

## GOOD ROADS COMING FOR ENTIRE STATE

Passage of House Roll 722 Would Mean Expenditure of over Three Millions in Five Years

Lincoln, Feb. 28.—Sentiment in the Nebraska legislature is changing on the good-roads proposition. At the first of the session there appeared but little chance of a bill passing which would allow the state to take advantage of the federal fund of \$75,000,000 appropriated for good roads, of which over \$1,600,000 would come to Nebraska if the state decides to take its share.

The members appeared to be of the opinion that the money taken from the government fund and the equal amount to be raised in the state by taxation would have to be used on paved roads and that it would not go very far. But they have been shown that the money can be used on graded dirt roads under proper supervision and that it will be divided for use all over the state instead of being used only on one project—such as the Lincoln Highway.

A hearing was given at the capitol one evening last week at which supporters for and opponents of the bill were present from all over the state. The debate developed that no one is opposed to good roads but that there is a division of opinion of the best way to get them. When the members were shown that if Nebraska takes advantage of the federal aid

she will be getting back \$6.30 for every dollar put in they began to realize that the act will be a good thing for Nebraska. It is believed that the bill will pass without much opposition.

On February 17 the Secretary of Agriculture at Washington gave out a statement refuting the report that states desiring to obtain money for roads under the federal act must build expensive roads and to make it clear that no particular kind of material will be required or favored by the department to the detriment of other materials.

"There is not the slightest truth in such a report," said Secretary Houston. "This department, which is charged with the administration of the Federal Aid Road act, has placed absolutely no restrictions, either direct or implied, upon the kinds of highways to be constructed. States may submit for approval any kind of road, even an earth road, and approval will be given if the construction be substantial in character, suitable for traffic needs, and meets the terms of the federal act. To give state legislators and highway officials the impression that this department favors only costly types of road or discriminates in favor of any particular material, results only in spreading misinformation, but in placing barriers in the way of states which wish to avail themselves of federal aid in road construction."

H. R. No. 722, introduced in the Nebraska legislature by the Roads and Bridge committee, is known as the Good Roads Bill, and reads as follows:

Section 1. The State Board of Irrigation, Highways and Drainage shall have power to use the funds herein provided for the purpose of aiding in the construction of public roads, highways and bridges in the state of Nebraska, and to that end shall co-operate with the counties within the state and with the federal government. Said roads, highways and bridges shall always remain free from tolls for use of the public.

Sec. 2. For the purpose of carrying out the provisions of this act, there shall be, on each dollar of the assessed valuation of grand assessment roll of the state, a levy of one mill per annum for four years, commencing with the year 1917.

Sec. 3. The proceeds of the levy herein shall constitute a fund to be known as the State Aid Road and Bridge Fund, and shall be used exclusively for the purpose of aiding in the construction of roads and bridges in the state of Nebraska. In conjunction with the money apportioned to the state from the federal government under the federal aid road act of June 30, 1916, shall be apportioned among the several counties as follows:

One-third in the ratio which the area of each county bears to the total area of the state;

One-third in the ratio which the mileage of rural delivery and star routes in each county bears to the total mileage of rural delivery and star routes in the state.

One-third in the ratio which the population of each county bears to the total population of the state.

For the purpose of fixing the population, the votes cast for governor of the state of Nebraska, at the general election in 1916, shall be multiplied by five.

Sec. 5. The State Board of Irrigation, Highways and Drainage shall divide the state into project districts not exceeding five counties in any one district, in such a manner as in its judgment will best utilize the State Aid Road and Bridge Fund available each year, as well as the money apportioned to the state from the federal government under the federal aid road act of June 30, 1916. Before submitting any project statement to the Secretary of Agriculture, as provided for in the Federal Aid Road Act, the same shall have received the approval of the county board, highway commissioner, or other proper officer of each county within the project district. The State Board of Irrigation, Highways and Drainage, at any time prior to the approval of the project by the county boards of the counties within the project district, may change the boundaries of any project district, as it may deem advisable;

Provided, the fund apportioned to each county shall be used in the construction of roads and bridges within said county, and in the event that all of the apportionment for each county is not used in the construction of the roads outlined in the project district plans for such county, the unused funds shall be in the construction of such other roads within

the county as the county board and the state board of irrigation, highways and drainage may agree upon and which receive the approval of the Secretary of Agriculture.

