



THE ALLIANCE HERALD



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ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, MAY 23, 1918

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TUESDAY COUNCIL MEETING

BUSINESS MEETING OF CITY DADS CLEANED SLATE FOR THE MONTH

TANK CONTRACTED FOR

New Septic Tank to Be Built by the Dobson Company of Lincoln, With the Work to Start Immediately.

The most worthy members of the council, controlling the business management of the city, gathered around the welder of the big war club at the city hall Tuesday night.

Attorney Reddish, acting as clerk, rushed the business of the evening. Bills were O. Ked with phenomenal rapidity, due to Mr. Reddish's up-to-the-minute knowledge of affairs.

All concessions were granted to the officers of the stockmen's convention to allot as they see fit. In addition to this the city donated \$150 to the convention management to help promote a successful convention.

It was voted to give the fire department band, the \$375 necessary to purchase uniforms. Roy Burns ordered the suits Wednesday.

The salary of M. O. Moscript, cemetery attendant, was raised from \$70 to \$85 per month.

It was decided that in order to do away with the present inconvenience of having claims presented to the council at the last minute, that all these must be in at least 24 hours before council met.

The contract for the new septic tank was made with the Dobson company of Lincoln. This firm have all their equipment at Antioch, where they have been employed in the construction of pipe lines.

YOUNG WOMAN IS BRUTALLY ATTACKED

A man, thought to be colored brutally attacked Mrs. W. E. Anderson near the fair grounds Tuesday evening.

Mr. and Mrs. Anderson attended the second show at the theater Tuesday evening. Mr. Anderson, after the show, had to go to the depot on some business. He told his wife to walk on slow towards home and he would hurry to the depot and then catch up with her.

Officers Cox and Stafford were notified immediately, but after an all night search were unable to find any trace of the brute. Searching will go on until all means are exhausted to locate him.

C. O. Davenport's family left Wednesday morning to join him in their new home at Sterling, Colo. Their many Alliance friends wish them success in their new location.

ALLIANCE BOOSTERS ATTEND ROADS MEETING

Potash Highway Meeting at Lakeside Well Attended by Representatives From the Various Counties

Two auto loads of Alliance boosters motored to Lakeside Tuesday to attend the good roads meeting there. These were: J. S. Rheim, Otto Zamsow, A. G. Isaacson, F. F. Stephens, T. S. Fielding, Mr. Thiele, Mr. Cloos, W. D. Fisher and Route Manager W. R. Dutton, of Merna.

There was not much discussed at the meeting, as arrangements have been constantly going on to arrange the route. Bingham, Lakeside and Ellsworth have been rather slow in deciding on their route. These towns, acting thru suggestions made by Secretary Fisher, decided to repair the best road from Ashby to Lakeside and to prepare a plan for a county route thru the other towns, petitioning the county commissioners for a permit to start the road as soon as the route is decided.

THE POTASH HIGHWAY IS THE SCENIC ROUTE

Will Offer More Inducements to Travelers Going West, According to Field Manager Dutton

The Potash Highway route, in the estimation of W. R. Dutton, of Merna, field manager of the route, will be the main traveled road west. First because it will shorten the trip; second, because the road will be a better one than the Lincoln highway, and third, because the road offers scenic advantages over the others.

In the estimation of Mr. Dutton the road will not be difficult to construct. The road from Dunning to Halsey is in a valley and all dirt road, easy to construct. The road from Broken Bow to Grand Island is passable now. The difficulties of the road will be encountered between Dunning and Alliance. The routes in Sheridan and Thomas counties have been decided upon. The route from Ellsworth to Bingham was settled this week.

Parts of the state and federal funds will be undoubtedly used in the building of the roadway. Hooker county has \$15,000, Carter a fund of \$80,000, of which only a small part will be used for furthering the highway. The other counties have funds of various amounts, the use of which will aid materially in completing the work.

