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**TRACK AND TRAIN**

Mrs. Charley Myers is planning a two weeks' trip to Omaha.

Brakeman E. W. Vaught was called to billings on account of sickness.

One day last week there were five Alliance crews on the Sheridan division.

Engineer Bennett has taken the west end local. He has a brand new R.S. engine.

Brakeman Walther of the east end was in Alliance last Thursday and Friday.

The family of G. N. Hoag will move into the Bayse house on Box Butte avenue.

Fireman John Castle was called Saturday to take a dead engine to Ravenna.

Brakeman Cummins has been promoted and is now wearing a conductor's badge.

Engineer George Hicks of Ravenna was here looking after his Alliance property Monday.

Conductors Bullock and Hetrick will handle the west end local until they are bulletined again.

Fireman Moore has been sent down on the east end for ten days. His family are now at Litchfield.

Master Mechanic Stuby came in from the west Saturday where he had been on company business.

Word comes from brakeman Jack Grant that he is now working for the U. P. out of Grand Island.

Business is now so good on the road that new brakemen and firemen are being employed every day.

Harry Troupe who is well known here has entered the train service. He made his first trip Monday.

Scott Hunt, who has been working on the U. P., has entered the Burlington service here as freight brakeman.

Brakeman Snyder, who accompanied Brakeman Dunham to Fon Du Lac, returned Sunday and at once reported for work.

Mr. Fred Vaught, who is off with a broken finger, went to Broken Bow last Thursday for a ten days' visit with relatives.

Brakeman J. L. Rickell, who has been at his home near Ravenna very sick, has recovered. He reported for work Monday.

Glen W. Higbee is a new brakeman hired Saturday. He comes from Denver, where he has been head salesman in a shoe store.

Conductors Tom Campbell, Cramer, Dick Burke and Bob Evans are among those who have been making trips on the Sheridan division.

Conductor Beach, who has been on the work train at Hecla, came to Alliance Saturday. Conductor Frank Callender will take his place at Hecla.

Word comes from Mrs. Hazel Conner now of Grand Island that they are nicely settled in a comfortable cottage and they like their new home very much.

Chas. Hill of the clerical force at the freight depot and mother, Mrs. R. H. Watkins, left for Omaha Tuesday morning. They expect to be gone two weeks.

Dispatcher A. V. Gavin has bought the house on Box Butte avenue now occupied by Mr. Hoag. This house is modern in every way and one of the nicest homes in the city.

The Ault property east of the school house was sold at auction Saturday afternoon. The property was sold by the heirs of Mr. Ault, deceased, who was a fireman here years ago.

Mr. J. W. Castle, who for some time has been the genial clerk in the Johnson pool hall, has resigned and entered the employ of the company as fireman. He made his first trip Saturday.

Mr and Mrs. W. J. Conners have been gone a week or more. They were to attend the wedding of a relative in northern Iowa, then go to Omaha to attend the Xriben. They arrived home Tuesday.

Mrs. R. L. Yarbough, wife of Engineer Yarbough of the Sterling division, writes that she will be at home October 15th. She and her little daughter have been spending the summer in Montana.

The home of Special Agent Hoag was the home of a delightful family dinner party last Thursday evening. All of the family were present excepting Ray Hoag, who was coming in on No. 46 and did not get here until 9 p. m.

One of our popular conductors had quite a time in Crawford last week over the blocking of a crossing. It was an out of the way crossing and the crew did not know it was necessary to keep it open. Down came the city marshal and arrested the conductor. The fine and costs amounted to \$17.50.

Though not a railroad man, John Adams was well known among them and liked by all. He writes from Carroll, Iowa, where he has been the past two months that he has decided to not return to Alliance. He writes: "I am going to Montana, where I have a pretty fair proposition. I hate very much to leave Alliance and my many friends there, but I desire to better my

financial condition leads me to do it. I will always consider my Alliance days as the most enjoyable of my life."

Mr. and Mrs. D. C. Nelson are now comfortably settled in the house on Big Horn, formerly occupied by Supt. Weidentamer.

President Tuttle of the Boston & Maine railroad is to have a year's vacation on full pay, \$50,000. Just wait till some of our boys are president of a railroad.

Our railroad reporter was late in handing in the items last week, so that a large part of them were left out, but we are glad to present our reader with a good batch of them this week.

W. B. Throop, who has been located at Lincoln as general superintendent of the Burlington in Nebraska, will go to Kansas City to work for the Q. O. & K. railroad as superintendent in charge of operation.

Miss Ruth Hager writes from Kalaspeel, Montana, that she is very well pleased with her position there. She is making her home with her aunt and Miss Inez Neeley, formerly of Alliance. She mentions two former Alliance people, Mrs. King and Nate Hart, who are making their home there.

A number of changes have lately been made among the mail clerks between Lincoln and Billings. H. Stewart of Sheridan and J. F. Boswell of Lincoln have received regular appointments. C. S. Shaw has been transferred to the U. P. to run between Omaha and Cheyenne.

