so at once and that all give of their time on Saturday to the campaign. Mr. Guthrie and others took an active part in the Liberty Bond campaign.

At the close of the business session refreshments were served by the ladies in the Fire Department club rooms. The refreshments were delicious and the ladies were given a vote of thanks. The local patriotic spirit was much in evidence and prefaces much for the public welfare of the city.

LOAD CARS TO CAPACITY AND KEEP THEM MOVING

Never before in history has the United States felt the need of her railroads and their equipment so much as today. The task assigned them in the conduct of this war is a big one. Without the undivided support of shippers throughout the country it will be difficult of fulfillment. The crops of this season are the greatest in history on account of increased acreage and stimulated production. Under normal conditions, they would tax the facilities of the roads. Producers and consumers alike count on the railroads to transport these products from the point of production to the point of storage or consumption. Larger crops mean increased demands for transportation. That is the smallest part of the service to be performed by the railroads for a country at war.

Our transportation systems have yet another problem to meet in the movement of troops and supplies. The draft army, comprising 600,000 men, will be moved by the railroads. Transportation of the regulars and the national guardsmen also is to be accomplished. The roads must handle all of this business for the government in addition to the commercial traffic essential to the welfare of the country. It must be accomplished without additional equipment inasmuch as the government must also commandeer railroad equipment under construction for use abroad. In view of these conditions we are bound to admit that railroads are valuable assets at this time.

We can see the importance of keeping these cars moving at all times. They must do double duty if the railroads are enabled to handle the increased traffic, due to the entry of the United States into the world war. Here is where the shipper can perform a lasting service to the railroads and the nation. By avoiding delays

enumerate the other articles of food that went with the corned beef and hard tack, to wit: coffee, black and sweet, beans and tomatoes, and a small portion of good butter. Our battery just left for the hospital to get shot, as previously mentioned. The stable sergeant, myself and squad were left to guard our equipment. Myself and one man are stationed in the kitchen and dining room and since I have finished doing things to a nice double-deck roast beef sandwich I will endeavor to proceed, etc.

At Spokane we had three old running gears for caissons and guns and at the commands, action front, limbers front and rear, cannoners post, etc., we brow-beat those old running gears into submission and pointed them toward the east in the direction of the kaiser and it looked so foolish, but this morning we had the privilege of seeing a whole battalion of artillery string over the hill toward the range for practice.

We have only been here about 24 hours but since our arrival a whole lot of new frame structures have come into existence, like so many mushrooms, on the hill across from our street.

All these things seem to prove to me that Uncle Sam is not so slow and that when he puts his shoulder to the wheel something's going to move. As I sit here writing and listening to the sound of artillery practice three miles away I feel sure that the sequel of it all is going to be the downfall of that Hohenzollern dynasty and the reduction of William from Kaiser to luck private in the rear rank. I feel the cold determination of every loyal American as expressed by our President when he said, "The time has come when we must conquer or submit. There is one choice for us. We have made it."

Would like to be with the Alliance boys, but we can't have our own way about everything and I am getting along fine. If you know of any of my friends at Camp Greene let me know and I will look them up. Kind regards to Mrs. Laing, Gene and Verna, and the boys.

Very truly yours for a captured Kaiser, dead or alive.

CORP. J. M. LEIDTKE,
Battery F, 146th Field Artillery,
Camp Greene, N. C.

GOAL PROGRAM OF FUEL ADMINISTRATION

Administration to Give Railroads Adequate Supply of Fuel to Prevent Tieup

Washington.—The Fuel Administration is giving immediate consideration to the problem of distribution. The program is briefly as follows:

1. To provide an adequate and regular supply of fuel to the railroads, which is indicated by the order issued in connection with fuel supply of the Pennsylvania Railroad, which has been extended to include the Baltimore & Ohio Railway, and will shortly be applied to other roads as obviously the railroads cannot be expected to move the enormous amount of freight which they must handle, unless they are provided with sufficient fuel with which to do so, and it is in the interest of the conservation of equipment that this supply be obtained regularly from mines in close proximity to where the coal must be used.

This will avoid the necessity as is now the practice, of holding several thousand cars of coal under load for fuel purposes. It will also eliminate the necessity of transporting coal from one district to another, which will result in a saving of both cars and motive power, of which the railroads are short. It will further avoid confiscation of coal, which has been necessary in some instances in order to provide the railroads with sufficient fuel.

2. When the adequate and regular supply of fuel has been accomplished, we expect to issue a rule confining coal cars to the coal trade, with such exceptions as are proven necessary, and to compel the return of empty coal cars to the originating line.