Sec. 6. Any county desiring to use a greater sum of money upon the roads within the county than is made available under the provisions of this act and the Federal Aid Road Act of June 30, 1916, may use other available county road funds or proceed to vote upon the question of issuing bonds for such purpose in the same manner as is provided in Article V of the Revised Statutes of Nebraska for 1913, in voting for bridge bonds.

**Rank Foolishness**

You occasionally see it stated that colds do not result from cold weather. That is rank foolishness. Were it true colds would be as prevalent in midsummer as in midwinter. The microbe that causes colds flourishes in damp, cold weather. To get rid of a cold take Chamberlain's Cough Remedy. It is effective and is highly recommended by people who have used it for many years as occasion required, and know its real value. Obtainable everywhere.

Adv.—mar

**N. P. A. ENDORSES**  
**LYOYD'S H. R. 226**

Fifty Editors from over State Attend Meeting of Nebraska Press Association at Lincoln

Lincoln, Feb. 24.—The annual business meeting of the Nebraska Press Association was held in this city Friday with fifty editors from over the state in attendance. The two most important matters of business before the state association were the adoption of the new constitution and the consideration of legislative matters.

A resolution was unanimously passed endorsing the following bills now before the state legislature for passage:

H. R. 226. Introduced by Thomas. Provides that a subscriber who continues to take his paper from the postoffice is legally liable for the subscription price.

H. R. 166. Introduced by Cronin. Same provisions as 226 and somewhat more drastic.

H. R. 228. Introduced by Thomas. Amends corrupt practices act. As amended by its introducer it would allow a candidate to spend all he desires for legitimate purposes, and require him to file a sworn statement showing all expenditures, the same as the Iowa law.

H. R. 773. Introduced by Richmond. Requires referendum notices to be published in two papers in each county. Recommends change to six weeks' time instead of three months publication.

Senate File 321. Introduced by Hammond. Provides for the compulsory publication of the personal tax roll.

The association went on record as being unanimously opposed to the passage of H. R. 244, introduced by Trumble. This bill concerns political advertising and would nearly eliminate this form of publicity for candidates.

The new constitution as adopted at the meeting provides that any person actively connected with the publishing or job printing business of the state as owner, editor, publisher, business manager, reporter or any resident person actively engaged in newspaper or magazine writing, may become a member. The annual dues are two dollars. The initial membership fee is one dollar additional.

A field secretary to work on a salary basis is also provided for in the new constitution. In addition to the regular dues a newspaper desiring to participate in the work of the field secretary must pay dues of \$5 per year in a town of less than 1,000, and \$10 if in a town of more than that number. An annual business meeting is to be held in February of each year. It is proposed to hold a social meeting in the month of June or thereabouts each year in addition to the annual business meeting.

Following the business session in the afternoon most of the publishers present went at once to the capitol building to work in the interest of bills endorsed by the association. A banquet was served to them at 6 o'clock at the state farm. Many were accompanied by their wives.

An interesting talk was made by C. D. Hosmer of Colorado, chairman of the legislative committee and former president of the National Editorial Association. He gave some interesting figures showing that the print paper manufacturers are making newspaper practically as cheap as they were two years ago, although newspaper is costing the average newspaper publisher more than twice as much as he was paying at that time. He is spending a large share of his time at Washington on the investigation being made by the special committee appointed by congress.

Mr. Hosmer stated that the investigation had shown that it has cost the print manufacturers an average of \$34 per ton to manufacture newspaper during the last six months of 1916. It cost them \$31.92 per ton the first six months of last year. It cost them \$32.28 during 1915. The ordinary newspaper publisher is paying \$130 per ton to his wholesale house. There was on October 1 a total of 58,000 tons stored in the United States. There was an increase of 70,000 tons imported from Canada during 1916 over 1915. And there was an increase in that manufactured in the United States in 1916 of 200,000 tons. He is of the opinion that there is no shortage and that the present price must begin to drop by July 1.

Calling cards for the ladies are printed promptly and neatly at The Herald office. The prices are reasonable. Phone 340 for samples and prices, or call at the office.

## 'WHAT THE CARDS TOLD'

By N. S. ZARICK.

