

Official Publication of the City and County.

THE ALLIANCE HERALD.

Largest Circulation of any Alliance Paper.

VOLUME X.

ALLIANCE, BOX BUTTE COUNTY, NEBRASKA: FRIDAY, NOV. 27, 1903.

NUMBER 49

**Our Car
New York Apples**
... are in ...
VERY FINE FRUIT
Call and see
Prices right
QUALITY THE BEST
Alliance Grocery Co.

**DR. KREAMER,
DENTIST**
In Alliance 16-30 of every month.
Office over The Famous
Phone 391.

Mollring Bros. shoe sale is on.
Xmas photos—Alliance Art Studio.
Newberry sells stoves from \$2.50 up. 48
Those new Carving Sets at Newberry's are beauties. 48

Childrens' underwear 10 cents a garment at Mollring Bros.
Late novelties in hats and caps at Mollring Bros.

We have the latest styles in photos suitable for Xmas gifts.—Alliance Art Studio.

For Rent—Four large rooms one block from postoffice, suitable for family.—W. G. Simonson.

We have the best \$3.00 R. R. shoe on earth—Mollring Bros.

Closing Out Sale.
Ladies' and children's outing flannel garments. Mrs. Thos. Regan.

Battenberg braid, 100 dozen yards. Mrs. Thos. Regan.

Special Sale.
Ladies' waists at cost. Mrs. Thos. Regan.

Ten per cent reduction on Florsheim shoes—Mollring Bros.

Now is the time for all good people to buy framed pictures. Until November 1 we will give a discount of 25 per cent from regular price on all framed pictures in our store. Geo. Darling.

Fur Coats.
We are in a position to do repairing of fur coats, guaranteeing good satisfaction and reasonable price. Please send in your repairing as soon as possible.
C. E. MARKS.

For Sale—A splendid piano. Inquire at Newberry's.

My residence property and business is for sale.—L. A. SURPRISE.

WARNING

If you do not get in on Saturday's to take advantage of our SPECIAL SALES don't blame us for we will not continue our bargains beyond the time advertised.

BOGUE

John Pilkington returned Wednesday from a trip to Iowa.

The county commissioners will meet Tuesday, December 8.

Bishop Graves will be the guest of Mrs. Nelson Fletcher while in the city.

Mr. and Mrs. F. W. Sharpe returned Wednesday from a visit at Lincoln.

E. A. Hall returned Sunday from Central City, where he is feeding cattle.

Father Galvin went to Omaha Sunday night and is expected home Saturday.

The Ladies' Aid of the M. E. church will meet with Mrs. A. T. Brown next Wednesday.

Mrs. B. L. Barris has been quite seriously ill for several days with an attack of rheumatism.

Miss Lulu Duncan has recovered from her recent illness and has resumed her duties in the school room.

County Treasurer Muirhead spent Tuesday in Hemingford. Mrs. Muirhead is visiting her parents there.

Attorneys Simonson and Berry are spending the week in the Platte valley attending to business matters.

J. E. Zbinden is able to be around again. Mr. Zbinden suffered with neuralgia of the heart for several days.

Mrs. Frank Cantwell returned Wednesday from Hastings, having gone there six weeks ago to attend the funeral of her father.

H. A. Allison and family were in from the ranch Monday. Mrs. Allison came to consult a doctor, having been indisposed for several days.

Principal H. H. Funk and wife, P. B. Fitch and Miss Patrick of Hemingford attended the declamatory contest in this city Saturday evening.

Bogue, the merchant, has a word of warning in this issue that you had better consider. To learn the facts read his ad in another column.

Mrs. E. J. Schill, who has been visiting for a week with Miss Ina Bellwood in this city, returned home to the Luella neighborhood last Saturday.

Conductor J. N. Andrews is at Deadwood this week attending a meeting of the directors of the mining company of which he is a prominent member.

The Alliance Grocery company has an apple proposition in this issue that is of interest to those desiring to lay in a supply of good fruit for the winter.

The quarterly report of the Alliance National bank appears in this issue, and as usual shows the thriving condition of that popular banking institution.

Ralph Lewis left Monday morning for Los Angeles, where he expects to locate permanently. Mrs. Lewis and mother will remain in Alliance for the winter.

