

## ROLFSON WON FIVE DOLLARS

Secretary of Alliance Fire Department Was Winner of \$5.00 for Largest List of Words

T. F. Rolfson, secretary of the Alliance Fire Department, was the winner of the \$5 bill given by E. G. Laing, for the longest list of words made from the letters in the words "Modern Clothes for Men." Mr. Rolfson's list contained 2,000 words. The judges were the three men professors from the Alliance High school. Forty-eight lists were turned in before noon on Saturday.

The list of those who turned in names is as follows:  
Agnes Miller, Francis Sward, Cloe Miller, Wayne Upson, Lindill Lewis, Frank Rathburn, Mrs. E. L. Bishop, Mrs. Pearl Smith, Mrs. J. M. Scott, Dewey Donovan, Mr. Redfield, Grant Coleman, Pauline Kidd, Boyd Hamilton, Filrrod Rice, E. C. Drake, Gordon Curtis, Mrs. M. E. Grebe, H. C. Sternburg, James Shaughnessy, Mrs. H. J. Kuhn, Jeanette Harvey, Philip Thomas, Mrs. Rena Lovitt, Aubry Young, Mrs. J. B. Kniest, Elting Bennett, M. J. Doyle, Wade Grassman, Charles Hannan, Neva Brennan, Mrs. L. E. Mark, Clara Listry, Cyrus Simpson, H. P. Large, J. H. Vance, Mrs. R. C. Hogue, Mrs. Earl Donovan, Mrs. Campbell, Chas. Weaver, Elliott Beaumont, T. P. Rolfson, Walter Williams, Mrs. F. E. Allen, Mrs. A. T. Lunn, Cleo Lawrence, Robert Morey.

If your subscription to the Herald is due, better pay up now and get four magazines for 18 cents extra. You are entitled to four magazines to be sent to your home for one year if you will renew your subscription to the Herald and pay 18 cents extra for the magazines.

## NORTHWESTERN ROUNDUP ASS'N

Annual Convention at Valentine, Nebr., Friday and Saturday, October 16 and 17

The annual convention and carnival for 1914 of the Northwestern Roundup Association will be held at Valentine, on Friday and Saturday, October 16 and 17. If the weather continues favorable, the attendance will be large as usual, probably larger than the never before in the history of the association.

The program of sports and the barbeque, with the fine opportunity of meeting old friends and getting acquainted with new ones, will draw a large crowd. The people of Valentine have a reputation for hospitality, which they will no doubt maintain this year. They will see to it that there is not a dull moment for anybody who comes.

All readers of The Herald are cordially invited to attend the big celebration this year and have a good time.

### NOTICE TO VOTERS

Statements made that I am not running for re-election to the office as police judge of the city of Alliance are false. I am in the race and expect to be to the finish.

GREGORY ZURN.

43-51-4080

### Mrs. McClain's Experience With Croup.

"When my boy, Ray, was small he was subject to croup, and I was always alarmed at such times. Chamberlain's Cough Remedy proved far better than any other for this trouble. It always relieved him quickly. I am never without it in the house for I know it is a positive cure for croup," writes Mrs. W. E. McClain, Blairsville, Pa. For sale by all dealers.—Advertisement.

# \$930,000 Per Week Paid for Hudson Cars

## \$235,600 in One Day By Individual Buyers

The day before this is written—September 15—the sales made to users on the HUDSON Six-40 were 152 cars. That is, yesterday buyers of new cars paid out for HUDSONS \$235,600.

The average for the past four weeks is \$930,000 per week—because that is the limit of output. We are building and selling 100 per day. That is five times as many—five times, mark you—as we sold at this season last year.

And we had no war then—no talk of war's depression. Our average sales have been more than trebled since this war began.

## That Means that Hudsons Rule This Field Today

But in July—when we brought out this new model—we trebled our output to cope with demand. Yet on August 1—despite our best efforts—we were 4,000 cars oversold.

We shipped by express nearly 1,000 cars to minimize delays. That's an unprecedented act. But thousands of men waited weeks for this car, when every rival had cars in plenty. Nothing else could satisfy a man who once saw this new-model HUDSON Six-40.

## Five-Fold Increase an Amazing Thing

Consider this fact: The HUDSON has long been a leading car. Every model has for years been designed by Howard E. Coffin.

In the HUDSON car Mr. Coffin has brought out all his new advances. And the demand for his models—long before the advent of this HUDSON Six-40—gave HUDSONS the lead in this field. The first HUDSON Six, inside of one year, became the largest-selling Six in the world.

Think what a car this must be—this new HUDSON Six-40—to multiply that popularity by five in one year. And to do it at a time like this. Think how far it must outrank all the cars that compete with it. Think what tremendous appeal it must make to car buyers.

