

# News of OUR NEIGHBORS

## Aurora Girl's Hard Fate

"With her neck broken and her body paralyzed from her head downward, Mrs. Rose Harvey of Abbott lived for five weeks before her death, which occurred in Denver at St. Anthony's hospital. Physicians who attended her marvelled at her vitality. The accident occurred when Mrs. Harvey, in her attempt to open a large, sliding barn door at her home, pulled it off its runners. It fell, striking her on the head and shattering the fifth vertebra." Further information concerning the above item from a Fort Morgan (Colo.) newspaper is given in the following letter from Miss Laura Sawyer to Mrs. F. A. Burt:

"Brodhead, Wis., March 14, '15

—Dear Carrie: I received a letter a few days ago with the news of Rosa Boorum's death, and as it was such a tragic affair I thought I would send you the clipping. She leaves a son about 16 years old. She had worked so hard and kept him in school until he finished the eighth grade. Her husband was killed when her boy was a few weeks old. He was thrown from a horse and his neck broken. I think Rosa made good. She taught in Washington county, Colo., for a number of years. Her father and mother are dead. I know nothing about the boys. I thought Schoonover might put it in his paper. We are all well. It has been a very severe winter here and we are glad that spring is near. I hope this may find you all well. Please remember me to all my friends and ex-pupils. How I would love to see you all."

Rosa Boorum will be remembered by old settlers as a member of one of Aurora's early families. She attended the old Hamilton school when it was taught by Miss Sawyer 25 or 30 years ago, and Mrs. Burt, James Schoonover and Roger Work were among her schoolmates. The Boorums moved west while Rosa was still a girl and her old friends here had heard nothing from her since until the news came of her tragic death.—Aurora Republican.

The U. P. people are going to rebuild their bridge south-east of St. Paul. They have a big force of men here at present and they are hard at work on the bridge. They are up against a stiff proposition. They are going to build the bridge and keep the old one open to travel all the time while they are at work on the new structure. The erection of this bridge will be a great improvement, especially to those who use it for a wagon bridge, as the new floor will be much better than the old patched excuse for a floor which has been in use there for a long time. Of course the railroad company is not to be blamed as they were trying to make the old floor last until they built the new bridge.—St. Paul Press.

H. Steele of Loup City came here Tuesday to look for a house for rent for his parents and self to live in. This will add another family to our population.—Dannebrog News.

## Is Stricken Blind While at "Movies"

William Troope, a wealthy farmer of Nebawka, was suddenly stricken blind in Omaha on March 14, while watching a moving picture show. He is under the care of a specialist, who is puzzled over the case. "I had no trouble and could see perfectly," said Troope. "I was looking at the pictures when suddenly the lights went out. I waited a few minutes and asked my friends who were with me why the lights were out so long. Investigation followed and I found I could not see. I don't know what the matter is. Troope will remain in Omaha, under the specialist's care until there is some change in his condition.

## Explosion Kills Youth in Burwell.

While starting a fire with kerosene at Burwell, Saturday morning March 13, Eldon Craun, youngest son of Mrs. Oscar Anderson, of this place, was so severely burned by the resultant explosion that he died shortly afterwards. His entire body was a mass of

charred flesh and he was unconscious from the time of the accident to his death. Craun had built the fire earlier, but the blaze died down and the boy thought it was out. He poured oil from the can into the stove and there was a big "flareout" followed by an explosion which partially wrecked the room. Flames enveloped the boy quickly and before help reached him he was burned beyond recognition.

The former postmaster at Hubbard, Neb., has been sentenced to one year in the penitentiary for appropriating several hundreds of dollars of the people's money.

The only issue of the spring election at St. Paul will be the "wet" and "dry" problem. But then that is a chronic subject with the people of our neighboring town. They were wet as sop last year.

The flouring mill at Minden was burned last Friday night.

Callaway, at the coming spring election, wants to know whether to stay "dry" or get into the "irrigation" district.

Latest news from the bedside of A. E. Cady of St. Paul, who is very low, down in Florida, where he was on a business trip and taken suddenly ill, is far from favorable.

Workmen, according to the St. Paul papers, are busily engaged in dismantling and tearing down their old courthouse building, superceded by their new and up-to-date building. What a shame. Why didn't Sherman county buy and move it up here to take the place of our "beauty spot" in the center of the square? It would have been a fine improvement over what we have.

Comstock and Ord are preparing for one of those "wet" and "dry" fights, so unusual in those towns.

Water extension bonds are to be voted on at the spring election in Central City.