3. The matter of preference in movement of coal cars, both loaded and empty, over other slow freight is receiving consideration, and it will undoubtedly be necessary to issue a rule at an early date that preference is to be given food and fuel. The situation today is the railroads are congested, and are unable to move to the market the coal which is offered them for transportation. This is due to the enormous amount of freight which they are called on to handle. We believe the program thus briefly outlined, when put into effect, will result in an increased car supply to the mine, and will accomplish an increased production sufficient for necessary requirements.

SON-IN-LAW OF SWIFT ARRESTED IN CHICAGO

Chicago.—Count James Minotto, son-in-law of Louis F. Swift, president of Swift & Co., packers, has been arrested by federal authorities for alleged pro-German activities.

The Count, who was married to Ida May Swift about two years ago, at present is at liberty in Chicago on a \$50,000 bond signed by his father-in-law.

FEATURES POTASH INDUSTRY

STATE JOURNAL DEVOTES NEARLY PAGE TO WRITE-UP OF POTASH DISTRICT

WRITER HERE WEEK AGO

Interest in Potash Fields of Nebraska Increases—Known All Over United States

A week ago Sunday, H. T. Dobbins, feature writer on the Lincoln State Journal, one of the leading daily newspapers of Nebraska, and the favorite in many homes, visited Alliance and its potash district in search for information regarding the potash industry. Mr. Dobbins met a number of men who are well posted on the potash situation. The result of his trip here was an illustrated article, occupying nearly a page, in the Sunday Journal of October 28th.

The article written by Mr. Dobbins was, in part, as follows:

Companies Now Operating
Potash Reduction Company, Hoffland. Takes brine from Jesse lake. Eight men interested, all now residing in Omaha. Producing approximately 100 tons per day. Soon to produce 200 tons.

Nebraska Potash Company, Antioch. Financed principally by Colorado capital. Small amount of stock held by Alliance people. Takes brine from Palmer lake. Produces approximately eighty tons of salts per day.

American Potash Company, Antioch. Financed by English and others of Omaha. Takes brine from Krause lakes exclusively. Ed Marks interested in it. Produces about ninety tons per day.

Alliance Potash Company, Antioch. Recently organized and plant now building. Financed by Alliance capital. Will take brine from Krause lakes owned by another Krause brother in Wisconsin.

Hord Alkali Products Company, Lakeside. Takes brine from lakes on ranch land owned by Hord interests. Financed by Hord and associates. Produces about eighty tons per day.

Proposed Potash Companies
Burns & Morrisey of Colorado Springs, Colo., have leases on strong lakes north of Antioch. Plan to build at Antioch soon.

Haynes & O'Brien of Omaha have leases on lakes south of Lakeside, on Beck ranches. Supposed to be backed by Metz brewing interest of Omaha. Brewery plant to be moved and made into potash plant.

Richards & Comstock may build plant on Spade ranch north of Ellsworth.

Bunch of lakes south of Alliance on Sturgeon, Graham and other ranches. New plant may build at Alliance to use water from these lakes, financed by Hoffland capital.

The Romance of Potash
The golden thread of romance runs through the story of the potash industry in Nebraska, which is pouring a flood of dollars into the pockets of several small groups of men, most of them residents of Omaha, some living in Central City and others in Denver.

In the wake of the industry three new towns have sprung into being. Two of these were mere dots on the map a year ago, while the other was evolved from out of the air just as a skilled magician whisks into view objects out of nothingness. The new town is Hoffland, twelve miles east of Alliance. It is the site of the original potash development plant, now operated by the Potash Reduction Company. There are probably 600 people in the town, which is a little over two years old. The townsite and all the houses in it belong to the company. Aside from the barracks the houses are all alike, looking for all the world as though cut out of gigantic sheets of card-board.

Antioch has been on the map longer, but a year ago all it contained was a store and two houses. Today it has 1,000 population, two banks, a newspaper, a theater and all the other appurtenances of municipalities. Antioch architecture runs largely to the staff or cement covered. Two plants are in operation there and a third one is being built. Lakeside, still further to the east, and on the eastern edge of the potash area, is a symphony in yellow. It was originally the headquarters of the T. B. Hord ranch, which covers two whole townships. T. B. Hord, now dead, was worth a million, made in feeding cattle, banking and grain elevators. Yellow was always the Hord color. It is repeated everywhere on his ranch in his buildings and on his old home at Central City. Hord left two children, a son, Heber Hord, and a daughter, Mrs. Will Richardson. Most of the town is owned by the Hord heirs, but there, as in Antioch, several Lincoln men have invested heavily in the small houses, which are architectural cousins to the houses in mining towns.

Where Romance Enters
Years ago Lawrence McCarty was a ranchman in the sand hills. In his youth he had studied chemistry.

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