

Soap, Beer Cans Strewn in Accident

Property Loss Fixed At \$3,000

Two trucks collided 4 miles west of Emmet early Friday morning on a straight-away stretch of U.S. highway 20. Holt County Sheriff Leo Tomjack said both trucks were "crowding too closely" the white division line in consideration of the width of the trucks.

Gatz Bros. of O'Neill owned the eastbound vehicle driven by Danby Helmer. Amalgamated Truck Lines of Alberta, Can., was owner of the westbound diesel, doing transportation for the Canadian government. The cargo included soap and chocolate. The Gatz truck carried cases of beer. The cargo was strewn over the scene of the wreckage.

Because a foreign government was involved, the federal bureau of investigation was summoned to make a report.

Tomjack said conservative estimates would place property damage in the neighborhood of three thousand dollars. Helmer said he was enroute to O'Neill after a late trip to Valentine.

A machine driven by Joe Kokes of Atkinson smashed into a cow belonging to Charles Mahoney of O'Neill on a highway 2 miles east of O'Neill. The mishap resulted in \$250 to \$300 damage to the Kokes car and a \$200 loss of the cow, which died a few minutes after the impact.

Mr. Mahoney said he did not know his cow was loose. The critter popped out of a ditch in front of the Kokes car so quickly the driver said he had no time to avoid the accident.

Jack Gilman of Amelia, driver of a truck, figured in a sideswipe mishap with a vehicle driven by Joseph Kamphaus, also of Amelia. The side of the Kamphaus car was literally torn out. Property damage, the report stated, would be about one thousand dollars.

Complete or partial insurance covered all of the losses.

Santa Coming to O'Neill December 18

O' St. Nick has sent word from the North Pole he plans to be in O'Neill on Saturday, December 18. The jolly fellow said he would be laden with treats for the kids.

As Santa has done the past few years, he will buzz to O'Neill in his jet (or stonic) powered airplane, be met at the airport by an O'Neill fire truck and meet the small fry at the O'Neill public school. His arrival at the school building is set for 2 p.m.

Former Ewing Teacher Is Dead

EWING — Funeral services were conducted last week at Ponca for Mrs. Jack Humphrey, formerly of Ewing. Mrs. Humphrey was the former Miss Esther Schram, who was a music teacher in the Ewing public school in recent years.

Survivors include: Widower, son—Jeff, age 14-months.

Give The Frontier for Xmas!

2 Registrants to Army This Week

Two Holt county selective service registrants leave this week for military service. Elmer L. Schwager, son of Mr. and Mrs. August Schwager of Ewing, goes as a draftee and Eugene V. Krysl, son of Mr. and Mrs. Albert Krysl of Stuart, goes as a volunteer.

J. W. Reitz, 72, Rites at Chambers

Holt Resident Since 1889 Long Ill

CHAMBERS—J. W. Reitz, 72, died Friday, December 3, in the Neligh hospital. He had been ill of cancer over six months. The late Mr. Reitz submitted to surgery at Rochester, Minn., this year and was hospitalized there 40 days. He was accompanied to Rochester by Arnie Mace, sr., a longtime friend. Mr. Reitz leaves no near relatives.

Funeral services were conducted Tuesday, December 7, at 2 p.m., from the Methodist church here with Rev. J. M. Hodgkin, church pastor, officiating. Burial was in the Chambers cemetery under the direction of Biglin's. Thomas Lambert and Stanley Lambert sang, accompanied on the piano by Mrs. C. V. Robertson. Pallbearers were Leonard Petersen, Earl Medcalf, Fred Tucker, William Ermer, Mark Gribble and Mr. Mace.

The late Mr. Reitz was born December 5, 1881, at Waverly, the only son of John and Margaret Hedges Reitz. He accompanied his parents to Holt county in 1889, coming from Lincoln.

