

Dairy Queens on Parade



Nebraska is fast coming into her own as a dairy state. Western Nebraska is doing its share towards the advancement of the dairy business in spite of the fact that this section is known for its stock raising interests. A herd of Holstein dairy cows owned near Lincoln has been purchased this month by a number of prominent Box Butte county dairymen. It is probable that more will be purchased. For years it has been demonstrated by those who have taken up the dairy industry, that nowhere could feed for the dairy animal be produced any cheaper than in Nebraska, alfalfa and ensilage being a balanced ration. This coming week, Sept. 3, 4, 5, 6 and 7, the many from this section who attend the state fair at Lincoln will have the opportunity to study the different dairy breeds, as well as the dairy products exhibit. It is needless to say that Box Butters and others will take advantage of the opportunity.

al experience in all branches of the livestock business than any other man living. During the past ten years he was in Mexico where he helped to build up a very large packing business, but owing to the continuous revolutions in that unfortunate country, the Mexican government "took over" the plants and the business, and he was obliged to return here. Mr. Mallory's market letters and advices are always considered standard and have a wide circulation.

Melady Brothers
Melady Brothers, Gene and Larry, have been connected with the live stock industry for the past twenty years, seventeen years on the South Omaha market, having one of the widest acquaintances among the live stock trade of any firm doing business at this point. Originators of "100 per cent service" in the live stock trade, acknowledged and considered the most up-to-date, progressive hustlers in the live stock industry. This firm has shown a steady increase ever since they have been in the business, successfully handling all classes of live stock, cattle, hogs and sheep. Their record stands out pre-eminent and they are known everywhere live stock is handled as the most successful commission merchants on the Omaha or any other market. They have the most expert salesmen in their employ, twelve live wires, all up-to-date, experienced, trustworthy, capable salesmen. Their sales this year will approximately aggregate \$10,000,000. Their firm is known as one of the most successful in the handling of range cattle; also leaders as the most competent handlers of range sheep, and acknowledged for years the king pins in the hog division, breaking record after record every year for the number of hogs and prices obtained.

(To be continued next week)

DEALING WITH OUR ADVERTISERS

(Continued from page 1)
get the full strength of the market from day to day on all classes of stock.

They are especially strong on the feeder buying proposition and were one of the very first to employ and keep a high-class man exclusively at this work in the cattle yards.

H. G. Kiddo has been with this house eighteen years. Mr. Sevlck, hog salesman, has been with them steady for twenty years. R. M. Byers is a son of J. W. Byers, is president of the company and manager of the Chicago business. Walter L. Yost, who has been with the company about twenty years, is manager of the Kansas City house, while your "Uncle Fuller" H. G. Kiddoo is in charge of the business at South Omaha. They have fourteen employees

at this place and frequently hire extra help through busy times.

Bowles Live Stock Com. Co.
The Bowles Live Stock Commission Co. is one of the strongest and most efficient organizations in the business.

John P. Bowles, the founder and president of the company, is one of the most prominent experts in the trade, and has made many records in market and show cattle sales. All of the Bowles salesmen are skilled men, and the cattle men in each of their markets have had more than fifteen years' experience in the handling of range and other cattle.

The Bowles Company also have their own expert sheep and hog salesmen in each market.

C. A. Mallory, who founded and managed the Mallory Commission Co., up to 1902, and who managed the National at Omaha during the first three years in that market, has returned and is vice president and manager of the Bowles Commission Company at South Omaha. Mr. Mallory has probably had more actu-

COUNCIL HELD HOT SESSION

(Continued from page 1)

Hemingford last week, providing Hemingford with its first carnival. There seems to be great reluctance on the part of the city officials to let in any more carnivals after their experience with the one which pitched its tents here on unpaved Box Butte avenue the week of the Stockmen's Reunion.

The proposition of running water in the city park was brought up. It seems that the water has been running in the city park against the wishes of members of the council, who feel that the water supply of the city should be conserved. The park board was ordered to shut off the water at the park.

Next the proposition of guttering unpaved Box Butte avenue was taken

up. The administration has been anxious to have unpaved Box Butte avenue fitted out with a gutter and it was not until this meeting that sufficient signatures had been secured to the petition, circulated at the instigation of the mayor and council, requesting the council to go ahead. It was stated that most of the signers had agreed to pay cash for the work when it was completed, it being the idea to do the business without letting out any more of the city's money for any longer time than necessary. The gutter is to be put in according to paving specifications so that if the city ever does get the notion to pave unpaved Box Butte avenue, the gutter will not have to be changed.