Rev. Dr. Graves, bishop of Laramie, will officiate at the Episcopal church on Sunday, at both services. At 7:30 he will give the apostolic rite of confirmation, and preach.

Will Cruickshank, a popular young railroad man of this city, and Miss Ada Mohrman of Talmage were married Tuesday at the home of the bride's parents. Alliance will be their home.

Sheriff Kennedy and City Marshal Hollands of Buffalo, Wyo., stopped in town Saturday between trains on their return from Cheyenne where they witnessed the execution of Tom Horn.

B. F. Gilman returned to Alliance Wednesday accompanied by Mrs. Gilman, who has been in the Clarkson hospital at Omaha for several weeks. She is gaining strength rapidly and will soon enjoy her usual good health, which her many friends are pleased to know.

Samuel Ferguson was adjudged insane by the board of insanity Wednesday and was taken to the Lincoln asylum by Sheriff Reed Thursday. Ferguson is about 50 years of age and has been hanging around Alliance for several months. He was an inveterate drinker and had been in the asylum before.

Three candidates were shown through the secrets of Masonry by the Royal Arch brethren in this city last Friday night. After the "work" was concluded the members repaired to Mitchell's cafe where the proprietor, Harry Steen, had an elaborate lunch in waiting, which was heartily enjoyed.

A good delegation went from Alliance today to attend the teachers' meeting and declamatory contest at Crawford. Among the number were Superintendent Bartz, Principal Hayes, J. C. Carson, Misses Johnson, McCorkle, Post and Bess Van-Boskirk. Miss Irene Elliott and Byron Ufford will enter the contest. Other students in the party were Inez Beck, May Shrewsbury, Vina Perry, Blanche McDonald, Mamie Laravea, Josie O'Donnell, Leah Kreamer, Anna Reck, Lulu McFall, Earl Mallery, Paul McIntyre, Robbie Reddish and Herbert Butler.

ENGINEER RYAN'S SUDDEN DEATH

While at His Post of Duty—Struck Down by a Mail Crane and Dies the Same Day.

MAKES HIS LAST TRIP

With the Happy Thought of Spending Thanksgiving with Father and Mother at Wymore, but Death Changes Joyful Anticipation to Sorrowful Realization.

VICTIM IS UNCONSCIOUS TO THE LAST

The uncertainty of mortal existence was again brought home to us recently, when the news was told of the dreadful accident that befell Wm. J. Ryan, the well known road foreman of engines of the Burlington, at Reno, the first station east of Alliance, Saturday forenoon, when passenger train No. 47, west bound, on which he was riding, whirled through with the speed of the wind. And the cutting short of this young man's earthly career can not but impress one and all with the stern reality that life indeed hangs by a slender thread, or like the autumn leaf that is waft by the morning breeze into the ocean's spray, soon to disappear and be forgotten.

According to information received from Engineer M. F. Nolan and Fireman John Fendergast of engine No. 64, pulling train No. 47, Traveling Engineer Ryan was in the cab on a trip of inspection, occupying the fireman's side of the engine, which was to the south and facing the depot grounds, where the accident occurred. Ryan was busily occupied with his duties and had his head out of the cab far enough to come in contact with the stationary crane that delivers the mail to the train while it is in motion. On entering Reno, Engineer Nolan gave the usual whistle signal and had no thought but what Ryan would withdraw his head in time to avoid the crane with arm outstretched ready to do its work. As the engine rushed ahead nearer the fatal spot, Nolan glanced over the throttle, and appreciating danger Ryan was in, shouted at the top of his voice, "Look out, Ryan." Simultaneously there was a dull thud, as if a heavy body had fallen, and Ryan's almost lifeless form balanced in the cab window. Nolan sprang to the assistance of the injured man, drawing him back into the cab. The train was stopped and the crew conveyed the body to the express car where he was cared for tenderly by his associates until Alliance was reached, when Ryan was taken to the office of Dr. Bellwood and an examination made of his injuries by Drs. Bettelheim and Bellwood. It was found that his skull had been crushed in to the brain by the force of the blow, which required the operation of trephining, but this brought no relief, the injured man remaining unconscious until 9:25 p. m., when death occurred. The force of the blow that Ryan received was of such violence that the wooden crane was split in two at the point where it came in contact with Ryan's head. The fact that he was not badly lacerated was due to the protection received by a heavy cap.