Think what a car it must be when, in times of slow sales, men pay \$930,000 per week for it. And they would pay more if we had the cars to deliver. They yesterday bought at the rate of 50 per cent more cars because 152 cars arrived.

The HUDSON Six-40 now far outsells any other car in the world with a price above \$1,200.

## See the Car that Did It Howard E. Coffin's Best

Come now and see this model—the car whose record is unapproached in the annals of this line. You will see a quality car sold at a price which is winning men by the thousands from lower-grade cars.

You will see a class car—in many respects the finest car of the day—which is sold at one-third what class cars used to cost.

You will see how clever designing and costly materials have saved about 1,000 pounds in weight. And in this light car—the lightest of its size—you will see one of the sturdiest cars ever built. You will see a new-type motor which has cut down operative cost about 30 per cent.

You will see new beauties, new ideas in equipment. You will see new comforts, new conveniences—scores of attractions you have never seen before.

They are all in this masterpiece of Howard E. Coffin, who has long been the leading American designer. This is his finished ideal of a car—the man who is conceded to be final authority.

Mr. Coffin has worked for four years on this model. And the whole HUDSON corps has worked with him—47 able engineers. Part by part, every detail of this car has been brought to its final refinement.

This is the coming type. This lightness, this beauty, this economy, this price are new-day standards which men are demanding. And this quality—Howard E. Coffin's level best—is the least that men who know will take.

## Come this Week--Sure Now's the Time to Choose

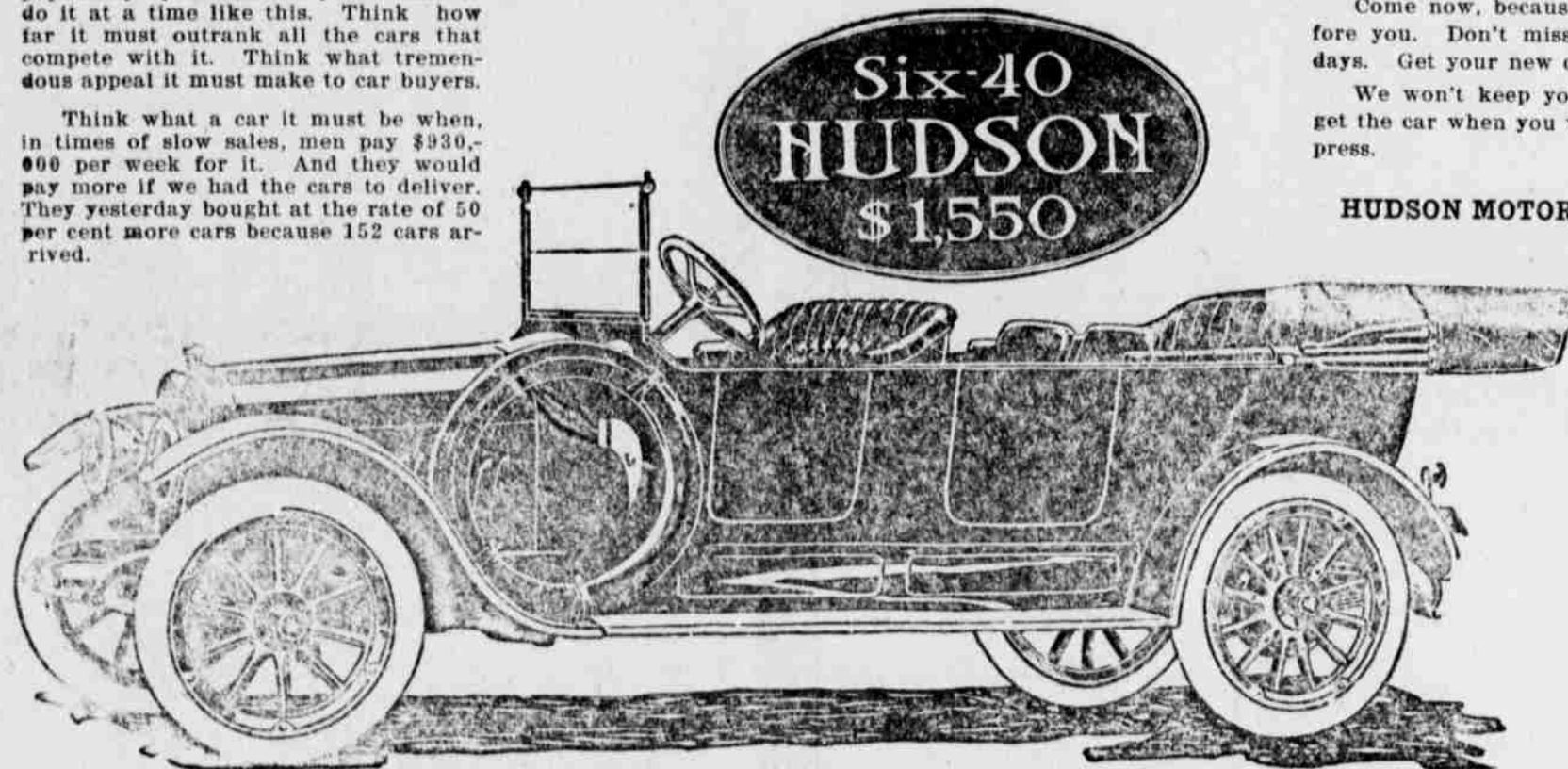
This is the time to pick out your new car. Next year's models are out now. You have seen what the field has to offer.