The guttering proposition created considerable discussion. The councilmen were worried because it was so late and somewhat afraid that the work could not be completed this fall. The knowledge that unpaved Box Butte avenue would probably again be a river of mud in the spring made the council anxious to get the gutter in this fall. The proposition is known officially as "Improvement District No. 10" and includes all of unpaved Box Butte avenue from First to Fifth streets.

Councilman Davidson was anxious to have some action taken and so moved "that we do business under the resolution." Davidson said, "You fellows have got cold feet. Get your coats off and go to work," when the council seemed to be of the opinion that the work couldn't be done this fall. Finally after some more discussion in which the mayor promised that if the work was not gone ahead with, he would see to it that the petition was locked in a safe to be brought out again at a later date. Finally the vote was taken, all voting "Yes" except Councilman Welch, who requested that an explanation accompany his vote stating that he voted "No" because he believed the work could not be completed before cold weather. Davidson, who voted after Welch, requested that an explanation be made of his vote "Yes" on the proposition "because there is time."

Then the Toluca guttering proposition was taken up, but nothing was done at that meeting. However, at the meeting held on Saturday night to allow bills the council authorized the clerk to advertise for bids for the work on Toluca.

In commenting on the unpaved Box Butte guttering, Councilman M. E. Johnson said, "We have been doing nothing for several years, and we might just as well do something now as wait several years more and have the people on our backs all the time."

Councilman Davidson demanded that the council take away Night Policeman Line's star and tie the can to him because Line had hopped on the running board of a car Davidson was in which was violating the traffic ordinance and asked Davidson if he "didn't understand the ordin-

ance." Davidson said Line was absolutely violating the law in getting on his running board. He stated that he was not driving the car and that it wasn't his car. From other sources it is stated that the car in question was being driven by Mr. Davidson's son and that Davidson was in the car. Davidson became very hot and said, "He doesn't know his business, and I want his star taken away from him." It seems that Davidson had demanded that Councilman Snyder, acting mayor during the absence of Mr. Rousey, fire Line, but that Snyder couldn't see it that way. Councilman Davidson admitted he didn't know what was in the ordinance and had never read it or heard it read. He wanted the ordinance read to the council so he would know what was in it, so the city attorney took time to read the lengthy ordinance, known as ordinance No. 195.

Things got pretty warm then. Chief of Police George Snyder could restrain himself no longer and told Davidson that had he called him (Snyder) the names Davidson called Line there would be something more doing. It seems that the car in which Davidson was in went up unpaved Box Butte avenue Tuesday morning two weeks ago on the wrong side of the street. It was about the time the nine other drivers were arrested and fined for minor violations of the ordinance. Line approached the car and hopped on the running board and addressed himself to Davidson. "His intention was to run me in," said Davidson, "but why he didn't is more than I know. He must have been scared or else I bluffed him out of it."

After the lengthy discourse and discussion caused by Davidson's desire to have Line fired, the mayor decided that enough time had been spent along that line and without taking any action on Davidson's demands, called up the next notation on his order of business, which pertained to the remitting of the fines of those who were arrested and pleaded guilty to violations of the traffic ordinance and who were fined in police court.

The mayor stated he didn't believe he ought to remit the fines and would only do so when ordered by the council. This brought up more discussion and also disclosed the fact that Councilman Spencer's car was outside at the time and turned the wrong way, a technical violation of the law. Chief Snyder asked Councilman Spencer if he should go out and turn the car around. Davidson said all fines ought to be remitted, and suggested, "Let's not be bad on these fellows. Every one of us ought to be fined, too, I guess." On a motion made by Snyder and seconded by Davidson the council voted to authorize the mayor to remit the fines.

It was then that Chief Pilkington asked the council to remit his fine because of violation of the same ordinance a couple of years ago, stating,

that, "What's good for the goose ought to be good for the gander." The mayor said he had no authority to remit fines imposed during some former administration.

Councilman M. E. Johnson suggested that the city do away with the traffic ordinance entirely, as all the good it was, was to help "John D. and the Standard Oil Company dispose of more oil."

Councilman Welch then brought up the question of whether or not the city required the services of two night policemen, now that the town was dry. Following a discussion in which the council seemed agreed that it might try one policeman and in the event there were too many robberies or other disturbances during the next month, the second man could be put back, the council voting to do away with one night policeman. The services of Officer John Line will be dispensed with.

