

## AROUND THE WORLD.

After Six Months of Traveling by Sea and Land  
With Its Opportunities for Observation

### DR. HORN SETS FOOT IN HIS NATIVE LAND

His Journeys Having Exalted the High Opinion of That Land of the Free  
He Had Ever Entertained--The Great Steamer Cedric in Which  
the Return Voyage Was Made--Incidents of Voyage.

NEW YORK CITY, April 20, 1903.  
After a four days' sojourn in London, the largest city on earth, I was ready for the three thousand mile journey across the Atlantic ocean. Leaving Euston station at noon on Good Friday, April 10, by special train, Liverpool was reached at 3:30 o'clock, where the mammoth steamship "Cedric" of the White Star Line, the largest steamship ever built, was waiting for her London passengers. The train halted alongside the floating giant, and in a few moments we were on board. At 5 o'clock the floating city with its 5200 passengers was loosed from her moorings and, by the help of tugs, was pointed towards New York. Saturday morning at 9 o'clock Queenstown, Ireland, was reached, where an ordinary shipload of additional passengers was taken and in two hours, anchor was hoisted, allowing this overgrown canoe to nose her way out of the narrows into—

"The sea, the sea, the open sea!  
The blue, the fresh the ever free!  
Without a mark, without a bound,  
It runneth the earth's wild regions round;  
It plays with the clouds, it mocks the skies;  
Or like a cradled creature lies."

It is now Friday. A week has slipped away since we left Liverpool and New York is not yet in sight nor shall we see its suspension bridge till tomorrow as we have taken the southern course which is much longer than the northern. The reason for this extraordinary southern sweep is due to our having met "Oceanic" when a day out from Queenstown, from which vessel signals were received informing us that icebergs were thick and dangerous on the northern route. If a commander is afraid of any one thing it is an iceberg. I am informed that one of those cold creatures was sighted from this ship. I did not see it, however, as I am not hunting cold sights or cold people. I am sure that the frigid flavoring borne southward upon the driving zephyrs spoke in no uncertain accents that I was a greater distance from the equator than you could throw a dog by the collar.

A few words about this house in which I have lived the the past week may be valuable news to those who have never "gone down to sea in ships." The "Cedric" is the largest steamship in the world, having been built by Messrs. Harland and Wolf at Belfast, Ireland, a country that deserves better treatment than it has received at the hands of England. And let me state right here by the way of parenthesis that there are several passengers from the heart of old England among the 2500 on this ship who say they believe England is on the decline and that they are coming to what they consider the foremost country of the earth, AMERICA.

Three years ago the "Oceanic" was the largest, but she was eclipsed by the "Celtic" about a year ago which is nearly 3000 tons larger than the "Oceanic." The "Cedric," launched in February of this year, surpasses the "Celtic," and rides the deep as the king of ships. She is 700 feet long; displaces 38,200 tons of water; can carry 18,400 tons of freight, and comfortably carry the inhabitants of a city with a population of 3,350. The "Cedric" cost \$2,500,000 and has nine decks for passenger accommodation. What think you of living on one of nine flats, one above the other, through which four huge masts and two mammoth funnels tower? Add to this the thought that each village is electric lighted and the entire layer cake is bolted or riveted together and set down like a duck in the water and commanded to "sink or swim, live or die, survive or perish."

I had supposed that no one would become sea-sick on a plank of this size, but I am forced to chronicle that several have been confined to their rooms the entire trip too sick for appearance in the dining room. True to general principles, I have been ready for that which the gong announced ever since the second day out from Vancouver, thirty thousand miles ago. There are passengers on board for nearly every state in the union, and some, not a few, on account of a proposed union are going from the single to the thrice-happy married state. Some of the affianced are promenading hand in hand as they near the promised land while others have their faces entirely hidden under one fascinator as they quietly converse each with the other, relating their plans,

hopes and aspirations on beginning life side by side in a new land where every man is king and every woman is queen whether the purse contains a dollar or a million; where citizenship depends not upon horses and lands, but upon character, loyalty and obedience to law; where every person is permitted to worship God according to the dictates of his own conscience. Blessed country! Long may she live to attract to her shores the best sons and daughters of earth.