A spring sun with early flowers and a sky overhead like the deep blue of a Delft plate may be very attractive to one attuned to the loveliness of nature, but to a young man with a wealth of money in his pocket, the beauty of the scene, so out of accord with his feelings, comes with a sensation that jars.

He had been revolving the situation in his mind; had carefully considered every point of the question, and the outlook was anything but encouraging. The letter that he held in his hand demanded an immediate reply. It was a short business note from a firm in a distant city, offering him a position at a very small increase of salary. Ordinarily he would have dispatched the matter after scarcely a moment's deliberation. To accept the offer would mean no appreciable rise in the world, and it would sever certain cherished associations. But that was just the thing. Was it not the part of wisdom to put distance between him and an object that was unattainable? To see the woman he loved, to be brought into almost daily contact with her beauty and her thousand charms, was simply to live in a fool's paradise.

To know that other men wooed her, laid their hearts' secrets before her, and at least stood a chance of winning her, was maddening to him whose lips were sealed. How could he ask her to share his lot? What had he to offer her but a heart overflowing with tenderness?

But why torture himself with thoughts of the future? As for the present, his mind was made up. He had written his letter accepting the position offered him, and his preparations for departure were concluded. There was nothing left for him to do but to bid some of his friends goodbye.

He was ushered into the little studio, where she elected to paint when it suited her fancy.

She was sitting near the bay window, her hands clasped loosely in her lap, and her eyes a dreamy expression which showed that her thoughts were far away. She rose when she saw him, and came forward to meet him.

"I am glad you have come," she said. "I think I was about to give way to one of my moods, I don't like moody people, do you?"

He looked at her. Could she not guess that whatever phase of her character might be turned to him, he loved her always? But they were treading on dangerous ground.

He told her that he was about to go away, that he probably would not return for many years, and he tried to speak lightly of the many changes that might occur before they would meet again. Was it imagination that made him think she paled slightly at his words?

"Isn't this a sudden determination?" she asked. "Why are you going?"

She had turned her face away, and he could not catch the expression that had suddenly stolen over it.

"There are many reasons," he said. "I doubt if you would be interested in a recital of them. I am afraid I am growing egotistical. Let us talk of something else." And this they attempted to do, but the conversation lagged perceptibly.

She, too, was unusually silent. At length he grew desperate. His eyes fell on a pack of cards that lay in a table near her.

"Why, I do believe," he said, laughing, "that you were playing solitaire before I came in. You must have been very much bored."

"That is your own conclusion," she replied. "I was not playing solitaire. I can explain the presence of those cards by telling you that I was trying my fortune. When you appeared in the doorway, I had just discovered the pleasing fact that I had a friend, a foe and a journey to go. It's really a most edifying way of spending the time."

He handed the pack to her. "Tell me my future," he said. "I am going away. I should like to know what is before me."

She smiled. "I half believe you are skeptical. I wonder if I can convince you of the wonderful truths that lie hidden there?" She drew out a king of hearts as she spoke. "You are in love," she said. Her eyes met his for one moment, then a wave of color swept up to her brow. He leaned forward eagerly.

"Yes," he said, "that is true." And his voice was husky.

She was idly turning the cards over in her hands one after another. "You love a woman strongly, tenderly, as a man may love, and yet you will not tell her so. I can read pride here, and this is that keeps you from it."

She paused, but he begged her to go on. "Tell me of her! Is she fair or dark?"

Her face was half in shadow. "She has fair hair," she said.

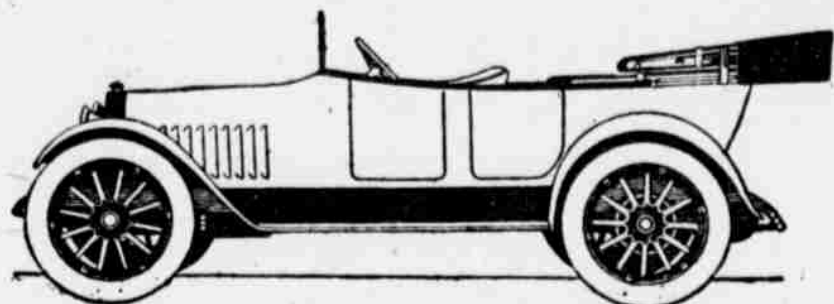
"Like a wealth of gold," he broke in, "and her eyes?"