He never married and was a rancher in this community for many years. His father died on March 17, 1951, at the age of 95. Survivors include several cousins in Pennsylvania and second cousins in Nebraska. Two Central City men, both named George Hedges and both second cousins, were the only kin at the funeral.

Former O'Neillite Pneumonia Fatality

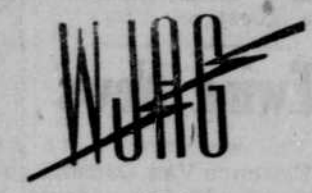
Bernard ("Barney") Hynes, 28, former St. Joseph's hall student, Atkinson, and an O'Neill high school graduate, died Monday, December 6, in a Portland, Ore., hospital. He was a son of Mr. and Mrs. D. P. Hynes of Portland, who formerly resided north of O'Neill.

The young man had been ill about a month and entered the hospital two days before his death, which was caused by influenza turning into pneumonia.

Funeral services will be conducted today (Thursday) at Portland and burial will be there. Survivors include: Widow—Betty; parents—Mr. and Mrs. D. P. Hynes of Portland; sisters—Mrs. George (Ellen) Munyer of Chicago, Ill., and Virginia; brothers—Francis, Thomas, John and James.

In August, 1953, one of his brothers, Austin, together with Austin's two children, was killed in an automobile accident near Osceola while enroute from Ft. Riley, Kans., to O'Neill.

"Voice of The Frontier"



Mon. — Wed. — Sat.
9:45 A.M. — 780 k.c.