"Breathes there a man, with soul so dead  
Who never to himself hath said,  
This is my own, my native land?  
Whose heart hath ne'er within him burned,  
As home his footsteps he hath turned,  
From wandering on a foreign strand?"

He who, as an American, having never seen the world as it is, has no conception of the greatness of his own country. Throughout the length and breadth of the earth America is referred to as an earthly paradise, and he who would drive a dagger into the throbbing heart of such a country should be branded as an international criminal for it is being said today "as goes America so goes the earth." How many of you Americans have a proper appreciation of your country? My closest associate on this journey to New York is the editor of a leading paper of England who says, "England is dependent in a great measure upon America, for if American foods were shut off England would starve in only a few weeks. We are raising less wheat and corn because we can not compete with the vast acres of America."

I have neither the time nor the space for an eulogy on America such as she deserves but shall wait for a more opportune time when I shall feel more like setting sail upon an oratorical flight. I will let the poet speak:  
"Up aloft amid the rigging sings the fresh exulting gale.  
Strong as spring-time in the blossoms,  
filling out each blowing sail;  
And the wild waves, cleft behind us,  
seem to murmur as they flow:  
There are kindly hearts that wait you  
in the land to which you go.  
Rolling home, rolling home, rolling home,  
dear land to thee,  
Rolling home from merry England,  
rolling home across the sea."

If I were at home and my loved ones were out alone upon this seemingly endless race, so fraught with danger, I would feel most like saying:  
"O, ye beloved, come home—the hour,  
The hour of many a greeting tone,  
The time of heartlight and of song,  
Returns and ye are gone.  
"And darkly, heavily it falls  
On the forsaken room,  
Burdening the heart with tenderness  
That deepens 'midst the gloom.  
"Still, when the prayer is said,  
For these kind bosoms yearn,  
For these fond tears are shed—  
O! when wilt thou return?"

We have splendid weather for the Atlantic voyage, only one day being sufficiently rough to cause the navigating officer to enter in the log book the words "heavy gale" in making the proper entry. At the beginning of the gale this floating palace began to strike a sort of a gallop whereupon not a few showed evidences of having taken an emetic. One lady while standing in the companionway made much use of her kerchief in trying to stay the flood tide of tears which came unbidden in spite of all that she could do as she looked out upon the bobbing waves. She no doubt thought the ship would soon find rest upon the ocean floor below and that she would then sleep with the other brave hearts that never reached port. That gale was not even interesting to me for it should not be ranked even as a little dog trotting along under a wagon in comparison with that real article to which reference was made while crossing the Pacific.

Looking out upon the deep for a sight of land, land birds are now seen indicating that we shall not have long to wait. Darkness falls about us barring the possibility of landing before tomorrow. But look yonder! A light from Fire island pours out a line of beams which produce rejoicing and I call upon the poet to voice our thought:  
"Speed, speed, my fleet vessel, the shore is in sight,  
The breezes are fair, we shall anchor tonight;  
Tomorrow at sunrise once more I shall stand

On the sea-beaten shore of my dear native land."

The anchor was dropped at 10:30 off Sandy Hook to await sunrise. By 10 o'clock on the morrow we had landed and passed the customs official. One lady was fined \$200 for trying to smuggle lace. She will not try it again. A gentleman, desiring to bring a silk dress for his wife without paying the duty, wrapped the goods about his body under his garments and thus evaded complying with the law, no official knowing other than that his corpulency might be natural and not artificial. He may be overtaken by justice at the bar of final judgment by being made to wear that identical dress in the grand promenade booked by the eschatologist as sure to occur.

Six months have passed since I have seen this land of liberty, and ten years have registered the flight of time since I have seen this eastern shore and I feel most like letting the poet speak:  
"I'm back again! I'm back again!  
My foot is on the shore;  
I tread the bright and grassy plain  
Of my native home once more!

"Hail, native clime! hail, native clime!  
Land of the brave and free!  
Though long estranged thy exile ranged,  
His heart comes back to thee."

And now I turn and bid adieu to the highway upon which I have spent many interesting as well as exciting days. "Mysterious deep—farewell!  
I turn from thy companionship, but lo!  
Thy voice doth follow me. 'Mid lonely bower,  
Or twilight dream, or wakeful couch I hear  
That solemn and reverberated hymn  
From thy deep organ which doth speak  
God's praise  
In thunder, night and day. Still by my side,  
Even as a dim seen spirit, deign to walk,  
Prompter of holy thought, and type of Him,  
Sleepless, immutable, omnipotent."  
E. C. HORN.

