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The D. C. D. Highway

Officially Located and Organization Perfected at Canadian, Texas.

Lamar Northern Terminus.

On Thursday morning, February 8th, twenty good road enthusiasts and Lamar boosters began their pilgrimage by autos to Canadian, Texas, to assist in the formation of the Dallas-Canadian-Denver Highway Association and to secure, if possible, Lamar as its northern terminus and junction point with the famous Santa Fe Trail. In the party were Fred Williams and A. P. Knuckey, County Commissioners, R. L. Christy, County Treasurer, and L. M. Markham, County Clerk; Mayor C. Floyd Cook, and Alderman Frank Wheeler; W. L. Burger, Earl Miller of Miller Bros. & Co.; Joe Sunday of Sunday's garage; Glen Kirkpatrick of F. H. Kelsey & Co.; C. R. Strain of Strain Bros., Paul Denning of the Lamar Drug Co., R. E. Sanford of the Ben Mar hotel, T. J. Saylor of Lamar Seed Co., Marion Strain, Lee Strain, S. A. Cray of Lamar Daily News, J. C. Johnston of W. J. Johnston Merc. Co., Register A. L. Beavers of the U. S. Land Office, County Road Superintendent J. K. Householder, Ray Brown, of Hockett-Horn Auto Co. of Holly, and M. L. Conwell.

The trip southward proceeded without any undue amount of trouble or delays. Naturally some inconveniences were experienced but they were only those that would create pleasant memories of the trip when the same had passed into history. The Springfield delegation were assembled in line fully prepared for the trip on the arrival of Lamar's boosters. Mr. J. H. D. Terral was commander-in-chief and graciously placed the Lamar contingent in the lead. At 11:45 a. m. the signal was given the fourteen automobiles to proceed towards Elkhart with instructions to reach that point for a 1 o'clock lunch. Commissioner Knuckey's car set the pace and across the rolling prairies of southeastern Colorado and western Kansas, down into the valley of the Cimarron and up again on to the plains went the string of autos, reaching Elkhart at the designated time.

To the pleasant surprise of all a splendid lunch had been provided by the Elkhart Chamber of Commerce, and its president, Mr. C. A. Midgough, was very cordial in his greetings. No one lacked for accommodations or the glad hand of good fellowship. With only 45 miles to go before the stop would be made for the night, the party lingered in Elkhart until 3 o'clock, the time being spent in getting acquainted and to observe what that little town had accomplished in four brief years.

By 5 o'clock, our time (one must not forget that after Elkhart is reached Central time is used) Guymon, the city set on a hill, and the metropolis of the Panhandle of Oklahoma, was reached. Every courtesy was shown by the hotel proprietors in providing accommodations. We were their friends although never introduced to them at any former time. We visited their stores, saw their picture shows while the Springfield band gave a splendid outdoor concert. Remindful of the miles yet to travel before the goal was reached the entire party had retired at an early hour.

That 5 o'clock call on the morning of February 9th came with darkness all around. Eager to be hastening on, breakfast was soon over and into the morning shades, with lights all aglow, the autos were once again shortening the distance to the beautiful city of Canadian. Sixty miles and the little burg of Ochiltree is reached. Here is noted car after car loaded with boosters from the plains city of Liberal, who, with the assistance of Garden City's live wires, were hastening to Canadian to divert the point of junction with the Santa Fe Trail from Lamar to Garden City. Determination to win could be seen in the faces of

those Liberal enthusiasts. Not a little worry came to the mind of the Colorado party as this fact came in evidence. The excitement of the race grows as into the rolling hills north of the Canadian valley speed the cars.

About ten miles out from Canadian the reception committee, headed by Mr. D. J. Young, a former Lamar resident, is met, greetings are exchanged and the word is quietly passed "we will keep the faith." In the faces of the Colorado party can be seen happiness yet a determination not to lose by over-confidence.

The last lap of the journey is on. The road now being constructed is not such as will permit of fast traveling, but one can see the plan of that Texas city to have good roads and that at no distant date.