Our old editorial friend, E. A. Brown of the Friend Sentinel, has come out in his paper boldly announcing his candidacy for the Friend postoffice at the expiration of the term of the present incumbent, who is supposed to vacate about nine months in the future. We hope Ed will get it.

The opera house block at Broken Bow was burned to the ground last Saturday night, about the time the ghost is supposed to walk, entailing a \$20,000 loss.

**WHEN IN OMAHA VISIT THE Gayety "Omaha's Fun Centre"**  
 Brand New Show Every Week... **MUSICAL EXTRAVAGANZA**  
 Clean, Classy Entertainment. Everybody Goes; Ask Anybody. **LADIES' DINE DAILY**  
**DON'T GO HOME SAYING: I DIDN'T VISIT THE GAYETY**



## Twelve Indictments by Grand Jury

The federal grand jury which has been sitting in Lincoln the past week Saturday forenoon returned twelve bills including another indictment of Thomas Matters in connection with the failure of the First National bank of Sutton. Another man was brought into the case by the indictment of George B. Darr of Omaha for alleged violation of the banking act and together with Matters and M. B. Luebben in the case growing out of the Sutton failure.

## Wins Postmaster Vote

Eustis, Neb., March 20.—Notwithstanding bad roads and weather, 145 votes were cast at the postmastership election held here today for three candidates. Following is the vote: E. O. Kynar, 12; John Grabenstein, 81; J. M. Hill, 52. No one but democrats were allowed to vote. All voters were sworn to as being patrons of the office and democrats.

## Fatal Illness Takes Fogarty

John L. Fogarty, whose vote passed the day-light saloon bill at the 1909 legislative session, died in Arkansas this week. Mr. Fogarty's home was at Greeley Center. He had been suffering from stomach trouble for over a year. A few weeks ago he went to visit a sister on a cotton plantation in Arkansas, and while there was

taken with his fatal illness. The body will be returned to Greeley Center for burial.

Mr. Fogarty was an unmarried man and lived with his mother, who is over 80 years of age.

Mr. Fogarty represented his district in the house in 1909. When the day-light saloon bill was voted upon it necessitated a call of the house in order

to get a constitutional majority. The call hung on for an hour or more, and finally the bill mustered fifty-one votes. Mr. Fogarty was on the "wet" side of the liquor question, but his vote was recorded by the clerk for the daylight saloon bill. Although it was claimed at the time that he had actually voted "No," Mr. Fogarty did not ask to have the record changed

and his affirmative vote stood. The bill was subsequently signed by Gov. Shallenberger, which made it a law.

**Wire Right of Way Measure**  
 H. R. 453, providing that telephone, telegraph or electric light companies may condemn a right of way along and parallel to any public highway. Passed the house of state representa-

