

The Alliance Herald

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THE ROAD MUDDLE.

It has long been conceded that Jordan is a hard road to travel. This is likewise true of the way of the transgressor. Alliance is discovering another truth—and that is that the paths of neutrality are beset with difficulties.

Alliance wants a road south to the Lincoln highway, just as it has a good road to the Black Hills country to the north. This city is not alone in this desire. The demand for a through north and south road is felt all through this part of the country. A transcontinental route has been established. It has got as far as Morrill county, and has stopped, because three commissioners in that county each favor a different route. Morrill county is delaying the game.

The situation is further muddled because of the fact that there is a row on in transcontinental road circles. The G-P-C highway has approved a route going through Nebraska by way of Oshkosh, Lisco, Broadwater, Alliance and Chadron. A rival route, the North Star highway, goes through Nebraska via Chappell, Lodgepole, Sidney, Bridgeport, Angola, Alliance and Chadron. Both routes are good, and probably both should and will be constructed in time. Both go through Morrill county. Both are at a standstill until the Morrill county commissioners make up their minds to approve a road.

And thereby is the rub. The Broadwater advocates and the Bridgeport advocates, each realize that if Alliance should throw her support to either route, it would tend to bring considerable pressure to bear on the divided commissioners. Alliance is friendly to both towns—it really wants both routes. It has decided to remain neutral. In fact, so neutral is this city that one man has accepted a position on the official staff of both roads.

Naturally, there are men in Alliance who, if but one road could be approved, would have a choice. Some of these men favor the Broadwater road. Probably even more of them favor the Bridgeport route. But the road boosters of the city, in a meeting, decided on a position of neutrality. It is not for Alliance, the citizens of this city say, to dictate to the Morrill county commissioners.

Unfortunately, one or two partisans for one route or the other, cannot understand what it means to be neutral. They have, in public meetings, mentioned the fact that individually, they prefer a certain route. In the face of Alliance's stand of neutrality, their individual utterances are given more weight than should be attached to them. There was, at last Friday's road meeting, an indication that the sincerity of Alliance was in question. Some of the visitors undoubtedly believed that Alliance was preparing to double-cross one highway or another.

The Herald would like to reiterate the position that this city's road boosters took. They have said, among themselves, that the problem of selecting the route through Morrill county is up to the commissioners of that county. Once the road is decided upon, this city will assist, and this county will pitch in and help to build it. The Box Butte county commissioners have intimated that they are willing to lend road machinery to the neighboring county, as well as build a road to meet any that is built to the county line. The towns on the rival routes are urged to believe in the sincerity of the Alliance road boosters. Each of us may have a preference, but neutrality, with nine out of ten of us, means exactly what it says.

The position of Hemingford, as announced in a recent issue of that town's newspaper, brings welcome relief. That city is unqualifiedly for the Bridgeport-Angora route, and does not hesitate to say that it thinks Alliance has assumed the wrong attitude. Hemingford boosters declare they are not after a road for their town, but like Alliance, want an outlet to the south and are willing to give up their own desires in order to get a county seat route through. They urge that Alliance drop the neutrality stand, and go out for their road first. However, all rival towns are notified that if Alliance decides to change front, due notice will be given the world. This city has too much at stake to try the double-crossing game. The road-booster in this city are square shooters.

THE PUBLIC'S BUSINESS.

Out of the mass of claims audited and approved by the county commissioners during their ten day session, closing last Thursday, two of them stand out. One of them is for \$150 and covers and mothers' pension allowance, five months overdue, for Mrs. Margaret Fuller. The other is for \$50, and covers a similar claim for Mrs. Selden W. Ives. It was not until a month ago, when the last case came up, that public sentiment was aroused as to the necessity for establishing a mothers' pension fund in the county. Last year there was no levy for the purpose. The court allowed the pension, and there were no funds to pay. Friends enabled the women to live until the machinery to pay their allowances could be erected and put to work. It's all over now, and ample funds for this purpose are available, and will probably continue to be available, but this is one instance, at least, which shows that the average citizen doesn't pay enough attention to the way in which public funds are handled. Even with the best of intentions on the part of those who disburse them, things like this are bound to occur unless the public takes the proper interest.