THE FRONTIER

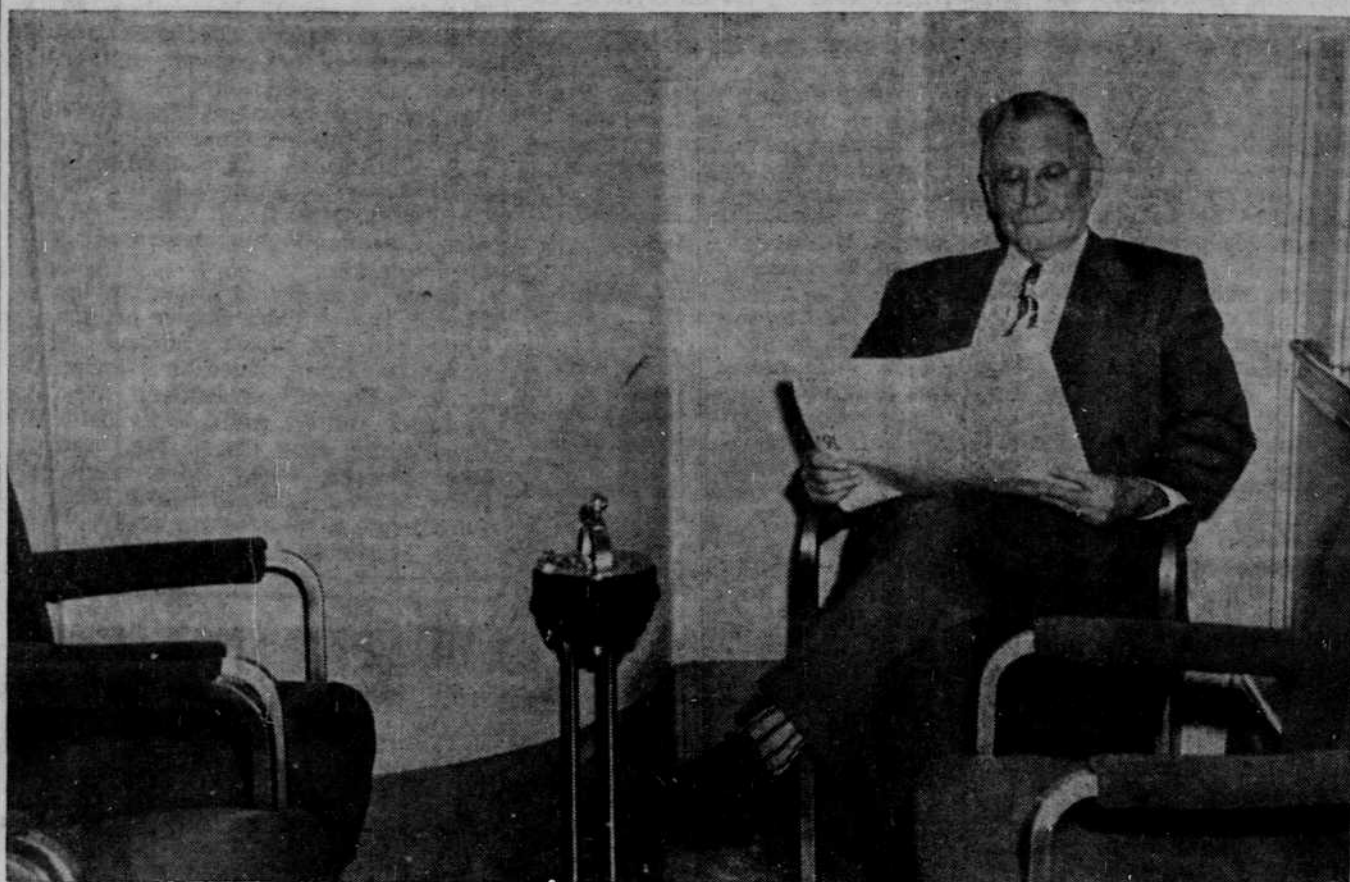
TWELVE
PAGES

North-Central Nebraska's BIGGEST Newspaper

Volume 74.—Number 32.

O'Neill, Nebr., Thursday, December 9, 1954.

Seven Cents



Spacious combination wash-smoke rooms for men and women at opposite ends of the car are features of the new, streamlined Challenger-type day coaches, which were inaugurated this week on the Omaha-to-Chadron line of the Chicago & North Western. The railroad officials ordered new equipment used on the last two remaining passenger-mail-express trains during an experimental period.—The Frontier Photo.



"Wonderful" was the word Mrs. Abbie Horner of Ainsworth (foreground) used to describe the riding qualities of the Challenger coaches used Tuesday for the first time by the North Western railroad. The newest-type day coaches feature reclining seats and air-conditioning.—The Frontier Photo.

Fine Carpentry, Cattle Are Hobbies

By MRS. N. D. ICKES, SR.
Special Feature Writer

PAGE — Seldom have we known a man more versatile and efficient than Paul Shaner, who came to Holt county March 13, 1883, being then only 10-weeks-old. His father, James L. Shaner, homesteaded the quarter of land on which Paul resided until 1944, when he moved to Arkansas. In the South he spent two years at Booneville and five years at Charleston, returning to Page in 1951.

When a lad of 17, he tried his hand at the carpenter trade and built the house where he now lives. He joined two old homestead shanties together, doing the work himself and transforming them into a creditable home. In 1910 a barn was built—36 by 85 by 40 ft. high. Even by modern standards it is regarded as "quite a barn."

The major framing on the St. Mary academy convent roof at O'Neill is another monument to his structural ability. Having worked for and with a number of individuals and companies, he felt he had a complete understanding of that line of work. He was graduated from the Chicago School of Carpentry and Joinery in April, 1913.

This formal training coupled with the practical knowledge he had acquired earlier indeed made Mr. Shaner a remarkable craftsman.

In 1914 Paul was responsible for the silent movie at Page, a gas-operated job. In 1916, he installed the electric plant at Page and did the wiring, much of which is still in use. He was village engineer for Royal at the time the plant was built there, also supervised the rebuilding of the plant at Chambers. He also did most of the house wiring at Winnetoon. In 1923 the Page plant was sold to the Peckay syndicate. The franchise at Page successively was in the hands of Interstate Power company and Consumers Public Power district.

With the advent of the sound movie, the silent movie was discontinued and the theater (the old Methodist church) was moved to the farm and made into a granary.