While the council allowed no bills at the Friday night session it took up for discussion the bill presented by the Keeler-Coursey Co. garage for \$49.30 for repairs, gas and oil for the "city auto" hired by former Mayor Romig. The council turned down the bill at its meeting Saturday night. When the subject of revising the traffic ordinance came up again Mayor Rousey suggested, "Isn't it true that the ordinance was passed more as a protection to the city in the event of accidents than with the intention of enforcing it to the letter?"

The council then adjourned to meet Saturday night. At the Saturday night session the bills were allowed, the claim of the Keeler-Coursey Co. turned down, and the clerk authorized to advertise for bids for the work of guttering Toluca avenue.

Writing.

There is no account in the Bible of the origin of writing. Writing is first distinctly mentioned in the fourteenth verse of the seventeenth chapter of Exodus. The connection there implied would indicate that it was not then employed for the first time, but was so familiar as to be used for historic records.

CHARITY.

Charity is genuine joy.
To look up and not down—that is faith. To look forward and not back—that is hope. To look out and not in—that is charity in thought. Lend a hand—that is charity in action.—Edward Everett Hale.

Lexington Minute Man SIX

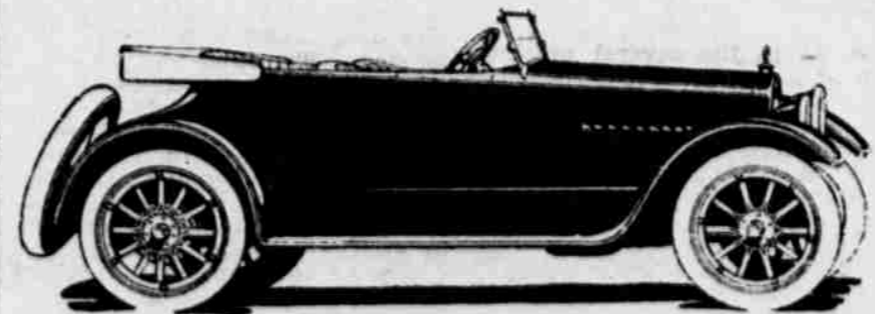
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The Moore Multiple Exhaust System is protected by a broad patent granted August 29, 1916, to John C. Moore, chief engineer for LEXINGTON. The sweeping importance of the Moore Multiple Exhaust System was recognized by the Patent Office and it required two years of research to establish beyond question that the Moore Multiple Exhaust System was the first successful effort in the field. It is licensed for use on LEXINGTON Motor Cars. This is the reason why it is an exclusive LEXINGTON feature.



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Every detail of fitness which is dear to a woman's heart has been thought of in the Lexington. It is, with a fine motor car, just as it is with fine apparel—you know what manner of garments you find with silk linings and truly beautiful finishes.



LEXINGTON CLUBSTER
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It is our business to have men who know. This is the real reason why the Lexington has its distinctive individuality.

Any man who drives "The Fashion Car" may do so with the confident assurance that his carriage is possessed of lasting style, wearing qualities and long service life.

front seats—costs much more to build and trim than the ordinary type with the solid front seat.

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To be truly fashionable your motor car must be endowed with a fashion that is possessed of long life. It must have that "full-of-peppiness" which exists only in thoroughbreds.

You will find an abundance of style with real individuality in the Lexington. And, with it all, an inbuilt service that really serves—such is the thoroughness of true fashion. That is why the Lexington is established, "The Fashion Car."

Time can not dim the fame of the Minute Man of 1776. Not only for his valorous deeds at Lexington and at Concord, but for the qualities that have come to be considered typically American, the Minute Man is honored today as in the past. The sturdiness and reliability of the Minute Man have established themselves not only as standards for men, but for the products of men. By its name the LEXINGTON Minute Man Six suggests these qualities—and it is worthy of its name. Like the Minute Men of old, the LEXINGTON displays unexpected resources of power—an unceasing readiness for any duty.

The outward beauty of the LEXINGTON is a fitting accompaniment of its inward excellence. The high, rolling sides, the rakishly-slanted windshield, the straight lines of the hood and cowl, and the graceful, five-bow one-man top make the LEXINGTON the focus of admiration wherever seen.

The Salon type of body—with an aisleway between the

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