

THE ALLIANCE HERALD

READ BY EVERY MEMBER NEBRASKA STOCK GROWERS ASSOCIATION. ALL THE NEWS OF ALLIANCE AND WESTERN NEBRASKA

OFFICIAL ORGAN NEBRASKA VOLUNTEER FIREMEN'S ASSOCIATION. IT REACHES HEADQUARTERS FOR 15,000 FIREMEN

VOLUME XXII

ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, THURSDAY, JULY 22, 1915

State Historical Society

NO. 33

M'DONALD-ACHESON

Popular Alliance Young Lady and Former Alliance Young Man Wed, Wednesday Eve

Miss Alice Belle Acheson, daughter of Mr. and Mrs. William S. Acheson of Alliance, and Mr. A. Claude McDonald, son of Mr. John McDonald of Alliance, were married at the home of the bride's parents at 8:30 o'clock Wednesday evening. Rev. McIntyre of the First Presbyterian church officiating. The house was beautifully decorated with pink and white sweet peas, mingled with green ferns. The bride wore a white gown with a pink sash. The groom wore a dark suit. The ceremony was witnessed by a large number of friends. The bride and groom were accompanied by their parents and several other relatives. The reception was held at the home of the bride's parents. The bride and groom were very happy and enjoyed the ceremony very much.

Following the ceremony a delightful luncheon was served. The table decorations were sweet peas with pink ribbons hung from the center of the ceiling to the table. The bride was dressed in a soft white lace dress, carrying a shower bouquet. The groom was dressed in a conventional black.

Many beautiful and useful gifts were presented to the happy couple, who departed today noon for Sheridan, Wyoming, where they will make their home after September 1. They will spend a couple of weeks in the mountains camping near Sheridan.

The bride was born in Box Butte county and graduated from the Alliance high school in 1907. She afterwards attended Wesleyan University one year and Peru state normal one year in this county and two years in the Alliance public schools. She is an accomplished young lady and has a wide circle of friends.

The groom graduated from the Alliance high school in 1908, following this by a course in business college at Los Angeles. He has been employed by the Burlington a number of years, recently being promoted to the position of night yardmaster at Sheridan.

HELD EXPRESS AUCTION

Many Amusing Incidents Occurred at Adams Express Company's Auction Saturday

Last Saturday in the building formerly occupied by the Duncan grocery, occurred the auction sale by the Adams Express Company of their undeliverable packages along the line. There were hundreds of packages sold, from little bundles two or three inches square to large-sized trunks and boxes. Bidding was spirited, and everything brought a good price. These sales always produce some amusing incidents, because of the "sight-unseen" transaction, the buyer risking his judgment that he will get his money's worth. George Duncan secured one of the best bargains, buying a package for 50 cents and finding therein a plush coat valued at \$25. A few minutes afterward he sold the coat for \$10. Another valuable purchase was that of Robert Plester, who bought a trunk which it was found contained Catholic emblems, books and clothing, and it appeared that it had been the property of a priest. Mr. Plester also got a package that was not so valuable when he purchased a bundle, at a good price, which contained a sheep herder's outfit worth about ten cents.

Another man purchased a large box full of calendars for a real estate agent at Fremont, Neb. Still another buyer got a fine pair of spurs for 50 cents, and he had barely unwrapped them before he sold them for \$2. Another bargain was four real gold watches for 25 cents. While there were many who got the worth of their money, some were badly "stung". One fellow bought a suit case and upon opening it beheld a very pretty assortment of ladies' lingerie and other articles too numerous to mention.

The manager of the sale stated that it was the best sale they had ever held, and complimented Col. Coursey very highly on his ability as an auctioneer.

YELLOWSTONE PARK TOUR

Instructions for Drivers of Different Kinds of Vehicles in Entering and Leaving

The Herald is in receipt of the regulations governing the admission of automobiles and motorcycles into Yellowstone National Park for the season of 1915, and for the benefit of those of our readers who are contemplating an automobile trip to the park we are reprinting a few of the most important provisions.