Upon the death of his father in 1929, Paul was beckoned home to take charge of the farm and to be with his widowed mother.

There was a string of grade

Guernseys on the farm. In 1934, he decided he might better the situation so he purchased two females and a male, all registered Guernseys. This move proved a worthwhile investment as nearly 1,500 have been reared from that foundation herd in the intervening 20 years.

Taking 23 head of the best to Arkansas in 1944, he returned six years later with 87 head. A source of special pride is the herd sure for that six-year period and some of the foundation cows and their daughters that were full sisters.

The herd was finally dispersed in March, 1954, keeping five of the most outstanding, the foundation for another valuable herd. One of the foundation cows was 20-years-old and has since been put to sleep.

At present, Paul is following a hobby and making it pay off in dollars and cents. He has equipped a room in his home with the tools necessary to ply his trade

and has more than he can get done. One of his first projects was to mend some very fine old chairs which he found dismantled in the dump. A friend pointed out to him that it took four chairs for a set, so he set about copying the pattern and matching the wood. This he has done so cleverly that it is difficult to determine which is original and which are copies. He now has a very fine set of antique chairs. Many scraps of fine wood have been tooled into useful and beautiful articles. Fitting electric clocks into cherished old wood frames is another example of his skill.

Many Page homes boast a drop-leaf table made from a square, oblong or round-type table that still matches the buffet and chairs while taking up less room. But the seating capacity remains the same. As news of his success spreads, tables are now coming in from far distant points to be refashioned.

(Continued on page 12)



Paul Shaner... cedar chests, any size.—The Frontier Photo.

Presbyterians Plan New Church Here

'S-D' Day to Be Noted in County

Holt Safety Council Picks Officers and Plans for Campaign

A Holt county safety council has been organized in compliance with appeals from President Eisenhower and Governor Crosby to reduce highway accidents and fatalities. The newly-formed Holt county council is preparing for county-wide participation in "safe driving" day, which has been designated as Wednesday, December 15.

Assistant Holt County Agent Harry Stokely presided at Tuesday's organizational meeting, which was instituted by the extension service.

Officers elected are: Mrs. Vern Sageser of Amelia, chairman; Matthew Beha of O'Neill, vice-chairman; Mrs. Albert Carson of Redbird, secretary.

Roger Bowen of Page, farm safety chairman; Mrs. Robert Clifford of Atkinson, home safety chairman; County Sheriff Leo Tomjack of O'Neill, traffic chairman; Mrs. N. D. Ickes, sr., of Page, publicity; Harry Stokely, of O'Neill, other groups.

Mrs. Quentin Hickok of Stuart, 4-H chairman; Gene Closson of Stuart, rural school chairman; Mrs. Elsie Chase of Ewing, city and town school chairman.

Finance committee members are: Mrs. Ira Watson of Inman, chairman; Lawrence Hamik of Stuart, vice-chairman; Vincent Thiele of Clearwater and Leonard Miller of Chambers.

Inman School Supt. Gerald Nelson said there are 38 thousand fatalities per year on U.S. highways with 3,900 farm and 2,900 home fatalities.

Cal Geary of Inman made the first contribution to the finance department. He gave \$20—the coat, he explained, of having a car fender repaired. His vehicle was damaged on the O'Neill streets that day while he was seated in his parked car. James W. Rooney offered a \$25 contribution in behalf of the O'Neill Production Credit association and Roger Bourgeois \$10. Methods of obtaining additional funds were discussed and probable expenses were considered.

A fatality-free December 15 is the national objective, Mrs. Sageser pointed out. Mayors of cities and towns, superintendents of schools and organizations will be contacted for cooperation.

Another meeting is set for Tuesday, December 14, at 2 o'clock to further plans for the campaign and name working committees.