Canadian with her smoke from round house and factory, with her fine homes, her clean streets, her southern hospitality, is reached—it is ours—for no words can fully and completely describe the fullness, the completeness of the greetings extended, the cordial welcome bestowed and the thoughtful hospitality literally showered on all her guests.

At 2 o'clock over 500 good roads boosters had gathered in the large court room of the well built and commodious court house. Everybody was keen to catch every word. Secretary Palmer acted as temporary chairman. Like the movement of a well drilled army the preliminaries moved forward. With decision came forth the "plot of the play." The Dallas-Canadian-Denver Highway was officially located and Childress, Texas, declared its southern terminus and Lamar, Colorado, its northern terminus. "They had kept the faith." No "steam roller" was in evidence. Texas county has not, as yet, purchased a full line of road building equipment.

Commissioners Williams and Knuckey and R. L. Christy occupied seats in the conference as delegates from Lamar. The other towns represented were Childress, Wellington, Shamrock, Wheeler, Mobestie, Canadian, Ochiltree and Hansford, in Texas, Guymon, and Gray in Oklahoma, Elkhart, in Kansas, and Stonington, Wentworth, Artesia, Vilas, Springfield, Two Buttes and Lamar, in Colorado. The Colorado vice presidents chosen were R. B. Holt, Stonington; J. H. D. Terral, Springfield; Onda Young, Two Buttes; G. Grill, Artesia; and L. M. Markham, Lamar. A publicity and general expense fund of \$1500 was subscribed in three minutes. Official markers bearing the inscription "D. C. D. Highway" with other necessary information were selected. Complete arrangements for the careful logging of the route and the publication of 25,000 road books were made in record time. The great success of the conference can be ascribed to the thoughtful plans of the Canadian boosters.

The reception and banquet tendered all delegates and visitors by the Canadian Chamber of Commerce was held in the beautiful W. C. T. U. temple, the only structure of its kind in the great Lone Star State, and which is reputed to have cost \$20,000.00. Its large reception room was crowded with more than 300 delegates, visitors and members of the local Chamber of Commerce. More than twenty of the leading society matrons were present in the reception line and every visitor was accorded a sincere and hearty hand shake and a "we're so glad to see you."

In the commodious and well arranged banquet hall the guests were seated promptly at 7:30 P. M. To describe the occasion that followed is beyond the pen of any Colorado booster present. The table arrangement and decorations were perfect. The viands served demonstrated the excellence of the southern schools of domestic art. The orchestral music time and again received the sincere and prolonged applause it justly deserved. The toasts—and here we stop. They were beyond description. The sweetness of sugar might be set forth in a thesis of many words, yet

one must sample the article to form an idea of its sweetness. So to appreciate those humorous, poetical, forceful and scholarly toasts one must hear them from the lips of those truly southern entertainers. It is but just to say that A. L. Beavers of our city acquitted himself in splendid manner considering the handicap of all the surrounding circumstances. Mr. Beavers occupied the place assigned to Hon. Granby Hillyer upon the program.

The first conference of the D. C. D. Highway Association has passed into history. Its founders have dreamed dreams and seen visions which will more than materialize in the coming decade. To the Chamber of Commerce of Canadian, Texas, let full honor and deserving credit be given and when in 1918 the Y. M. B. A. of Lamar humbly takes the role of "host" a report will be given that will surpass even the most fanciful dream of any good road enthusiast.

The following appears on the program as the menu and toasts of the occasion:

MENU

Turkey with Dressing	
Gravy	Creamed Potatoes
Hot Rolls	Butter
	Cranberry Sauce
Celery	Olives
Fruit Salad	
Brick Ice Cream and Cake	
Coffee	
Cigars	Mints

TOASTS

County Builders—Mr. Newton P. Willis, Canadian, Texas.
Greetings from Texas to Oklahoma, Kansas and Colorado—Judge W. G. Gross, Childress, Texas.
Talk—Mr. H. E. Hoover, Canadian, Texas.
A Voice from "No Man's Land"—Mr. W. G. Hughes, Guymon, Okla.
Vision and Dreams—Mr. J. W. Todd, Jr., Canadian, Texas.
The Center of the Universe—Judge Granby Hillyer, Lamar, Colo.
The World Do Move—Mr. J. L. Pope, Amarillo, Texas.