Deceased was a practical member of the Catholic church, and was given an opportunity of receiving the last rites of the faith he loved as tenderly as the good old mother whom he hoped to meet Thanksgiving morning. Father Galvin, standing beside the deathbed of Wm. Ryan, surrounded by sturdy railway employes who bent their head in sorrow, recited prayers for the dying, and as the hour of 9:25 came there was one acute convulsion of the body and Wm. Ryan's soul departed on its journey to that home beyond the sky.

After death the body of the deceased was taken to the Darling Undertaking establishment and prepared for shipment. Later the remains were conveyed to the residence of Master Mechanic Kramer, where they remained until the time of departure for the home of the parents at Wymore Sunday night. Edward Ryan and son Patrick arrived here Sunday and in company with Mr. and Mrs. F. J. Kramer, Mr. and Mrs. C. C. Smith, Mr. Dewey, Ed Reardon and Tom Burke accompanied the body to Wymore. A large number of friends were at the house to pay their last respects to the one they loved and respected in life.

Wm. J. Ryan was born at Table Rock, Neb., Feb. 14, 1871. His father, Edward Ryan, is at present roadmaster of the Wymore division of the Burlington road. After leaving school William entered the employ of the Burlington at Wymore in 1887 as clerk in the freight depot. Later he entered the shops as an apprentice and served four years, becoming thoroughly versed in locomotive mechanism. Deceased always had a desire to be on the road and entered the Burlington service as fireman and was soon promoted to engineer on the southern division. In 1902

Mr. Ryan was transferred to the Alliance division and continued as engineer on the Black Hills lines until his promotion as division foreman of engines, which position he held at the time of his death. Deceased leaves besides his parents, a brother, Patrick of Barnestown, this state, and two sisters, Mrs. Draper of Lincoln and Miss Mary, who resides at home.

A pathetic incident is connected with the tragic death of this young man that is touching. He had made arrangements to spend Thanksgiving at the home of his parents and on this trip, which was to be the last, told the railroad boys that he had just written his mother of his intention and how happy he felt as a result. While Mrs. Ryan was perusing her son's letter the announcement of his tragic accident came to her ears and the shock was such as to almost dethrone her reason.

It is the desire of the friends of the deceased in Alliance to express their deep sympathy to the parents who have been called upon to make such a heartrending sacrifice, and to the brother and sisters let it be said that their brother gave up his life in honor and as a true soldier of the cross, living in perfect manhood and leaving behind a name that will be spoken of with utmost respect.

May the soul of William Ryan rest in peace.

A special dispatch from Wymore to the Lincoln Journal of the 25th inst. says: "The funeral of W. J. Ryan, traveling engineer on the Alliance division of the B. & M., was held this morning at 10 o'clock at the Catholic church in this city. Father Freeman performing the last sad rites. A special was run down from Lincoln this morning bringing friends of the deceased from all over the division. The floral tributes were the handsomest ever seen in this city and the funeral was one of the largest. Mr. Ryan was a great favorite with the railroad men and his associates and he comes from one of Wymore's pioneer families."

W. F. McCabe of Antioch was an Alliance visitor Monday.

Mr. and Mrs. W. W. Hillis are again residents of Alliance.

Scott Hood visited his father W. A. Hood in this city Tuesday.

Mrs. W. A. Hampton will entertain Bishop Graves at dinner Sunday.

John Lister desires to express his sincere thanks to all who so kindly assisted him in his late bereavement.

The Ladies' Union of the First Presbyterian church will meet December 2, at 2 o'clock, with Mrs. Bogue.

The subject for the morning sermon at the M. E. church next Sunday will be, "Christians Should Stand Firm." Evening, "The Selling of the Birthright."

Louis Hood of Liberty precinct made final proof on his homestead before the Alliance land office Monday. His witnesses were W. C. Phillips and Bert Langford.

Among the Hemingford people in Alliance this week were Mr. and Mrs. E. Mabin, Mr. and Mrs. H. L. Bushnell, Mr. and Mrs. C. C. Huckle, Isaac Rocky and son Emil, Thomas Killen, George Hedgecock and E. L. Everett.

The home of A. A. Leshman, northwest of the city, was the scene of a dance Saturday night in which a large number of guests participated. Several parties from town were present and the occasion was one of great enjoyment.