AN AUTOMOBILE SMASHES INTO A LAMP POST

In trying to avoid a collision with a wagon Mrs. R. A. Cook smashed into the steel lamp post at Second and Box Butte Wednesday noon, in front of the Rodger's grocery. The steel post was moved from its base, while Mrs. Cook's new Chevrolet car suffered a ruined radiator. Had the post not have been there the Chevrolet would have gone through the front of the barber shop next to the store.

Mrs. Cook was going to the creamery and was making a wide turn to go west and noticing a wagon coming she tried to turn again but the wheel was too stiff for her strength. A large basket of eggs and a can of cream went through the accident without injury. Food conservation pays.

Mrs. Ed O'Donnell is visiting her daughters, Jose and Nellie, at Omaha this week.

PROCLAMATION

Whereas, the Red Cross exists in the main, to help the sick and wounded in this war and since the war began has embarked upon every undertaking by which the lot of the sick and wounded soldiers and sailors may be made comfortable, I, as mayor of this city, deem it consistent with all our American ideals and principles, for every citizen of the city to observe the week commencing May 20 as Red Cross week.

With the actual engagement of our troops upon the western front, the war becomes more and more real to us. As the war goes on your friend, your son or some one you hold dear will pay the toll of war with the supreme sacrifice.

The Red Cross spreads its protecting arms to reach every soldier. Your contribution should be given with a free and willing spirit, and to the limit of your ability to give.

So, the next week, let all think and act Red Cross. Reach down in your heart and compare our sacrifices to those of the boys that have gone and will go to fight for our safety on the fields of Europe. The organization that we will honor by this observance is most worthy and it's work is most necessary, for these reasons this request is made. The quota to be raised in the United States has been apportioned equally among the various cities and towns. Our quota is the small sum of \$8,000.

Respectfully submitted, W. E. ROUSEY, Mayor.

RED CROSS DAY, SATURDAY, MAY 18TH

The big parades, inaugurating the National Red Cross drives to be held throughout the United States, on next Saturday, will start everywhere at noon, by proclamation of President Wilson. Denver is giving the largest parade ever put on in the city, as is every other city in the United States.

The plan of the parade follows a prescribed form to be used everywhere, the local parade managers adding any additional attractions to the parade that they see fit.

Final preparations for the parade to be held in Alliance were arranged Wednesday night, at the city hall, in a special meeting called by Parade Manager E. G. Laing. According to the form, there will be various units comprising the various divisions of the line of march.

The various units represented in Alliance include the following: Mothers' unit, Fathers' unit, Sisters' unit, Wife's unit, Grand Army of the Republic, Red Crossers, Band, Hemingford unit, Schools, Drum corps, T. P. A., Woman's Christian Temperance Union, County and City officers, P. E. O., Knight Templars, Home guards, Elks, Farmers, Fire department, Knights of Columbus, Odd Fellows, Railroad unit. Any other unit wishing to show their spirit and get in the honorary parade should notify E. G. Laing, will be glad to arrange a place in the line of march for them.

The place of meeting for the following units was determined on at the meeting as follows:

Mothers' unit—All soldier mothers are to meet at Fifth and Cheyenne at 11:30 a. m., Saturday. Mrs. W. D. Rumer, as leader of this unit, will issue full instructions before the parade.

The farmers' unit will meet east of Laramie on Fourth street, at 11:45 sharp. Unit leader, George Neuswanger.

Sisters wishing to honor their brothers in war service kindly meet at the corner of east of Laramie on Ninth street, promptly at 11:45 a. m. Beulah Smith Darrow, unit leader.

Every woman who is a Red Cross worker and has not a uniform, please call some worker, who is a sister or a mother, and they will gladly loan you their uniform. Red Cross workers are to meet at Eighth street, west of Laramie, at 11:45 a. m.

Colored Red Cross workers are to meet at the west end of the apartment house on Seventh street.

The other unit members please get in touch with your leader for final instructions.