"They are brown," she replied, so softly that he had to bend forward to catch her words.

"Glorious eyes," he whispered. "Brown with all the lights of an autumn sun! But tell me that which I wish most to know. Does she love me?"

A soft breath of spring flowers stole in through the window. The cards fell in confusion to the floor as his hands closed upon hers. Her eyes had answered him and the fortune was told. (Copyright, 1916, by the McClure Newspaper Syndicate.)

# Make Your Dollars Count Come See the Chalmers



Chalmers 5-Passenger, 6-30, \$1090

What is it that sets Chalmers cars apart from all others? Why is the Chalmers a better value than many other cars —some of much higher price?

Here are a few reasons. Only a few. Read them. Then come to us and let us prove to you that meaning of the word *Quality*—in a motor car.

### In Materials You Find

The Chalmers, inch for inch, pound for pound, stands high above the other cars near it, in size or price.

Chalmers selects only the finest raw materials. For the frame: Carbon Steel. For the axle shafts and propeller shaft: Chrome Nickel. For the front axle: Drop Forged Carbon Steel. For the motor casting: Close-grain grey iron. For the rear axle gears: Nickel Steel, heat treated to secure hardness and toughness. For the transmission housing: Aluminum Alloy.

So it goes throughout the car from end to end. Examine the Chalmers carefully. The deeper you go the deeper you are impressed with the quality of Chalmers materials.

### In Manufacture

Chalmers builds "from the ground up" in Chalmers own shops. Motors are Chalmers built, from rough castings to the final test. Built with skill, perfect facilities and untold care.

### In The Motor

The motor is a light weight, high power six. Walls are tested for uniform thickness, to prevent the possibility of distortion and loss of compression.

A specially designed intake manifold improves carburetion. Economical. Insures easy starting in cold weather.

The crankshaft is designed to transmit maximum power of the motor without distortion or vibration. A one-piece crankshaft of drop forged carbon steel, heat treated. Noted for sturdiness. Strength. Rigidity. Balanced while rotating at high speed on a special machine. The balancing weights are a unit with the shaft.

### In The Transmission

There is quality in the transmission. In the housing. In the gears. With Hyatt quiet bearings. Gears and shafts are made of nickel steel, case hardened. The transmission housing is cast from aluminum alloy.

### In The Axles

The axles are amply strong to withstand all the stresses of hard service. The front axle is an I-beam drop forging

of carbon steel. Spindles are extra large. With Timken roller bearings. A disc protector keeps out dust or grit.

Rear axle: light, strong, simple. The identical type used on some of the most costly American and European cars.

### In The Frame

An exceptional frame. Light and stiff. Sturdy and strong. Made of a pressed channel section. 5 inches deep 2 1/2 inch flanges. 5/8 inch thickness. Braced by 3 cross members and reinforcing plates.

### In The Body

A sheet steel body. With frame of select ash. Genuine leather upholstery. Luxurious cushions. Soft and deep. High seat backs. Wide seats. Four bow top. Covered with silk mohair. Curtains equipped with quick and easy fasteners.

### In Equipment

Equipment is costly and complete. Westinghouse electric starting and lighting. Willard 80 A. H. Battery. Stewart-Warner Speedometer and Vacuum fuel feed system. Gun metal finish instrument board. Nickle plated feet. These features indicate the high quality of equipment used on the Chalmers cars.

### In Appearance

The lines are distinctive. Unique. The radiator is high and narrow. Lines are straight with an unbroken sweep. The windshield may be set at any angle. Molded oval fenders harmonize with the body.

### In Performance, Dependableness, Economy

From Chicago to New York Chalmers holds the record for highest speed. On the steep grades of famous Giant's Despair hill it ran away from cars almost double its size. On Pike's Peak it distanced all competitors.

In innumerable local endurance runs, and hill-climbs, it holds many proud records.

Put it up against the best and it shows its heels to almost any field save racing models.

Test it out for fuel saving and low cost of upkeep and you need fear no rival.

Read; then come see the Chalmers. The car that gives a new meaning to the word *Quality*.

Buy now and save \$160. Now, \$1090.  
Price of the 5-passenger 6-30 Chalmers  
advances on March 1st, to \$1250.

(All prices f. o. b. Detroit.)

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