The park is open only to such automobiles as are operated for pleasure and not to those carrying passengers who are paying, either directly or indirectly, for the use of the machine. Motorcycles are not permitted to enter the park. Tickets of passage must be secured and paid for at the checking station where the automobiles enter the park. The tickets must be conveniently kept, so that it can be exhibited to park guards on demand, and must be surrendered at the last checking station before leaving the park.

Automobiles while in motion must not be less than 100 feet apart, except for the purpose of passing, which is only permissible on comparatively level or slight grades. The guards must be satisfied that the gears, tires and brakes are in first-class condition, and are capable of making the trip. Two extra tires must be carried, and there must be plenty of gasoline to carry the auto to the next filling station.

Speeds must be limited to twelve miles an hour ascending and ten miles an hour descending steep grades, and eight miles an hour when approaching sharp curves. On good roads where there are no teams within 200 yards the speed may be increased to 20 miles an hour. Automobiles must give the right-of-way to horses and pack trains, and must not pass them at a rate of more than eight miles an hour.

There are few great successes in the world unless co-operation enters into the deal, and nowhere is this emphasized more than on good roads days. Unless there is co-operation in the work, it will be a flat failure. However, it is not thought that anyone in and around Alliance will let the opportunity pass to do some good work, and everyone will admit that there is plenty of room for improvement in this section. It will be a great sight to see some of these soft-handed business men out in the country, wielding a pick or shovel with the farmer boys. This country is fortunate in one respect—there are no stumps in the middle of the roads to blow out.

BUSY COUNCIL MEETING

City Dads Meet and Transact Regular Business—To Advise for Bids for Sidewalks

The city council met at the city hall Tuesday evening. There were present Mayor Romik and Councilmen Snyder, Rowan, Davidson, Welch, Fleming, Kibble and Was. Bids for a retaining wall around the standpipe were rejected because they were not uniform. New bids were received and the contract awarded to T. J. Beal for \$65, the work to be finished within ten days.

The bid of Ira Nussbaum for cutting and stacking the remaining two crops of alfalfa for the year on the city farm was accepted.

Advertising is to be done for bids for the construction of 770 feet of concrete sidewalk and alley crossings. Councilman Davidson asked for three new street crossings near Emerson school. The street and alley committee will meet with the school board regarding the matter.

Fire insurance companies which have not yet paid their yearly tax will be compelled to do so and the city clerk was instructed to take the matter up with those who have not done so.

The mayor has instructed the street commissioner to see that the weeds on city property are all cut, and the owners of property on which the weeds are obnoxious will be ordered to abate the nuisance with a good scythe.

An ordinance regarding the curbing in the north part of town, near the academy and hospital, was passed. The finance and purchasing committee was instructed to purchase two wheeled scrapers of medium size.

The council will meet August 5 as a board of equalization for special curbing taxes.

An ordinance was passed covering the mill levy for the fiscal year, the levy this year being 33 mills. The levy last year was 29 mills. The increase for this year is caused by the additional levy for funds for the city library and for the city park, for which there was no levy last year.

OBITUARY

The community was greatly shocked this morning when the news was spread that W. W. Wood had died at his home at 624 Big Horn at 5:30. While it had been feared for some weeks that there was no chance for his recovery, still the news came unexpectedly at this time.

Mr. and Mrs. Wood returned only a few days ago from Excelsior Springs, Mo., where he had been taking treatment, and it was thought that he was on the road to recovery when they returned home. However, as soon as he arrived his condition gradually grew worse until the end.

William Wallace Wood was born April 12, 1849, in the state of New York, and died July 22, 1915, at the age of 66 years, 3 months and 10 days. At the age of 12 he moved with his parents to Wisconsin, graduating from the state university there in 1876, and coming west soon afterward. On November 13, 1883, he was married to Miss Belle Alexander, at Pawnee City, Neb., and they lived at Minden, Neb., for the following two years when they moved to Rushville, Sheridan county, where he practiced law until 1907. From Rushville they moved to Alliance, he having been appointed to the position of register of the U. S. land office here, and which office he held until May 7 of this year.