The line of march will start at Tenth and Laramie, proceed down to the depot and up Box Butte avenue past the reviewing stand, which will be occupied by Chairman Harry Ganz and Congressman Sloan.

The speaker of the day, Congressman Sloan, is well known in national affairs and the people of Alliance and tributaries will be given a special treat in hearing him.

Many entertaining features have been prepared for the occasion—Music, talks, speeches, etc. Everybody that isn't tied to a bed should turn out to this event and make it the most successful demonstration of your patriotism yet shown since we entered the war.

SMASH BETWEEN TRAINS AT GIRARD

Serious Delay Caused When No. 42 Crashed Into a String of Box Cars on Main Line—No One Killed

Just before reaching Girard, passenger train No. 42 crashed into a string of unlighted box cars left on the main line by the crew of freight train No. 46. The fact that 42 was proceeding at a rate much slower than usual, accounts for no one being killed. As it was three loaded coal cars on the freight took what shock there was. These cars were piled one upon the other. The presence of mind of Engineer Meyers, when he saw the freight cars just ahead, in putting on the brakes immediately, also slowed the passenger's speed materially.

Passengers interviewed, state that they considered it a miracle that no one was killed, as the crash was terrible.

No particular blame can be laid on any one for the accident, part of the freight had been uncoupled on the hill as the load was too much for the engine. No. 42 was waiting on the siding and considering the line clear proceeded. The intention of the engineer on 46 was to uncouple part of the load taken over the hill and then back up from the siding to get the rest of the train.

A spur had to be laid to extricate the trains from the mix-up, as the extra west, 5268, was thrown off the track by a spreading rail, the spur being laid around this point. Traffic at this point was delayed for about six hours.

GREAT SAYING FOR ALL ALLIANCE MEN

Most Men in Alliance and Surrounding Country Will Be Glad to Take Advantage of This Special Offer

In case you feel that you can't spend the money this year as you have done in former years. And if you want to save big money this fall and winter, it will pay you to read the back page of this issue of our paper, then go down to 307 Box Butte and invest in the proposition.

In view of the fact that there is bound to be an advance in all men's furnishings from time to time, Mr. Frankie, of the "Famous," is making a proposition to the men that will save. He is able to do this at the present time as he arranged for a large amount of goods at current prices, when on his buying trip east four weeks ago.

BURLINGTON OFFICIALS FOR HOME BUILDING

Railroad Will Assist Employees in Securing Lots on Which to Build Permanent Homes

On Friday of last week Assistant General Manager W. F. Thiehoff and Land and Industrial Commissioner E. M. Westervelt, of the Burlington Railroad company, were in the city on a trip of inspection. They were accompanied over the Wyoming district by General Superintendent Smart, of Alliance, and over the division by Superintendent Griggs. These men were devoting a large part of their time to the proposition of helping the employees of the railroad secure permanent homes at the division points.

It is common knowledge that at all of these division points it is almost impossible to rent a house, which has been a discouraging feature in securing and keeping efficient help, and it seems as if some plan should be evolved whereby a man working for the railroad on monthly pay could be enabled to get a lot and then, through a local building and loan association or otherwise, make an arrangement so that it could be paid for in monthly payment at about the same amount per month that he would have to pay as rent and thereby in the course of a few years, instead of having paid rent and nothing to show for it, he would have a home of his own, and such improvements as he had made, either on the lot or buildings would insure to his own benefit.

The Railway Age Gazette of May 3 has a very interesting article showing what was done for one employe by some unnamed railroad, by starting the building and paying for a home.

This is but a preliminary visit, hoping to see what the employes might think of a proposition of this kind, which would, of course, be entirely voluntary upon their part, and if it seems to appeal to them, further action will be taken looking to the putting of some plan into effect.

It would seem that at this time, when the director general of railroads is putting into effect the increase in pay, which will be retroactive, dating back to December 31 and giving at one time to each employe an increase on at least five months, that this would be the best time to start the building of a home, because each man will have enough money to make the first start.