The Herald this week is publishing a portion of the commissioners' proceedings. The record for the ten-day session disclose an enormous amount of money spent. Those who have not had the interest to look into the matter will be surprised to go over the figures for this one session. They will reveal the fact that it costs considerable money to conduct the county's affairs, and that the commissioners are paid an exceedingly small sum to do the work. There is a huge amount of detail and hard work connected with the position of county commissioner, and when the average man gets an idea of how arduous the task is, he will find that he has fewer complaints to make against the men who do it, and receive little more than cigar money for the thankless task.

Another thing The Herald wishes to draw to the attention of its readers. Elsewhere in this issue is published the tax levies for the county, state, the city of Alliance, the village of Hemingford and the various school districts. Every citizen should know where his tax money is being spent. A study of these figures will show what proportion of every tax dollar is to be spent in paying general expenses, for roads, for bridges, for a sinking fund to pay past indebtedness, for paying for paving, schools and other luxuries and necessities. The levy for the city of Alliance is especially interesting to the man who reads understandingly. Too many of us read on the run. It will be seen that out of a total of 12.85 mills, 6.25 mills, or almost half, will go to pay for past indebtedness—for sewer and sewer extension bonds, for city hall and city park, for drainage and paving. The man who thinks will understand, then, that City Manager Kemmish has his

make any material reduction in taxes work cut out for him in attempting to with this sort of a load that must be paid, or which will continue to grow larger and larger, until the burden becomes unbearable. Far-seeing taxpayers will realize that when it is so easy to pass the burden on from year to year, the man who can see the handwriting on the wall and has the courage to start in paying obligations is an asset that is worth having in days like this.

MAKING PAROLE SAFE.

(Nebraska City Press.)
 A new parole plan to govern the release of criminals is about to be tried out in Ohio. It is hoped that it will remedy many of the faults of older systems. The superintendent of pardons and paroles will appoint a committee of representative citizens in each of the larger communities. These committees or boards will sit with the superintendent at councils, considering the release of prisoners. Full publicity will be given each case. The prisoner will not be released unless his worthiness is evident. This will protect society against the freeing of those who would simply turn and prey on it again.

In order that any released prisoner may be given every chance to rehabilitate himself as a reputable member of society, plans for his release will include a suitable job, and he will be assured the co-operation of his fellow citizens.

Such a parole should make undesirable paroles practically impossible and at the same time make it fairly sure that the prisoner who truly desires to live right out among free men, will be given his chance. There has been so much abuse of the parole and pardon in recent years that such a reform should be welcome everywhere.

The man who regards service as a lower case affair and spells Salary with a capital S will take a large-sized grouch through this life.

The noise and confusion in this country is not produced by the men and women who are doing the real work.

Americans have captured the world's polo trophy from Europe, but they haven't captured any interest in the war loans.

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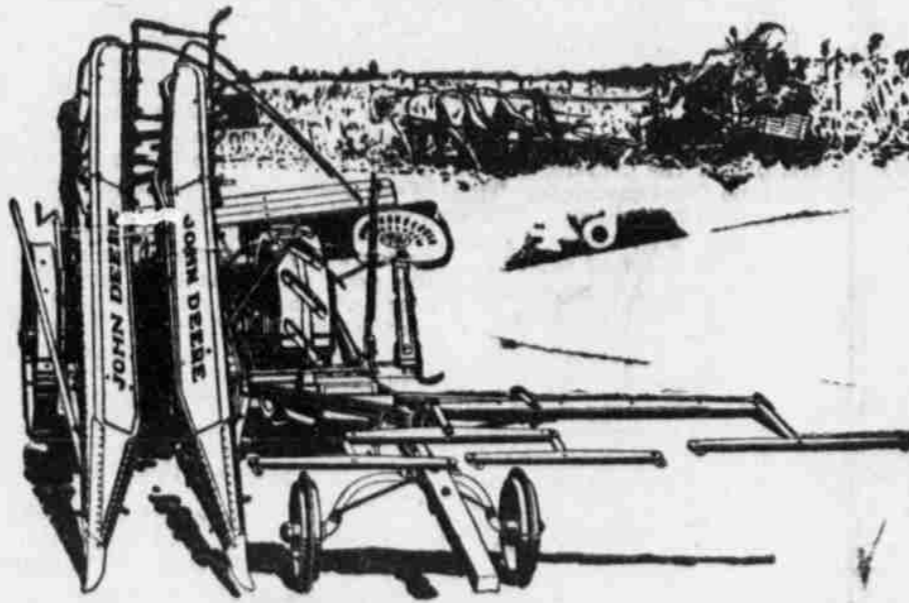
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