Besides the widow he leaves one daughter, Miss Wilma; a sister, Mrs. Alice Barland, of Spokane, Wash.; a brother, Frank, of Wood Lake, California; a brother and a sister in Wisconsin and a brother in Oregon.

Funeral services will be held Friday afternoon at 4 o'clock from the home on Big Horn. Interment will be made at Rushville Saturday, the services being in charge of the Rushville Masonic order of which he was a member.

Mrs. Lena Bauer arrived on Tuesday from Shenandoah, Iowa, on business. She will return the last of the week.

GET READY FOR GOOD ROADS DAYS

GOVERNOR MOREHEAD HAS DESIGNATED JULY 29 AND 30 AS GOOD ROADS DAYS, AND EVERY ABLE-BODIED CITIZEN IS EXPECTED TO TURN OUT TO ASSIST IN WORK

Thursday and Friday, July 29 and 30, have been proclaimed "Good Roads" days by Governor Morehead, and Alliance and Box Butte county will properly observe them. But they will not be a success unless every able-bodied man in the county does his share.

There are few great successes in the world unless co-operation enters into the deal, and nowhere is this emphasized more than on good roads days. Unless there is co-operation in the work, it will be a flat failure. However, it is not thought that anyone in and around Alliance will let the opportunity pass to do some good work, and everyone will admit that there is plenty of room for improvement in this section. It will be a great sight to see some of these soft-handed business men out in the country, wielding a pick or shovel with the farmer boys. This country is fortunate in one respect—there are no stumps in the middle of the roads to blow out.

The benefits of good roads can be classified as follows:

1. Good roads decrease cost of transportation.
2. Give the farmer the choice of most favorable markets.
3. Make more crops profitable.
4. Give a choice of time for marketing.
5. Give a wider choice of market.
6. Good roads tend to equalize produce market.
7. Good roads equalize railroad traffic.
8. Good roads equalize mercantile business.
9. Good roads increase the price of farms.

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SOCIAL

1. Good roads stimulate intercourse between rural communities, and between rural and town population.

2. Facilitate rural mail delivery.

3. Change otherwise rural to suburban property.

Approximately \$206,000,000 was spent last year on public roads in the United States, according to statistics prepared by the U. S. Department of Agriculture. In 1904 the total was only \$79,000,000. In nine years, therefore, the increase has been over 250 per cent. This awakening on the part of the country is to the importance of good roads has been due in a great measure to the principle of state aid to counties and other local communities. New Jersey began the movement in 1891 when it passed its state highway law. Massachusetts and Vermont followed a year later, but for the most part the other states were slow to move. In 1904 only 15 had state highway departments; today there are only six that have not. In 1913 the individual states appropriated a total of \$38,755,088 to supplement local expenditures.

In 1912 the cash outlay by counties, districts and townships was \$137,493,985. At the present time there are about 30,000 miles of roads improved either wholly or in part by state aid. This is nearly the half-way mark of the French "routes nationales", the system of great national highways which is the envy of every civilized world. These are, of course, only a small part of the total road mileage of France, where almost every road of importance is an improved road, and France is a vastly smaller country both in area and in population, than the United States, so that this statement is not, in itself,

present light plant by means of an underground pipe system. Among other buildings in the course of construction is a new home for the American Bank, which has outgrown its present building, erected only a few years ago.

Sidney has a live commercial club with a president and secretary who work in harmony with the board of directors. The city government is blessed with a mayor and councilmen who are progressive and who use good judgment in the conduct of the city's affairs. Sidney has two farmers who are each farming over two thousand acres of ground this year. The surrounding country is being rapidly settled with farmers from farther east. Other small but live towns in the county are Potter, Dalton, Lodgepole and Sunol.

Immense Dahlias

There are now in exhibition in the Alliance Commercial Club window a bouquet of Poinsettia Dahlias, of the pink and red variety, some of which measure eight inches across the flower. These were raised by Mrs. L. H. Highland in her flower garden and are something of which to be proud. They represent the result of much care and are well worth seeing.