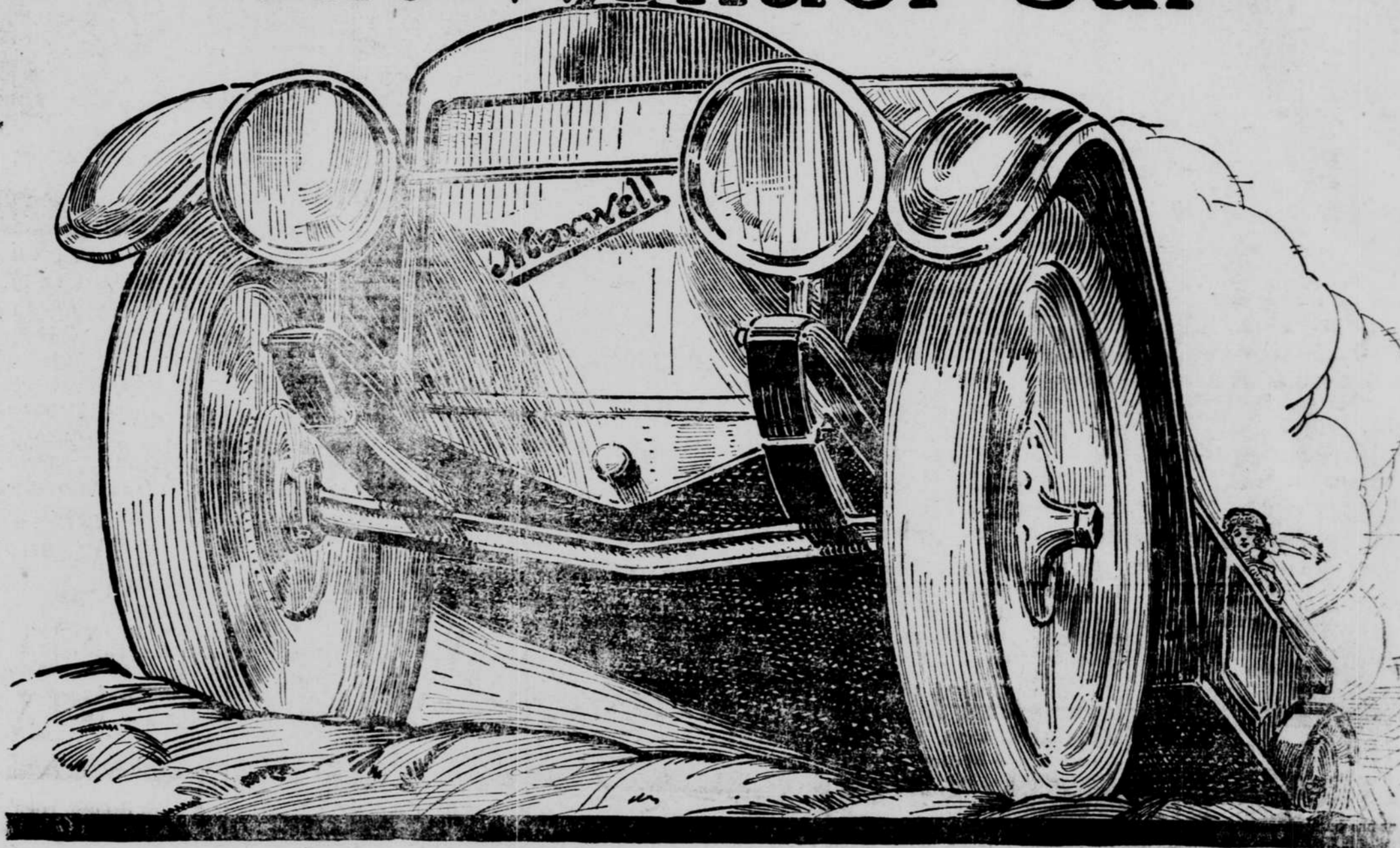
tives by a vote of 69 to 6.

**Dope Law Too Drastic**  
 Physicians and dentists of Lincoln held a mass meeting at the Lindell hotel at 8 o'clock Saturday night to discuss House Roll 61, regulating the use of cocaine and morphine in the treating of patients. The bill has already passed both houses and is now

up to the governor to sign. The bill provides that no physician or dentist can administer cocaine or morphine to patients who have the "drug habit." Lincoln physicians say that it is often impossible to tell whether a patient has the habit or not before the drug is administered. They claim that the law is too drastic in its provisions.

# Maxwell

## "The Wonder Car"



## You can own an exact duplicate of "Wild Bill" Turner's or Billy Carlson's record-breaking Maxwells

Think of owning one of these same Maxwells—think of driving it wherever you want to—over any kind of roads—up any kind of hills, wherever four wheels can go, the same car for \$695.

Remember, every 1915 Maxwell is an exact duplicate of the regular stock Maxwell Touring Cars in which "Wild Bill" Turner broke the world's record up Mt. Hamilton, 21 7/10 miles in 48 1/2 minutes, beating the world's record by 16 1/2 minutes, and "Billy" Carlson broke the world's record up Mt. Wilson, California, making nine miles (up an elevation of 6,000 feet) in 29 minutes and 1 second, beating the previous world's record by 13 minutes.

That's the kind of hill-climber you get when you get a Maxwell. Now about speed and endurance—here are some recent Maxwell Racing Car records:—Barney Oldfield in a Maxwell Racing Car broke the world's non-stop record at Corona, California, for 300 miles, averaging 86.3 miles per hour. Think of it—not a stop made! Then, right on top of this marvelous motor record, along came "Billy"

Carlson in his Maxwell Racer and made still another 300 miles non-stop record in the San Diego race. Again a Maxwell Racer ran 300 miles without a stop! These Maxwell Racing Cars are built by the same Designers, the same Chief Engineer, that build the regular Maxwell Cars; and the same Maxwell Laboratory Tested Steel is used in them that is used in the regular stock Maxwell Touring Cars.

But, aside from hill-climbing and speed, power and endurance records, here are some of the facts about Maxwell comfort,—Maxwell special features,—Maxwell beauty and Maxwell service.