BOYS FROM ALLIANCE ARE SEPARATED

W. Herbert Butler, John A. Stansbury and George Keyo, Alliance boys who were taken on the last quota were not long left together. Half of the continent separates the friends. Mr. Butler has been stationed at Camp Fremont, California, with the ammunition train. Mr. Stansbury is located at Fort Leavenworth with the 31st engineers. Mr. Keyo is located at Camp Funston.

James Curran, an example of the I. W. W. type, was grabbed at the Burlington depot Wednesday by the special agent and lodged in jail here to await the arrival of Deputy Skinner from Fall River county, South Dakota. Skinner will arrive tonight and take Curran back to answer to the government for his actions in South Dakota.

DECREASE IN SPUD ACREAGE GREELEY DIST.

EARLY SURVEYS INDICATE ONE-THIRD LESS ACREAGE IN COLORADO THIS YEAR

CHICAGO MARKET EASIER

Receipts of Old Stock Liberal Last Week—New Potatoes Coming More Freely With the Florida Stock.

Greeley, Colo.—The potato acreage in the Greeley district this summer will be fully one-third less than that harvested in 1917, according to agricultural surveys of the school districts around Greeley, Eaton and Ault the principal potato shipping points of Weld county. Growers are cutting their potato acreage from 20 to 50 per cent and in some instances they have eliminated potatoes from this year's crop plans altogether.

Market conditions, the serious car shortage, labor troubles and heavy frosts during the harvesting season last year are the cause of the decrease, in connection with appeals of the food administration to boost the sugar beet acreage together with a \$10 price per ton for beets.

More than 25,000 acres of seed beans have been contracted in the Greeley district this year and much of this acreage will occupy good potato land. The wheat acreage throughout the district has increased from 35 to 50 per cent this year.

Prices on potatoes this last season ranged from \$1.60 down to 50c per cwt. with the average price still below \$1. Including sacks, which have cost as high as 22c each year, the cost of production of the 1917 crop is placed at fully \$1 a sack on farms averaging 100 sacks to the acre. The car famine on the Union Pacific and Colorado & Southern railroad prevented the growers from taking advantage of the \$1.50@1.60 prices of October and early November.

In April potato prices at Greeley and Eaton dropped as low as 55c. The market later rallied to 85@90c, big government orders placed in this district and potato consuming propaganda started by the state and national food administration helping to stiffen the market.

Potato shipments from the Greeley district up to April 20 were 4,500 cars according to the report of the United States bureau of markets office which was opened here for the first time this last shipping season. Since that time fully 400 additional cars have left the district. It is estimated that at the present time there are about 800 carloads of merchantable potatoes in storage. Some of these potatoes will not be shipped, but will be fed to cattle and hogs.

Chicago Market

Chicago, Ill.—The old potato market last week was somewhat easier with prices generally about 5c lower than those prevailing at the close of last week, but there was no marked break in the early market and operators were of the opinion that the low levels had been reached.

Receipts have been liberal on this market but a decrease in the movement from producing sections would seem to indicate a reduction in the number of arrivals which might be expected next week. Practically all of the old stock remaining is in the hands of growers who realize that they have but a short time to dispose of their holdings, but at that there has been no great rush to unload, as this week has brought the first real spring weather and the growers are devoting most of their time to their usual spring farm work which has been somewhat delayed.

In spite of the fact that receipts of new stock are on the increase, there has been a very good local demand for old stock and the carlot operators report that a satisfactory demand has been coming from the outside territory. Potatoes have kept unusually well this year and the stock now coming out of the warehouses generally is in fine condition, which has done much to maintain the inquiry for old stock.

The market Tuesday was somewhat unsettled with sacked Wisconsin white stock selling at \$1.15@1.20 per cwt., mostly at \$1.15. Bulk Wisconsin round whites sold mostly around \$1. There were a few cars of sacked Idaho russets which sold at

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