#### School Report.

To the board of education and patrons of Alliance schools:—  
Find herewith a brief report of the city schools for month ending April 24, 1903.  
Enrolled this month..... 648  
Enrolled to date..... 831  
Average daily attendance..... 555.25  
Average number belonging..... 608.41  
Per cent. of daily attendance..... 91.31  
Per cent. of punctuality..... 99.88  
Number of tardies..... 26.  
Neither absent nor tardy this month..... 427  
Neither absent nor tardy to date..... 16  
Number present every day..... 306  
Number of visitors..... 100  
The second grade secured the flag this month. Respectfully submitted,  
W. H. BARTZ, Supt.

#### Commissioners' Proceedings.

ALLIANCE, Neb., April 23, 1903.  
The board met as per adjournment. Present, same officers as on first day.  
The parties interested in the road petition filed by John P. Hale and others, No. 44, being present and a full hearing being had thereon upon the petition and remonstrances of C. E. Wiltsey and others, the said road, after due consideration, is ordered established and laid out, a complete record thereof being in Road Record A.  
Ordered by the board that \$2.57 personal taxes assessed against J. P. Colburn be refunded for the reason that the taxes on the said property were paid in Sheridan county, Nebraska.  
Ordered by the board that \$7.05 taxes paid by Joseph Kime be refunded, the same having been paid on June 20, 1901, and not being marked on the county treasurer's books.  
It is ordered by the board that \$8 taxes on the northeast quarter, section 8, township 26, range 51 be refunded.  
Ordered by the board that \$2.52 personal taxes assessed against J. D. Carmicle in the First ward of Alliance, be refunded for the reason that he paid the taxes on said property in the Second ward precinct.

The following claims were examined and allowed and the clerk ordered to draw warrants on the general fund in payment thereof:  
Alliance Pressed Brick Co, material and labor on jail..... \$200 00  
A M Miller, coal to Babcock's..... 6 00  
C J Wildy, supplies to Babcock's..... 5 00  
D W Butler, State vs Jahnke..... 4 00  
D W Butler, State vs Olson..... 1 30  
E L Vaughn, boarding James Riley and Thomas Langford..... 44 50  
C A Burlew, supplies to Babcock's..... 7 00  
J P Hazard, serving notices and mileage..... 7 65  
J P Hazard, services as Co surveyor..... 30 50  
J P Hazard, services as Co surveyor..... 10 50  
Annie M Warner, boarding James Riley..... 8 00  
S M Smyser, office expense..... 6 85  
Ira Reed, services as sheriff..... 26 50  
Geo Reimeier, janitor service..... 30 50  
J L Acheson, merchandise..... 4 05  
City of Alliance, water rent..... 46 00  
Wm Mitchell, salary and office expense..... 182 25  
Frank Caha, services as commissioner..... 14 50  
Geo W Duncan, services as commissioner..... 12 00  
Geo W Loer, services as commissioner..... 13 80  
The board adjourned sine die.  
FRANK CAHA, Chairman.  
Attest: S. M. SMYSER, Clerk.

## HOLSTEN'S PHARMACY....

Is One of the Most Up-to-Date Drug Stores in Nebraska.....  
Prescriptions Carefully Compounded. A SELECT STOCK OF Watches and Diamonds.  
Fine Watch Repairing a Specialty. \* \* \* \* \*  
F. E. HOLSTEN, Proprietor. \* Alliance, Nebraska.

NELSON FLETCHER  
FIRE INSURANCE AGENT  
REPRESENTS THE FOLLOWING INSURANCE COMPANIES.  
Hartford Fire Insurance Co. North American of Philadelphia. Phoenix of Brooklyn, New York. Continental of New York City. Niagara Fire Insurance Co. New York Underwriters, New York. Commercial Union Assurance Co., of London. Liverpool, London and Globe Insurance Co. German American Insurance Co., New York. Farmers and Merchants Insurance Co., of Lincoln. Columbia Fire Insurance Co. Philadelphia Underwriters. Phoenix Insurance Co., of Hartford, Conn.  
Office Up-Stairs, Fletcher Block. Alliance, Nebraska.