Notes

Commissioner Williams is some artist in bidding thanks to his host. Just ask Bob Christy. Never be in a hurry Fred.

Henry Ford should send a peace medal to Lon Beavers. The Ford at least captured the prize as the pioneer record maker.

Mayor Cook and Alderman Wheeler made a side trip to Texhoma. Supposedly to investigate rumors regarding a new railroad coming this way.

Other than Mr. Beavers' party the Lamar delegation returned via Garden City. Just to see what the other fellow had to offer as an inducement to come his way.

The Y. M. B. A. mass meeting called for Wednesday night at the opera house was postponed indefinitely owing to the sudden death of Mr. D. C. Polheums, one of Lamar's respected citizens.

Glen E. Kirkpatrick, chairman of the good roads committee of the Y. M. B. A., deserves much credit in securing such a large delegation from Lamar and in making full arrangements for cars, automobiles, hotel accommodations, etc.

The return trip made by Messrs. Beavers, Saylor, Householder and Lee Strain stands forth as one that is remarkable when the fact that the D. C. D. Highway is yet unmarked, and that many portions are now being graded, thus preventing even the making of ordinary time in auto or "Ford." Mr. Beavers reports the following schedule on his return trip on February 10, 1917.

Left Canadian, Texas	8:00 a. m.
Left Ochiltree, Texas	10:15 a. m.
Arrive Guymon, Okla	1:00 p. m.
Left Guymon (lunch)	1:20 p. m.
Left Elkhart, Kansas	3:00 p. m.
Arrived Springfield, Colo.	5:30 p. m.
Left Springfield (supper)	6:00 p. m.
Arrived Lamar	8:00 p. m.

Total distance traveled 256 miles. When the construction is completed

it will be quite possible to take breakfast in Canadian, Texas, and supper in Lamar, Colorado.

The End of a Chapter—Not of the Book

The United States has been using its army and navy against Mexico sporadically for the last four years, not because of incidents and episodes but because of essential causes. Mexico has made us nearly as much trouble as a real war would make. Cuba never made as much trouble as Mexico has made. And Mexico's prospects in the trouble making line are indefinite.

Pershing's expedition is coming out. It has accomplished something. Its presence in Mexico undoubtedly made raids into American territory more difficult. But what it accomplished disappears with its withdrawal. It was not the fault of the expedition that it did not do what it was sent to do. It did not get Villa because the administration would not permit it to operate with freedom. Villa is operating with freedom. The expedition was interned.

Mr. Wilson's illusion with regard to Mexico was that he was custodian of humanitarian practices in Mexico. His avowal of that stated his passion for the submerged 85 per cent of Mexicans. President Wilson cannot help the submerged 85 per cent. His commission does not contain that authority. His wishes do not give him power.

After four years of temporizing with Mexico we drop it, for the moment, precisely as it was. It, being precisely as it was, will give us further occasion for dealing with it. No American interests have been conserved because none have been considered. No Mexican interests have been advanced because none could be advanced by the American plan of advancing them.

Pershing comes out and we turn to a new chapter.—Chicago Tribune.

Colorado Crops

Preliminary reports received by the State Board of Immigration from all sections of the state indicate that the acreage cultivated in Colorado in 1917 will be at least 10 per cent greater than has even been cultivated for any year. The largest increase will be in small grains, beans and sugar beets.

Preliminary estimates made by the United States department of agriculture indicates that the acreage of winter wheat is 5 per cent greater than that of last year, or about 420,000 acres. Reports from the same source indicate that there was a decrease of about 6 per cent in the acreage of rye sown last fall, as compared with the fall of 1915.