Last Tuesday evening two freight trains came together head-on, a mile west of Pedro, on the Sheridan division. Conductor Shaffer was west bound, Conductor Mike Haskins coming east. Fortunately no one was hurt. They smashed up two engines and fifteen cars, and blocked the main line about eight hours.

On Sunday Louis Bokman tried to get on a freight train going through Hazard. He was thrown under the wheels and literally ground to pieces. His home was in Lincoln but he was going to Broken Bow where he has relatives. He was a man about sixty years old. The train crew were in no way to blame for the accident.

Mr. and Mrs. W. J. Conners returned Sunday from a very pleasant trip. From here they went to Omaha where they were joined by Chief of Police Donahoe, wife and daughter. The daughter is Mrs. Alice Borghoff who visited at the Conners' home a short time ago. The whole party went to Topeka, Kansas, to attend the wedding of a relative. The wedding was a grand church affair, followed by an elaborate wedding breakfast at the home. Over one hundred guests were present. The bride is a niece of Mrs. Conners and Mrs. Donahoe.

**FOUR DIE IN RACE**

Score Are Injured, Half a Dozen of Them Mortally.

**CROWDS WITNESS FATALITIES**

Great Auto Contest Becomes a Massacre as Contestants Crash Into Throings—Lives of Two Mechanicians and a Spectator Sacrificed on Speed Altar—One Outsider Killed.

New York, Oct. 3.—Four killed and a score injured, half a dozen of them mortally, surgeons report, is the record of the Vanderbilt cup race.

Although Harry F. Grant repeated his last year's performance of winning the race and achieved a new record, not a cheer burst from the packed grandstand as his winning car thundered over the line.

The cumulative reports of deaths and injuries had not only hushed the thousands in the stands, but the multitudes along the course as well. Throughout the last two hours of the race the air had rung with the ambulance gongs and great crowds had witnessed the fatal collisions and smashups.

Yet, notwithstanding that the race will take its place with the Paris-Madrid contest in appalling slaughter under the guise of sport, William K. Vanderbilt, Jr., declared that the long chapter of tragedies would not interfere with the international grand prix race to be run on Long Island on Oct. 15. Two mechanicians were slain in smashups. Harry Stone, driver of the Columbia No. 12, may die of his injuries, and Louis Chevrolet had his arm and shoulder broken when his racer cut a touring car in half and injured three women.

Ferdinand D'Zulva was the only non-participant of the race killed outright. He met his death on his way to the race, and his wife, a bride of two weeks, was seriously hurt. The D'Zulvas were speeding to the race in their own car when it turned turtle on a down hill curve at Westbury, L. I.

Chevrolet's mechanician, Charles Miller, was killed on the course two miles west of Hicksville, when his steering gear broke and his car whirled into a touring car standing by the roadside, cutting the machine in half.

Edward Lynch, a spectator, was run down and killed by one of the racing cars.

**AEROPLANES MEET IN MIDAIR**

Aviators Seriously Injured and Machines Completely Wrecked.

Milan, Italy, Oct. 3.—The first collision on record between aeroplanes in midair occurred here at the aviation meet when the machines of Captain Dickson, an English army flyer, and a French aviator named Thomas met in a head-on collision while speeding through the air fifty feet above the ground. Both machines were

dashed to the ground with great force and the two aviators seriously injured. Captain Dickson is not expected to live. The machines were completely wrecked.

An immense crowd witnessed the accident and for a time a panic was imminent. The accident was caused by Thomas losing control of his biplane and, although he shouted frantically to Dickson of the danger, the machines were too close together to allow the English driver a chance to get out of the way.

**PILOT KILLED IN SPRINGFIELD**

Young Race Driver Thrown Into Fence at Side of Track.

Springfield, Ill., Oct. 3.—Lars Vredenburg, aged twenty-six, was instantly killed in the twenty-mile automobile race at the state fair grounds track when the car he was driving plunged through the fence and he was almost decapitated.

Sitting in the amphitheater was his bride of but a few months. She fainted and was taken away in an ambulance.

The accident happened when the cars, with Barney Oldfield leading, were on the eighth lap. As they swept around the west turn Vredenburg's car skidded and plunged through the fence, turning over. Vredenburg's body hit the top rail and was thrown several feet from where the car struck. The fair officials called off the rest of the races.

**BLUEJACKETS ARE DROWNED**

Tender Load of Sailors of New Hampshire Overboard—29 Missing.

New York, Oct. 3.—Several sailors from the battleship New Hampshire were drowned by the upsetting of a tender in the North river off One Hundred and Fifty-second street.

A list was given out of twenty-nine men who were supposed to have perished. Appended to the list are the names of eleven men who are still absent, but who were not recognized as having been on the swamped boat.

The sailors were returning to the New Hampshire after shore leave and more than 100 of them, it is estimated, had crowded aboard the tender, which was being towed to the battleship. About 300 yards off the shore the craft either swamped or was upset, and the entire load of jacksies was precipitated into the water. Boats were immediately put out from the New Hampshire and wherever a bobbing head showed a man was rescued.

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