Elkhorn Valley IOOF lodge 57 of O'Neill, through its noble grand, Dwayne Philbrick, has sounded its desire to cooperate in the "S-D" day campaign. The lodge originated the slogan: "Be cool—be courteous."

Mrs. Ickes, publicity chairman, said the council feels there is "a very definite need" for safety patrolmen in the O'Neill area. County Sheriff Leo Tomjack and Deputy Sheriff James Muller have been "covering" accidents and making reports, but Tomjack declares extensive patrol work is not provided for in the sheriff's budget.

The council recommends frequent surprise visits to small towns in the area and appearance of cruiser cars on main arteries (other than federal highways) to make all residents safety-conscious. "Blind" corners were discussed, also had placement of signs at intersections were talked about.

Recent highway accidents and their causes were discussed by Sheriff Tomjack. (See details elsewhere on page 1.)

Lynch Woman Is Loser in Court

BUTTE—Boyd county was the winner in district court here Monday in a suit brought by Miss Mabel Mulhair of Lynch. She contested the legality of a road built by the county across part of her property.

District Judge D. R. Mounts of O'Neill ruled in favor of the county and ordered Miss Mulhair to pay the costs of the suit. The next district court session here will be Monday, January 3.

Burge Family Starts Building Fund with \$3,000 in Calves

Preliminary planning is underway for a new 75-thousand-dollar Presbyterian church to be erected here. Rev. J. Olen Kennell, church pastor, announced to the congregation Sunday a plan for financing of the project is proceeding "at a very encouraging pace".

The initial contribution came from Mrs. Bessie Burge, her son, Harold, and her daughter, Miss June, who pledged 40 head of spring calves valued at about three-thousand-dollars. J. H. Patterson agreed to feed the calves and fatten them until October 1, 1955—possibly doubling the value. Patterson already has moved the calves to his place.

These two gestures touched off the finance drive which is under the direction of D. H. Clausen.

Alfred Drayton is chairman of the building committee; District Judge D. R. Mounts, treasurer; Mrs. Dwight Harder, secretary; Mrs. D. C. Schaffer and Mr. Patterson, committee members.

The new edifice, which has not yet been sketched, will be erected on the site of the present church and manse. Preliminary planning calls for two units. The first unit will be the combination Sunday school department and social rooms; the second unit the main church auditorium and attached rooms.

Architectural details have not yet been worked out. The present church is believed to be about 72-years-old.

C of C Seeks Names Guard Enthusiasts

Heninger Trip to O'Neill Delayed

Men interested in joining a national guard tank company, in the event O'Neill is chosen as the site for the not yet activated company D, are asked to contact Robert Hornby, secretary of the Chamber of Commerce, phone 162-J.

The larger the informal list of enthusiasts the greater is O'Neill's chance for winning the competitive race for the unit. Brig-Gen. Guy N. Heninger of Lincoln, head of the Nebraska national guard, has delayed until January a meeting with the C of C's new industries committee. The state administrative officer for the guards, Col. Evar Peterson, Wednesday told James W. Rooney, committee chairman, the meeting scheduled for Friday, December 10, at O'Neill would have to be postponed until "sometime in January".

Peterson has already made an informal inspection of armory sites here. A full-strength tank unit would consist of 105 enlisted men and five officers. Thirty enlisted men would be the minimum needed to start a unit.

A full-strength company would mean an annual payroll of 40-thousand-dollars. One million dollars' worth of tank equipment will be located in the city chosen as a "home" for company D, which at present does not even exist.

If the unit is located in O'Neill, suitable quarters for leasing would have to be secured. A new armory would be built in the town selected. The armory would contain classrooms and facilities for equipment. Facilities would be built for a rifle range. The building would have a large auditorium with a kitchen. National guard officials encourage the use of the armory for certain civic activities.

For company D, the army would have to offer door clearance of 13½ feet wide for the big tanks; also access routes that would support tanks to a rural training area.