The area of spring wheat harvested in 1916, according to the final estimates of the department of agriculture, was 230,000 acres, an increase of 20,000 acres over the preceding year. Indications are that if the spring season is favorable for planting, no less than 275,000 acres will be put in this year, which will be the largest acreage of spring wheat ever cultivated in the state. Plans are being made for putting in a larger crop of pinto beans than was raised last year. The 1916 crop has been estimated by the department of agriculture at 38,000 acres. Indications are that not less than 60,000 acres will be put in this year. The final reports of sugar companies show about 175,000 acres of sugar beets were harvested in 1916. The acreage in 1917 under favorable conditions will be in excess of 200,000 acres.

Within the past year considerably more than 2,000,000 acres of government land has been filed on and a considerable amount of this well be put in cultivation this year. In addition, a large amount of privately owned land that has previously been used for pasture purposes will be broken for the first time this year and put in small grain and forage crops. There will also be a large increase in the acreage of potatoes in all of the standard potato growing sections of

the state as well as in the non-irrigated districts where potatoes are not so extensively cultivated.

The abnormally high prices prevailing for all agricultural products have been the controlling factor in inducing farmers to put the maximum acreage in cultivation this year. There has also been heavy immigration to the state in the past twelve months and it is fair to assume that fully two thousand more farmers will be cultivating crops in Colorado this year than last.

Weather conditions in all parts of the state have been reasonably favorable for winter wheat and the condition of the crop is good. Snowfall has been fairly heavy in all the water sheds and there is every reason to believe that the supply of water for irrigation will be at least normal. Farmers in the non-irrigated districts report that the soil is in excellent condition for working as soon as the frost leaves, there being plenty of moisture to insure prompt germination of seeds. With exceptionally high prices still prevailing for agricultural products and favorable winter condition, Colorado's agricultural outlook for 1917 is especially bright and there is every reason to believe that the crop will equal or exceed in value the record agricultural income of 1916.

A Wise Move

The republican members of the ways and means committee have done wisely in preparing a tariff bill along protective and republican lines with which to combat the vicious and sectional plan of direct taxation which Chairman Kitchin and the democrats purpose to fasten upon the country and to compel the major payment to be made in the northern states.

The new republican bill has been drafted under difficulties inasmuch as the official statistics of business at the customs houses are in the hands of the democratic bureau chiefs, who are most dilatory in giving them to the public, who refuse to allow republicans to have access to them in advance of publication—a privilege which is not denied to democrats—and whose methods of classification are such that it requires superhuman intelligence combined with no small amount of psychic ability to divine their real purport.

Nevertheless, the republican proposal will well withstand scrutiny, for it is based upon the fundamental theory of securing revenue for the treasury through protection to the American wage-earner. No bill framed upon such principles can be far wrong, even if individual schedules of it do not meet the opinions and expectations of everyone. In any event, the new republican bill affords opportunity to rally the party strength to a fundamental party principle. It destroys the democratic cry that the minority in congress is a mere group of negatives. It presents what must soon be the greatest economic issue which the country has ever faced; and it prepares the way for a larger measure of party unity in action in the next congress. It is a wise move.

New Dam for Fort Lyon Ditch

At the regular meeting of the directors of the Fort Lyon Canal company held in Las Animas last Monday, the contract for the construction of a new dam for the Fort Lyon storage canal was let to L. H. Phelps & Son of Maananza. There were five bidders for the construction work, all materials to be furnished by the company, the lowest bid being that of L. H. Phelps & Son, which was \$8,485.

The new dam is to be a wooden structure, consisting of two rows of six by twelve sheet piling. It will be 675 feet in width, or 150 feet wider than the old dam, but will be of the same height as the one which it replaces. The old dam was constructed of brush and sand and has been in use for ten or twelve years, but the service was very unsatisfactory. The dam is at the head of the storage ditch, which is located near Weitzer, and the estimated cost of the new structure is \$14,000.—La Junta Tribune.