**Read This List of Expensive Features. The 1915 Maxwell Has These Features And Many Others.**

<p><b>Attractive Streamline Body</b>                  Pure streamline body; graceful crown fenders, with all rivets concealed. All the grace, style and "smay" that you will find in any of the highest priced cars.</p> <p><b>A High-Tension Magneto</b>                  Nearly all the high priced cars have high tension magnetos. A high tension magneto gives positive ignition. The Simms magneto, with which the Maxwell is equipped, is recognized as one of the best magnetos made.</p> <p><b>Left Side Drive—Central Control</b>                  Left side steer with gear shifting levers in center of driving compartment—center control—has been accepted by leading makers of expensive automobiles as the safest and most comfortable for the driver; that is why the Maxwell has it. The Maxwell is so easy to drive and control that a child can handle it.</p> <p><b>Three-Speed Sliding Gear Transmission</b>                  All high priced cars have a sliding gear transmission. It is costly to make, but it is the best. If the motor has the power, sliding gears will</p>	<p>pull the car out of any mud or sand. The Maxwell has a three-speed selective sliding gear transmission because Maxwell engineers do not consider any other type to be worthy of the Maxwell car.</p> <p><b>Double-Shell Radiator with Shock Absorbing Device</b>                  The Maxwell radiator is of handsome design, gracefully curved, and it is built to be trouble proof. It is the expensive double shell type and has ample cooling capacity. The radiator is mounted to the frame by means of a shock absorbing device on each side, which follows the radiator of all twists and distortions of the frame, caused by roughness of the road. The shock absorbing device also minimizes the possibility of radiator leaks.</p> <p><b>The Roomy Full 5-Passenger Body</b>                  Adjustable Front Seat                  The 1915 Maxwell has a full grown 5-passenger body. The front seat is adjustable, you can move it three inches forward or backward. This makes the car really comfortable for the driver. No cramped legs for tall people or uncomfortable reaching for short people. Most drivers' seats are made to fit anyone—no fit no one.</p>	<p><b>Low "Up-keep" Carburetor</b>                  The carburetor used on the Maxwell was especially designed for it after long and severe tests under every conceivable condition. Economy tours conducted by hundreds of dealers and owners in different sections of the country have proved its efficiency, its quick response to throttle and its extremely low consumption of gasoline. It has been termed the "low up-keep" carburetor.</p> <p><b>Irreversible Steering Gear</b>                  The greatest margin of safety has been provided in the steering gear of the 1915 Maxwell. The Maxwell irreversible steering mechanism is of the expensive worm-and-gear type and its superiority over every other type lies in its many adjustments. At no time is more than a fourth of the bearing surface of the gear which operates the worm in use. When needed, a new bearing surface may be had by adjusting the gear a quarter of a turn. In short, the Maxwell steering gear has four times the adjustment of any other kind.</p> <p><b>Heavy Car Comfort</b>                  What surprises most people is the smooth, buoy-</p>	<p>ant riding qualities of the Maxwell. The spring suspension of the 1915 Maxwell is the same costly combination of long semi-elliptical front springs and the three-quarter elliptic rear springs that is used on most heavy weight, high priced cars. The Maxwell offers you every essential of the highest priced machines at a fifth of their cost.</p> <p><b>One Size of Tire—Anti-Skids on Rear</b>                  The Maxwell car is one of the easiest cars in the world on tires. Maxwell owners carry but one spare tire and but one size of spare tubes. Economical 30 inch x 3 1/2 inch tires are used all around. A famous make of anti-skid tires are supplied on rear wheels.</p> <p><b>A Dependable Electric Starter</b>                  For \$55 extra, you can have your Maxwell delivered equipped with the famous Simms-Huff electric starter. This starter is efficient, trouble-proof and easily operated.</p> <p>And the Maxwell is completely equipped from the clear vision, ventilating windshield at the front to the spare tire carrier at the rear. When you buy a Maxwell you have nothing extra to buy.</p>
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## The Maxwell Company's Guarantee of Service to Maxwell Owners

No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. More than 2,000 Maxwell dealers—in every part of this country—are always ready to give expert advice, to make adjustments, and to supply new parts at reasonable prices. This splendid Maxwell dealer service organization is perfected and completed by the chain of Maxwell owned and Maxwell operated Service Branches. Sixteen great Maxwell Service Stations are so located throughout the country that a Maxwell dealer can supply any part for an owner within a few hours if not in his stock. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

Order a Maxwell from us now, and when you want it delivered, we will give you your car—not an excuse on delivery day

"EVERY ROAD IS A MAXWELL ROAD"

**\$695** ALVA O. LEWIS, Agent **\$695**

LOUP CITY, NEBRASKA

ELECTRIC STARTER \$55 EXTRA