NEW MESSENGER SERVICE

W. H. Van Houten Opens Office in Beyer's Billiard Hall

This week W. H. Van Houten opened for business what is known as Fred's Messenger Service, the office of which is located in Mike Beyer's billiard parlor, on the corner of Second and Box Butte.

Mr. Van Houten has had several

years' experience in the messenger business at Kansas City, and knows how to give good service. Competent young men with bicycles have been secured, and the patrons are assured the delivery of messages and parcels with dispatch. Tony Hanson, formerly of Kansas City, and a bicycle racer of considerable repute, has been secured and will assist with the work. The phone number of the service is 448, and calls will be answered day or night.

Marking the Roads

Roy Strong, Bruce Mallery and Link Lowry, the Commercial Club good roads committee, went to Bridgeport Tuesday to confer with the county commissioners of Morrill county about work on the roads northward to Alliance. \$300 was appropriated for this work, which will begin at once. Secretary Fisher of the club went to Crawford the same day to assist in marking the Hot Springs road, the Black Hills branch of the Lincoln Highway, which runs through Alliance. The road will be finished to Sidney this week.

The township supervisors are authorized as to where the work shall be done. Although each individual or group may feel at liberty to remove stumps, clean out ditches, smooth humps and ruts at any point where such work is needed, the best plan is to get in touch with the local clubs and supervisors and work under their direction. The volunteers in each county will work principally in their own township, but if their roads are in good shape they may feel free to lend a hand to an adjoining township.

A summary of the work to be done is: Clearing the road of rocks, smoothing the ditches, improving the approaches to culverts and bridges, covering the sandy places, loading wagons with dirt and gravel, filling low spots, etc. Volunteers may work on either state or county roads. They are required to take their own lunch only in such places as the women of the neighborhood decide to join in community picnics at the school houses or some other convenient place.

Contrary to thoughts of some people, this is not an automobile proposition. There are automobile owners in every township who have agreed to transport workers to and from their work, their work is also voluntary, and they intend to work themselves. It is more important for farmers to have good roads on which to haul their products to market than it is for an automobile owner to have good roads to run on, and the automobile is now recognized as such an important factor in both farm and city life, and especially the former, that most of the farmers now possess automobiles or will soon buy one. It is surely a pleasure to automobilists to ride on good roads, but it is also a pleasure to the farmer to know that he can haul his products to town without tearing down his horses, his wagons and buggies and his own constitution. With a system of good roads over the state, the eastern part is linked to the west, and social intercourse is promoted, not only for that distance, but between the farmers and town people.

Those who desire to assist in this great work, either by working, or furnishing a car or team, should notify Secretary Fisher either by phone or letter, and let him know just what to expect. This is not a selfish proposition—don't be afraid you will assist your neighbor by helping on the road near his place; he will help with your road.

The best plan is to organize a good roads club—get your neighbors and friends together and find to a certainty who will and who will not work on the 29th and 30th, then inform the committee in charge. You'll never regret the days spent in making good roads.

Says He Is Not the Man

The Rocky Mountain News of Denver, dated July 20, among a list of marriage licenses issued at Denver, contains the name of D. Ray Stansberry, Spokane, Washington, and Mary E. Foss, Omaha. The Alliance friends of D. Ray Stansberry, the popular salesman for the Newberry Hardware Company, accuse him of being the man, but Ray denies that he is the one, although his home was formerly at Spokane. When interviewed by a Herald reporter today Ray denied being the party mentioned. Ray is one of our most popular young men and if he is the party mentioned, The Herald joins in wishing him and his a long and happy married life.

Change in Commission Firm

Tagg Bros. and G. P. Moorehead have recently acquired the interest of Smith Bros. Commission company in the joint business at the South Omaha office, and in the future all business at South Omaha will be handled under the name of Tagg Bros. The only change in the business at South Omaha will be in the name, as Tagg Bros. retain the same salesmen, the same help and the same office and yard location that they have had since January 1, 1913.

Here on Business

E. L. Lovenburg, cashier of the Angora State Bank, at Angora, Nebraska, accompanied by his father, F. V. Lovenburg, of Madrid, were in the city Monday on business. While here they made The Herald office a call.

