

The Alliance Herald

Official Paper of Box Butte County

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ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, TUESDAY, JUNE 14, 1921

NO. 57

STOCKMEN'S CONVENTION IN SESSION

WESTERN NEBRASKA CATTLE-MEN MEET IN ALLIANCE

One Hundred and Fifty Cattle Growers Holding Meeting at Elks Club Today

The annual convention of the Nebraska stock growers association got under way this morning at the Elks club, when the first business session was held. The executive committee held an all-day meeting at the First National Bank building Monday, and were entertained at the chamber of commerce luncheon at noon.

Prominent stockmen from all over western Nebraska are in attendance at the meeting. Seventy-five were on hand early this morning, and it was believed that the attendance will be double that figure for the closing session. Among the prominent visitors who are attending the convention are Charles C. Jamison of Ellsworth, secretary; C. L. Talbot and W. B. Tagg of South Omaha, and Leo C. Stuhler, state secretary of agriculture. Practically all of the delegates have announced their intention of remaining in the city for the rest of the week, to take in the race meet and the automobile races Saturday.

The morning session opened at 9:30 with an address of welcome by W. R. Metz. President Graham of this city followed with his annual address. Reports by the brand inspector, auditing committee, treasurer, resolutions committee, nominating committee and election of officers followed.

Officers elected for the coming year are: Robert Graham, Alliance, president; Ed. H. Reid, Scottsbluff, vice-president; Charles C. Jamison, Ellsworth, secretary-treasurer. The executive committee consists of Ed. P. Meyers, Omaha; Dan Adamson, Elia; E. M. Banks, Alliance; Ruben Lisco, Lisco; F. Carrothers, Whitman; G. C. Carson, Irwin; John Diemer, Hyannis; H. J. Krause, Long Lake; J. H. Bacheler, Valentine; Wm. McLaughlin, Lund; J. L. Sanford, Mitchell; A. R. Modest, Rushville; E. M. Eldred, Orlando; W. A. Metzger, Merriman and S. P. DeLour, Lewellen.

Resolutions were adopted on the death of Joseph A. Saults; requesting reduction of freight rates on livestock; urging congress to appropriate one hundred million dollars to be used for extending credit to stock growers; urging adequate import duties on livestock and its products; favoring meat packing legislation; pledging support to Secretary of Agriculture Wallace; urging the modification of the Palmer consent decree to permit packers to engage in retail sale of meats; thanking the citizens of Alliance and the officers of the association.

The following program will be presented during the afternoon session, which opened at 1:30.

Invocation, Rev. Stephen J. Epler. Vocal duet, Mrs. Beal and Mrs. Hershman.

Address, Leo Stuhler, state secretary of agriculture.

Address, C. W. Colling, member executive committee national live stock association.

Address, Secretary Tomlinson of the national live stock association.

Address, C. H. Withey.

Address, W. B. Tagg.

President Graham's Address.

In his annual address, President Graham discussed present conditions in the industry, paying especial emphasis to the need for reduced freight rates and the increase cost in handling live stock at the markets. He endorsed the appointment of a commission of three men to supervise methods of trading, and urged the necessity of regulating the packing industry as well as to stockyards.

Mr. Graham said, in part:

"Another year has passed into history since our last meeting, a year that has witnessed one calamity after another that has been disastrous to the industry with which we are identified. We have seen prospective profits that were apparently ours, the result of the great war, practically wiped out by an unprecedented fall in the value of our herds. Conditions over which we have no control have reacted to our disadvantage. At no time in the history of the livestock industry has the stockman met with such an abrupt decline in values as fell to our lot during the year which has passed.

"One year ago we imagined the bottom had been reached and our industry would recuperate and intelligent effort would be rewarded with a fair return on our investments, but such has not been the case, instead each succeeding market day saw prices still seeking a lower level until the prices received for finished cattle in many cases do not pay first cost and those who have been so unfortunate have in addition not only suffered a financial shortage from purchase price, but have lost the whole amount represented by feeding charges, such as corn, hay, labor and interest on the investment.