If you buy a class car, this new HUDSON Six-40 is the car you'll want. The exclusive features which have won such an avalanche of favor are bound to appeal to you.

Come now, because the best touring months are before you. Don't miss the bright, cool Indian Summer days. Get your new car and enjoy them.

We won't keep you waiting. We will see that you get the car when you want it if we have to ship it by express.

HUDSON MOTOR CAR CO., DETROIT, MICH.



The Extra Tonneau Seats Disappear When Not Wanted

Live Dealer for Box Butte County Wanted

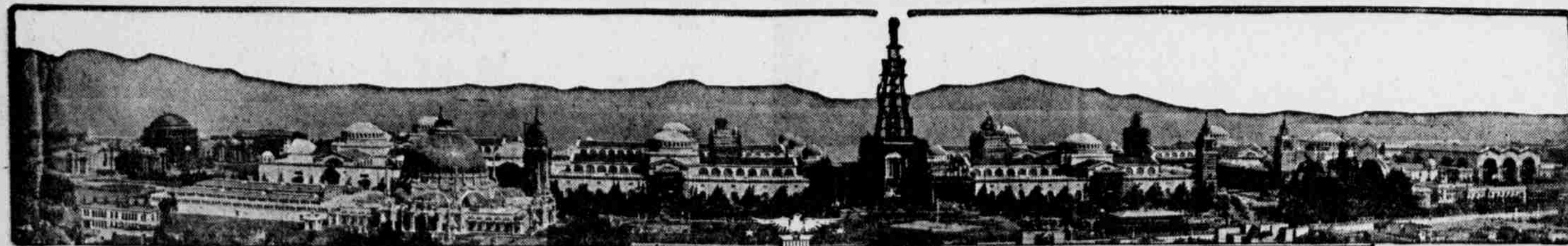
## A. T. CRAWFORD, Scottsbluff, Nebraska

The Garage of Service

### Five New Style Bodies

7-Passenger Phaeton	\$1,550
3-Passenger Roadster	\$1,550
3-Passenger Cabriolet	\$1,750
4-Passenger Coupe	\$2,150
Limousine	\$2,550
All prices f. o. b. Detroit	

## Panoramic View of Portion of Panama-Pacific Exposition



Copyright, 1914, by Panama Pacific International Exposition Company.

This photograph, taken the latter part of August, 1914, shows only a part of the great Panama-Pacific International Exposition at San Francisco, the vast main exhibit section with the framework of the huge Tower of Jewels rising in the center of the exhibit group. The tower, which is 430 feet high, rises in seven terraces, the last terrace giving away to a group of figures supporting a globe typifying the world. It will be richly decorated with heroic sculptures signifying achievement.

On the extreme left of the picture is seen the framework of the great Palace of Fine Arts, which faces upon a large forested lagoon, in which its classic outlines will be reflected. This building, which describes an arc, is 1,100 feet in its outside perimeter.

Next, and facing the harbor for more than three thousand feet, is the central group of eight vast exhibit palaces, forming a rectangle. The four palaces facing upon San Francisco harbor are, from left to right, the Palace of Food Products, Agriculture, Transportation and Mines and Metallurgy. Paralleling these buildings from left to right are the Palaces of Education, Liberal Arts, Manufacturers and Varied Industries. The Tower of Jewels rises from the space between the Palace of Liberal Arts and Manufacturers. The domes of each of these palaces are 160 feet in height and 100 feet in diameter.

In the foreground on the left is the superb Palace of Horticulture, surmounted by a glass dome 186 feet in height and 152 feet in diameter. The domes and minarets of this building suggest the famous mosque of the Sultan Ahmed I in Constantinople. On the extreme right of the group may be seen the huge Palace of Machinery, 968 feet in length, 368 feet in width and 135 feet in height. The smaller structure in the foreground, near the Palace of Machinery, is the Service Building, the headquarters of the exposition's Division of Concessions and of Works. The framework to the left of the Service Building is that of beautiful Festival Hall, where hundreds of great conventions and congresses will meet in 1915. This building will be illuminated by light rising through its floors. This view was taken late in August. The exposition will open February 20th and close December 4th, 1915.