I. C. S. Representative Here

E. A. Fair, representing the International Correspondence Schools, Route 6A, is stopping at the Alliance Hotel. Mr. Fair expects to visit Alliance every thirty days.

Annual County Fair

Cheyenne county will hold her annual county fair and race meet at Sidney September 9, 10 and 11. A large street carnival will be staged the same week in conjunction with the fair.

Hall & Graham last week shipped a car load of grass cows and heifers to the South Omaha market. These cattle averaged 1200 pounds and sold at \$7.50, the highest price so far for western grass cows and heifers.

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MAKE MALTED MILK

Big Brewery Concern of Denver, Which Has Distributing Point in Alliance, to Make Malted Milk

From making beer to making malted milk may seem quite a jump, but the Coors Brewing Company, which has a million dollar brewery at Golden, Colorado, near Denver, announces that it will make the change. The Coors brewery has a distributing point in Alliance and Coors beer is handled by Robert Campbell of this city. The Coors family own several valuable buildings in this city.

Machinery has been installed and the manufacture of the new product will begin Aug. 15. It is the purpose of the company to enter the field for the control of the product in a wide market extending from the Missouri river to the Pacific coast, and every resource heretofore used by the company in advertising and exploiting its beer will be used to push the new product.

The new industry is expected at once to give a wide stimulus to the dairy cattle industry as it is believed the rapid expansion of the business will require a greater supply of the product of the dairy farm than is at present conveniently available.

It was announced, however, that the company would continue the manufacture of beer as long as conditions warrant, although it is the announced purpose of the management not to make any fight to retain the brewing industry in face of any law that be in force against its manufacture.

We have reached a definite decision to begin the manufacture of malted milk in our plant at Golden," said Adolph Coors, president of the company.

"Our observations convince us that we'll have a tremendous market for the product which we propose to develop in every legitimate way."

"We will give every attention that our resources will permit to the expansion of the business and trust and believe that we will succeed in making it a great big industry."

"We are making a success of the pottery plant, which is an independent project, but controlled by the same interests that own the brewery and the malted milk factory."

"We will continue to manufacture beer as long as conditions permit, but will not put ourselves in the attitude of opposing any law that prohibits its manufacture."

KILLED BY LIGHTNING

Nohe Banjoff Struck While Working in Garden—Bolt Out of All-most Clear Sky

Nohe Banjoff, a Greek who had been working on the rip track crew for the Burlington for some time past, was instantly killed last Saturday afternoon while working in his brother's garden near the round-house when a bolt of lightning struck him. The brother was badly stunned by the bolt, but did not suffer any serious consequences.

The brothers were both working in the truck patch when the lightning descended. Both were thrown violently to the ground, and the elder brother, Michael, after arising, called to his brother to see if he was hurt. When he turned he saw that the brother's clothes had been burned from his breast and that his face was burned almost unrecognizable. Assistance was called from the shops immediately. J. D. Dole and C. L. Emerson being the first to arrive. A doctor was also called, but it was seen that there was no hope for resuscitation.

The young man came to America about a year ago, and while he could talk but little English, he was well-liked by everyone who knew him. Besides the brother here he leaves a father and mother and a sister in the old country. Interment was made in Greenwood cemetery Monday, the funeral service being conducted by Rev. McIntyre.

HERALD BRINGS RESULTS

All Merchants Who Advertised Their July Sales Through Its Columns Report Heavy Business

That The Herald is one great advertising medium has been demonstrated during the past two weeks, during which time it has been used by all those conducting special sales in that time. Three big sales are in progress, and each store is doing an enormous business. One merchant who used The Herald said yesterday that this was the greatest July sale he had ever had, and that the force of clerks was not nearly large enough. He said that he could easily have used three more clerks, but that he had no idea business would be so exceptionally good.

The other merchants said practically the same thing in regard to their advertising bringing results. The Herald's circulation is such that the paper goes into practically all the homes in Box Butte county and this, together with the fact that it contains all the news, makes it the greatest advertising medium in western Nebraska.