

The Alliance Herald

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PASS THE WORD ALONG.

A squadron of officials from the newly created veterans' bureau, which takes the place of the war risk bureau, the federal board for vocational education, and that part of the public health service which has been dealing with veterans will be in Alliance September 5, 6 and 7, to clean up claims of disabled soldiers.

The passage by congress of the Sweet bill, which consolidated these three agencies for relief of the disabled veterans, is the signal for this clean-up campaign, which has been planned for some months and has only awaited the passage of the law. Under the old system, with three separate agencies facing him, the disabled man has been tumbled about from pillar to post and thousands of men have been dissatisfied with the treatment they received.

It will be the aim of the officials who are coming to Alliance to settle all cases fairly and conclusively. It is a real drive, and results will be accomplished. The government officials will be assisted by the two great agencies, the Red Cross and the American Legion.

There is but one danger, and that is that all of the men who are entitled to a hearing may not receive word of the hearings in time to arrange to be present. Less than a month's notice was given in Nebraska. The American Legion posts in Omaha and Lincoln are entering objections, and it may be that their protests, and the protests of other legion posts in the state, will have some effect. The safest thing, however, is for every soldier in this part of the state who expects to put in a claim to be in Alliance at some time during the three days. Readers of The Herald will confer a favor on the ex-soldiers if they will pass the word along. A surprisingly large number of men have not made their claims, and unless some change is made in the present plans, the day of grace is short.

ROAD PROSPECTS

It is beginning to look as though Alliance will some day have at least one decent road that will connect us with a trans-continental highway and furnish a thoroughfare that will attract and not repel the tourist traffic. This tourist business is one of the most profitable sources of income for cities along the route to vacation spots, and Alliance has the opportunity to become a stopping place. All that is necessary is to get the road through—the tourists will use it. Railroad passenger rates will have to drop around a hundred per cent before the family will forsake the flivver as a means of giving the whole family an outing at a price they can afford to pay.

If a road connecting this city with the Lincoln Highway is ever constructed, this city will come into its own. When the Chadron road is completed, there will be an ideal route to Hot Springs and the Black Hills, and thence the tourists can travel on to Yellowstone and other places.

The Alliance chamber of commerce has for two or three years been working for a road that will strike the Lincoln highway. Now, as usual, the only trouble is that too many cities want the road to pass through their territory. The scrap between

Bridgeport and Broadwater, and the division of the Morrill county commissioners, has already delayed matters considerably. The Box Butte county commissioners are ready to meet any road that will be put through. Alliance will support one route, or five routes, so long as there is the least opportunity of securing them.

Road prospects are looking up. The new Gulf-Plains-Canadian highway is going to go through. A delegation of Alliance men are attending the organization meeting for the state at Sidney tonight. Some route will be selected, and it is only reasonable to suppose that the Morrill commissioners will finally get around to approve a road.

The Potash highway prospects are getting considerably brighter. Some of these days the towns along the route will wake up, and whenever matter of but two or three years un- there is concerted action it will be a til there is a good state aid thoroughfare clear to Grand Island. The Potash highway, when completed, will be one of the biggest assets this city can have. Some of these days we're going to be connected with the outside world.

THE NEWEST FAD.

Mr. Edison's questionnaire for college graduates is still causing comment. Nothing that the famous inventor has done, in a lifetime of exceptional activity, has aroused as much discussion as the list of a hundred questions which he handed to applicants for positions. The Edison test has even made some people forget that he invented the phonograph, which keeps more people awake than any other one thing in creation.

The great American public, always searching for something new, swarmed on the questions. All of them were finally answered. Mr. Edison, who wanted them for his own use, apparently got very wroth over the fact that they got into the newspapers, and said harsh things of the man who gave them away. He remarked that he would prepare another set, have them copyrighted, and prosecute the newspaper that dared to publish them. It was only three weeks ago that the second list was published.

Mr. Edison could no more stop the publication of this than he could command the east wind to stand still. When the public falls for an idea, it falls hard. For two months, the humorous columns of the dailies have been filled with burlesque questions. From New York comes the word that enterprising cigar store gamblers have made a gambling device of the questions, and that clerks and stenographers have forsaken "put and take" for the more intellectual game of betting they can answer any question that turns up. An Omaha daily has framed a subscription contest out of a list of questions of its own. The worst feature is that the habit is growing. Every man whose press agent is having a hard time to put anything over can make at least the second page if he gets together an interesting set of questions. The encyclopedia and the almanac will soon have the place of honor on the library table if this keeps up.

There's no great danger, however. The questionnaire fad, like the jigsaw puzzle, the ouija board and the "pigs in clover" brand of puzzles, will give way to something else. If it doesn't there is nothing left to do but turn hermit or start asking questions ourselves.

Maxim is said to have answered all but six of the 145 Edison questions, and this is considered remarkable by some because he could neither read nor write at the age of nine. He made up for this neglect later, undoubtedly, for some of his queries are puzzlers.

Where on the surface of the earth would a hunter be standing, who, seeing a deer to the east of him, would point his gun north to shoot the deer? The answer is given to relieve our selves for liability for any case of brain fever: A short distance from the north pole, and he would fire over the pole.

What is the correct answer to the following arithmetical problem: 2x2 plus 8x8—2. The correct answer is said by The Bee to be 34. For the life of us we can't get any result other than 66. You have our blessing if you want to puzzle over it. The "34" defeats us.