I. M. Shriner, a former resident of this city, spent Tuesday here attending to some business matters and renewing acquaintances with old-time friends. He has been located at Whitman for a couple of years and reports everything flourishing at that place. Mr. Shriner, in company with Mayor Buechsenstein, made this office a visit. He said that he had been reading Dr. Barr's HERALD so long that he became ashamed of himself and accordingly subscribed for this democratic journal for a year. Ike is about the only democrat in Whitman, but there are good prospects of converting Dr. Barr.

The Anona Entertains.

The Anona club, recently organized in this city, the membership consisting of a dozen of Alliance's popular young ladies, gave its first social function in the opera house Thanksgiving eve. About one hundred invitations were issued and nearly everyone invited was present. Dancing commenced at nine o'clock and continued till after twelve, music being furnished by Spacht's orchestra. The opera house was artistically decorated with cream and scarlet, the club's colors. Each member wore a badge with the name "Anona" painted thereon. The punch bowl was presided over by two "colored" gentlemen who dispensed refreshments during the evening. Everyone present enjoyed the entertainment given by the Anonas to their heart's content, and the ladies were kept busy receiving congratulations on the success of their first dancing party.

Additional local on last page.

A NEW COUPLING

Harry B. Schrader of Alliance the Inventor of an Ingenious Device.

An important invention in the way of a line-pipe coupling, the idea of an Alliance citizen, has attracted the attention of the railway world and others interested in inventions of this character. The inventor is Harry B. Schrader, air-brake expert of the B. & M. in this city, and his device comprises something entirely new, simple and practical in what is known as pipe-line coupling. In company with Mr. Schrader in the securing of a patent was Mayor Buechsenstein, who owns a half interest in the valuable invention. A caveat was filed in the patent office at Washington June 20, of this year, and the patent issued November 10, thus protecting the owners in every particular.

Railroad experts, who have investigated the principle upon which the coupler in question works, unanimously recognized its merit in the way of durability, economy and simplicity in mechanical construction. It does away with the present method of coupling that is so destructive to rolling stock through concussion, when draw-bars are torn out and other damage results. Every coupling with this device can be performed without a jar or the danger of pulling out bars, etc.

It is also a life-saving device, eliminating the dangerous work of going between the cars to make the present connections, which result in so many accidents and fatalities. Another good feature is the time saved in making up trains and setting out cars, as this device does its own work automatically, while the present attachments depend on the train hands.

This invention relates to improvements in couplings for train line-pipes for air-brake systems, steam conveyers, and the like, an object being to provide an automatic coupling of simple and inexpensive construction, having no sharp curves or loops in its ports to obstruct the passage of air or steam and in which air or steam pressure is utilized to cause a strict connection between the coupling members.

Mr. Schrader describes a line-pipe coupling embodying his invention, and then points out the novel features in the claims.

The coupling comprises two heads, which are arranged on a transverse incline at their engaging surfaces. The coupling-heads and their connections are of like construction. The coupling-head is attached to a stem or drawbar, having two ports, one for the passage of air for the brake mechanism and the other for signaling or the like. These ports of course open through the head. Suitable gaskets will be placed around the port-openings so as to prevent any possible leakage. The stem or draw-bar is movable through a ring of a hanger, attached to the under side of the car. This hanger depends from a sleeve through which the car-coupling draw-bar passes. Arranged between a collar on the stem or draw-bar adjacent to the coupling-head and the ring is a coiled spring, substantially of conical form and of gradually-increasing diameter, the larger diameter engaging with the ring and the smaller diameter engaging against the collar. The collar and ring are provided with annular seats or channels for receiving the end coils of the spring. Also arranged between the collar and the ring, within said spring is a second coiled spring, and between an abutment-ring on the inner end of the draw-bar and the said ring is a coiled spring like the first one mentioned and another coiled spring like the second one mentioned. The abutment-ring is made movable, so that the parts may be readily assembled.

The ring is provided with offset openings designed to pass over wings formed on the draw-bar, and to prevent a rotary movement of the ring when in position, said ring is provided with lugs for engaging on opposite sides of the wings.