Men over 18½-years-old who are physically fit would be eligible to enlist in the guard. Men of draft age who enlisted would not be subject to draft as long as they performed their duties "satisfactorily." They would have a 1-D classification.

Men enlisting would drill once each week. Field exercises would be in addition. One of the requirements would be 15 days of service annually in camp, probably in Camp Ripley, Wisc.

Julius D. Cronin is spending this week in Sioux Falls, S.D., on business.

New Rail Coaches Go into Service

Improved Equipment Appears 5 Weeks Ahead of Schedule

Westbound Chicago & North Western passenger-mail-express train number 13 rolled into O'Neill at 6:30 a.m., Tuesday carrying the latest-type, streamlined daycoach.

The daycoach is the Challenger series—the finest owned by the C&NW—and features reclining seats and modern air-conditioning.

C&NW Vice-President J. E. Goodwin from his headquarters in Chicago, Ill., decided last Thursday the improved passenger service would be provided ahead of the holidays.

First news of the move reached North-Nebraska when Mr. Goodwin telephoned Carroll ("Cal") Stewart, publisher of The Frontier.

In November the C&NW announced it was considering taking appropriate steps to remove trains number 13 and 14, which ply the 447-mile run between Omaha and Chadron (via Fremont, West Point, Norfolk, Neligh, Valentine).

At a public hearing in Valentine November 18, Mr. Goodwin was impressed with the group's desire for better service and agreed to put modern coaches on the line "sometime in January".

Inauguration of the new coaches on the line is the C&NW's answer to criticism that the passenger equipment is outdated. (The trains have been drawn by late-type diesel locomotives more than two years.)

In addition, Mr. Goodwin, during the interval between the November meeting and last Thursday's announcement, arranged for the equipment to make the complete trip from Chicago-to-Chadron, making it unnecessary to change trains or coaches in Omaha.

On the present schedule, train number 14 (eastbound) leaves Chadron at 3:55 p.m. (MST) and O'Neill at 12:18 a.m. (CST); arrives in Omaha at 6:30 a.m.; leaves Omaha at 8 a.m.; and arrives in Chicago at 8:40 p.m.—an hour or more earlier than the streamliners which leave Omaha around noon for Chicago.

Train number 13 (westbound) leaves Chicago at 9:51 a.m. (CST); arrives in Omaha at 9:30 p.m.; leaves Omaha at 11:30 p.m.; O'Neill at 6:44 a.m., and arrives in Chadron at 1:50 p.m. (MST).

For the present, Mr. Goodwin said the schedule would remain unchanged—a 14-hour run. C&NW officials are reviewing the schedules with a view toward speeding up the running time, possibly at a later date. (The Omaha-Chadron speed limit is 58-mph.)

Pullman service is available on alternate days. Westbound first-class passengers desiring to use the Pullman may board the train and retire upon number 13's arrival in Omaha.

In accordance with the understanding reached at Valentine, the C&NW will watch closely the patronage figures on the two trains for a period of eight months, beginning Monday, December 6—the date the new coaches rolled from Chicago on the first run to Chadron.

"We have no desire to remove passenger trains or no intention of doing so if they'll pay their way," Mr. Goodwin told the Valentine audience. The C&NW claims the two trains—13 and 14—are operating at an annual deficit of 60-thousand-dollars.

Civic groups along the line are devising ways to cooperate with the railroad in making all three departments of the trains—passenger, mail and express—carry greater payloads.

Mrs. Abbie Horner of Ainsworth was one of a number of passengers aboard the new coach when it reached O'Neill. Asked by a reporter how she enjoyed the riding qualities, she exclaimed:

"Wonderful!"



This Ol' House . . . owned and occupied by Mr. and Mrs. C. A. Townsend of Page (above), is now 40-years-old. Moreover, the house is riding along on a more interesting reputation: It has never witnessed a birth, a death or a wedding. Furthermore, it has never harbored a bed bug, according to Mrs. Townsend. The occupants are pictured examining a photograph.—Frontier Photo.