Mrs. Thos. Regan...  
Has a Large and Complete Assortment of  
MILLINERY,  
LADIES' TAILOR MADE Suits, Shirt Waists, Muslin Underwear, Fancy Notions, Children's Headwear, Battenberg Materials, Embroidery Materials, Stamped Linings, Hair Goods, etc.  
Opera House Block...  
Alliance Cash Meat Market. C. M. LOTSPEIGH, Proprietor.  
ONE DOOR SOUTH OF OPERA HOUSE.  
Fresh and Salt Meats, FISH AND OYSTERS.  
Cash Paid for Hides. Phone 28.  
Dray and Transfer Line.  
WHEN YOU GO TO LEAVE TOWN, don't worry about what to do with your Household Goods. S. A. Miller will take charge of them; store them in a nice, dry and cool place and pack and ship them wherever desired. Charges reasonable. The only spring dray line in the city.....  
Phone 139. S. A. Miller.  
Humphry Undertaking and Embalming Company.  
Hearse and Carriages furnished when desired. Residence Phone 269'. Opposite Keeler Bros.' Barn. Calls answered promptly.  
C. HUMPHRY, Undertaker.  
Dierks' Lumber and Coal Co. Lumber and Building Materials..... Coal and Wood.  
We Can Also Make You a Loan in the Nebraska Central Building and Loan Association. SO AS TO HELP YOU GET A HOME.  
The best work Is the cheapest.  
Do you know who does it? B. V. REEVES, The Painter, Paper Hanger and Decorator. Work guaranteed. PHONE 385.

Burlington Route		TIME TABLE	
		Alliance, Neb.	
LINCOLN, OMAHA, CHICAGO, ST. JOSEPH, KANSAS CITY, ST. LOUIS, and all points east and south.	DENVER, HELENA, BUTTE, SAULT LAKE CITY, POI TLAND, SAN FRANCISCO, and all points west and north.		
TRAINS LEAVE AS FOLLOWS, N USTAIN TIME			
No. 41 Passenger daily. Deadwood, Billings, all points north and west.	10:35 a.m.		
No. 42 Passenger daily. Lincoln, Omaha, Chicago and all points east.	1:40 a.m.		
No. 301 Passenger daily. Denver, Ogden, Salt Lake, San Francisco and all intermediate points, departs at.....	1:40 a.m.		
No. 302 Passenger daily from Denver and all intermediate points, arrives at.....	1:40 a.m.		
No. 43 Local passenger daily from Omaha, Lincoln and intermediate points, arrives at.....	5:58 a.m.		
No. 44 Local passenger daily, for Omaha, Lincoln and intermediate points, departs at.....	6:00 a.m.		
No. 303 Daily, except Sunday, for points south and west, departs.....	11:00 a.m.		
No. 304 Daily, except Sunday, from south and west, arrives.....	4:55 p.m.		
Sleeping, dining and reclining chair cars (seats free) on through trains. Tickets sold and baggage checked to any point in the United States or Canada. For information, time tables and tickets call on or write to J. KRUEDEBAUGH, Agent, or J. FRANCIS, General Passenger Agent, Omaha, Nebraska.			

Staple and Fancy Groceries  
Ranch Supplies.  
THE BEST OF EVERYTHING  
Our Prices are Right. Give Us a Trial Order.  
Jas. Graham.  
PHONE 50.

For a Full Line of...  
Staple AND Fancy Groceries  
Best Coffees, Finest Teas, Superior Flours,  
That Can't be Real in Town...  
Queensware, Tinware and Enameled ware  
CALL ON Yours for Fair Dealing.  
A. D. RODGERS.

ZBINDEN BROS., DEALERS IN...  
Flour and Feed.  
"Home Comfort" Flour  
Is Our Leader. Try It...  
PHONE 105.  
WEST SIDE MAIN STREET...

Contractor and Builder.  
Turning and Scroll Work and all Kinds of Shop Work....  
Estimates Furnished  
GEO. G. GADSBY,  
Brick Shop West of Alliance National Bank, Alliance, Neb.  
PHONE 400.