In assembling the parts the first two springs are first placed on the draw-bar, then the draw-bar is passed through the hanger and the ring, after which the two last named springs are placed thereon and the abutment-ring passed over the wings and then slightly rotated and allowed to move back until said wings engage between the lugs. By employing the conically-shaped spiral springs the coupling while permitted to move laterally and upwardly while in connection with one coupling head, yet is held in alignment, so that when cars come together the two coupling-heads will automatically engage and interlock with each other.

Pivotaly connected to each coupling-head is a locking-latch designated to engage with the other coupling-head. The latch is provided with a curved or cam-shaped end designed to be engaged by an approaching coupling-head, thus swinging the said latch to open position and permitting the heads to come together. The latch is provided on its inner side with a channel to receive a rib on the other coupling-head and prevent lateral sliding motion of one head on the other.

Extended outward from the latch is a finger which engages with a stem of a piston op-

erating in a cylinder having port connection with one of the ports through the draw-bar. A spring holds the latch yieldingly in engagement with the opposing coupling-head when there is no air-pressure through the same. When air or other pressure is passed through the coupling, a portion thereof will pass through the ports forcing the piston outward, and consequently causing the latch to force the coupling-heads tightly together.

The ports communicate with the train-pipes and through adjustable or telescopic metal pipe-sections, the sections having ball-and-socket connections with the draw-bar and ball-and-socket joints connect the sections with the train-pipes. Stuffings prevent leakage between the sections. These metal connections are not liable to be burst by air or steam pressure, as often happens with flexible hose.

The above description, while rather incomplete without explanatory illustrations, give some idea of Mr. Schrader's novel invention, which is an entirely new departure from the many couplers brought forth. THE HERALD is justified in referring with pride to the inventive genius of an Alliance man who has attracted the attention of the railroad experts with his clever device, which will soon take its place along with other improvements of modern times in the mechanical world.

Business Local Column.

Advertisements in this column will be charged at the rate of 10 cents per line first insertion and 5 cents per line each subsequent insertion.

Advertisers should remember that THE HERALD'S circulation is much larger than any other Alliance paper and has the largest circulation in the city and county.

Xmas photos—Alliance Art Studio.

Go and get your shoes at Mollring Bros.

Dr. Allen, dentist, opera house.

Old papers for sale at this office.

Go to Dr. Reynolds for dental work. Sears building. Phone 213.

Thornton pays six cents for hides.

See F. E. Reddish for loans on real estate.

W. G. Simonson has a small house he will exchange for cattle.

For storm windows and doors see Forest Lumber Co.

Take hides where you will get the most for them—at Thornton's.

Forest Lumber Co. make a specialty of manufacturing dipping vats.

All kinds of screen doors and windows made to order by Geo. G. Gadsby.

See Humphrey for picture framing, upholstery and furniture repairing.

Bids wanted for baling 150 tons of hay at once. J. R. VanBoskirk, two miles south of Alliance.

Picture framing, upholstery and furniture repairing—C. HUMPHREY. 7-10-11

Harold B. Miller, M. D., physician and surgeon, office and residence 321 south Seventeenth street, Lincoln, Neb.

Pattern hats, street hats, ready-to-wear hats. Mrs. Thos. Regan.

For sale. Second-hand Singer sewing machine in good repair. Inquire at this office.

Three new Royal ball-bearing sewing machines at cost. A No. 1 second-hand organ for sale. A. C. Bingham.

Board and room \$5 per week. New house, everything first-class. First house north of B. & M. freight depot. Wm. Bachman, proprietor.

Wanted! Potatoes!

Highest market price. A. D. RODGERS.

WANTED—A good girl to work at laundry. Call at laundry. 6-26-11

Dr. Reynolds, the dentist, is now permanently located in the Sears building, first door west of Blackburn's store.

One second hand Kansas City hay baler for sale. See the old apple man, F. A. Thiele.

For sale—Surrey, almost good as new, A. E. Pearson, 612 Box Butte avenue.

FOR SALE—Thoroughbred Cockrel Spaniel pups. First house north of Catholic church or Miller Bros.

Let us frame your pictures. Our stock is entirely new, as the mouldings in at time of fire were damaged and thrown out. Geo. Darling.

Hides Tanned.

If you have any cow or horse hides or furs you wish tanned, will be pleased to take care of them for you. Will guarantee best results.—C. E. MARKS.

Stoves.

A few second-hand hard coal stoves very cheap, at Newberry's. 48

High-grade pianos and organs at lowest prices. A. C. Bingham.