Would it take any more pickets to build a fence a mile and a quarter long over a hill than it would to build it a mile long on the level in a tunnel through the hill? The man who asks the questions says it would not. So far as we are concerned, we confess ourself baffled, flabbergasted and downright weary.

We call to mind the famous question by O. Henry, concerning the jackass and the hay. There's one that has no answer—and needs none. In the midst of this intellectual orgy, it comes like a breath of fresh air. Copies furnished on request.

We may as well admit now and emphatically, that the questionnaire habit is beginning to wear on our nerves. When Hudson Maxim, another inventor, starts in with a list, it's time to call a halt. The world needs the minds of these inventors for something else. We have no objection if they want to read the World Almanac for recreation, but it isn't fair to keep on pulling these questions on a helpless world. Nevertheless, we aim to please—and those who have taken up the new fad are invited to look these over. They have our permission to swear if it will help any.

EDUCATE THE TAXPAYER.

(Lincoln Star.)

Extravagance in government is the sole result of the public's disinterest in the spending of money collected as taxes. Because taxes are paid indirectly, we are apt to think of the money as coming from somebody else's pocket and not our own. In The Star recently was an item telling of \$5,000 worth of printed matter which is being junked by the state. Two big van loads of pamphlets, booklets and reports, which had been ordered printed by various state departments and which were never utilized, or even sent out of the building, were hauled away.

It is impossible to say who was to blame. Probably no one individual can be held responsible for this waste; it is all a part of the system. But if each taxpayer in Nebraska knew just what portion of his earnings went for such foolish extravagance, it is certain that he would put a stop to it.

If every citizen when he buys a suit or ten dollars worth of groceries or a pair of shoes, or when he rents a

house, knew that that which he buys would be 15 to 20 per cent cheaper if the national and state taxes were reduced 50 per cent, he would make such a howl that congress and legislatures and public officials would not spend money as recklessly as they do. If every taxpayer knew that his taxes would be cut in two if billions were not spent every year for war and armaments, there would be no war and navies second to none.

The sooner the American people rid themselves of the notion that taxes can be shifted or paid by somebody else, the sooner will the way be opened to cheaper living expense, and prosperity, like a morning sun, will shine upon the nation.

NOTICE!

Notice is hereby given that the Board of County Commissioners of Box Butte County, Nebraska, will meet as the Equalization Board on August

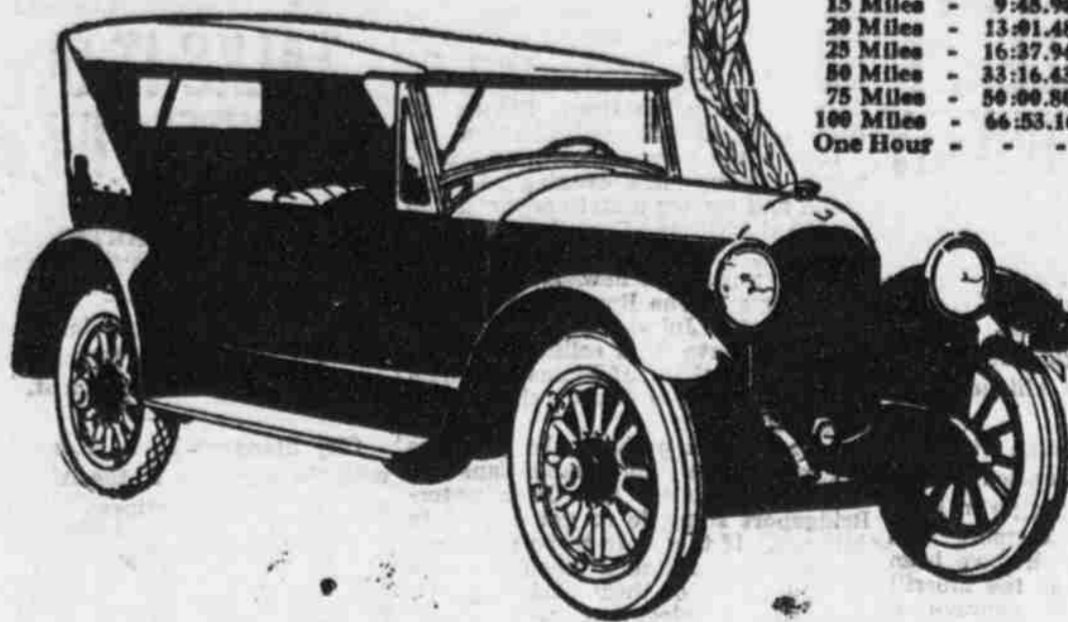
18, 1921, for the purpose of making the levy for the year 1921. This will be the last meeting this year as a Board of Equalization. 73-75

AVIS M. JODER, County Clerk

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15 Miles	9:45.96	92.1
20 Miles	13:01.48	92.1
25 Miles	16:17.94	92.1
30 Miles	19:34.40	92.1
35 Miles	22:50.86	92.1
40 Miles	26:07.32	92.1
45 Miles	29:23.78	92.1
50 Miles	32:40.24	92.1
55 Miles	35:56.70	92.1
60 Miles	39:13.16	92.1
One Hour	-	89.0

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