"The question that is uppermost in the minds of those who have followed cattle-raising for a livelihood is: How

can we put our industry on a solid foundation where a fair profit can be realized on our investments and labor? In my opinion it will be some time before conditions reach normal and only by intelligent effort along many lines can we hope for success. One of the major causes that might be mentioned in this connection is the unwarranted and unreasonable freight rates that the stock owners have to pay for the transportation of their livestock to the market centers. As an illustration: The freight rates per hundred weight from Alliance to South Omaha in 1916 was 23 cents, today it is 44 cents per cwt., almost an increase of 100 per cent; no effort should be spared to compel the transportation companies to lower the freight charges in keeping with the reductions which we have been forced to accept.

"Another item that enters into our transactions is the increase in cost of handling our stock at the livestock markets: Commission charges, feed charges, yardage charges, are still maintained at war level figures, while our products have gone down to pre-war prices and in some cases still lower.

"Whoever has given any thought to this question of markets, must needs be struck with the absurdity of a situation in which the man who pays the bills supporting this entire structure is not even consulted as to the rates which he must pay. A little while ago, in discussing commission charges, a livestock paper at one of the markets asked the question: Why should the patron of the market be consulted as to the commissions he would pay? I know of no reason why he should be consulted, unless he objects to taxation without representation. Of course, our commission firms assure us that their charges are entirely reasonable.

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REQUEST FOR RESIGNATION IS WITHDRAWN

DEAN DIXON TO REMAIN PASTOR OF ST. MATTHEW'S

Formulators of Resolution Vote to Toss it Into Wastebasket—Peace in Church Family

At a meeting of the vestry of St. Matthew's Episcopal church, held Monday evening at the parish house, the members voted unanimously to toss into the wastebasket a resolution prepared by five of their number, asking their pastor, Dean J. J. Dixon, to resign, effective July 1. Two members of the vestry were absent, and the names of both were upon the document in question. Dean Dixon himself brought up the matter of the resolution, which was not formally presented to the vestry. A friend of the pastor's made the motion to withdraw, and this motion was seconded by one of those who had signed it. The other signers voted with the majority.

The vestry also accepted the resignation of two of its members. One other member has since resigned. The session was said to have been rather stormy in spots, but at its close was apparently peaceful and serene.

F. G. Gurley Has Been Named Superintendent to Succeed G. L. Griggs

F. G. Gurley, now assistant superintendent at Wymore, will succeed George L. Griggs as superintendent of the Alliance division of the Burlington, effective June 15. Mr. Griggs has been promoted to the Beardstown, Ill., division, and left to assume his new duties Monday evening. Mr. and Mrs. Gurley have been in Alliance since Sunday.

Mr. Gurley was formerly a division superintendent for a short time, but was demoted to the rank of assistant superintendent when the number of Burlington divisions was reduced three months ago.

Mr. Griggs was presented a thirty-second degree Masonic ring, set with a diamond, by the employees of the Alliance division Monday afternoon. Several delegations calling at his office to bid him farewell.

Burlington Special Agent T. J. Smith is Transferred to Lincoln

Burlington Special Agent T. J. Smith will leave this evening for Lincoln, where he will succeed Bert Ely as special agent for the railroad at that place. Mr. Smith's place in Alliance will be taken by W. S. Short of Sterling, Colo.

Mr. Smith has been in Alliance for a long time, and has made an enviable record as special detective here. Not only has he attended to his duties with the company, but he has assisted the city and county authorities in law enforcement and his services have been required a number of times. He has made a wide circle of friends here, who are pleased to learn of his promotion.

DENVER TRAIN HITS BOXCARS AT STERLING

ENGINEER M'FALL INJURED IN JUMPING FROM CAB

Several Alliance People Among the Passengers—Train Delayed Five Hours By Accident

The C. B. & Q. train out of Denver last Friday night seemed to have a jinx right along with it, when it struck a string of box cars at Sterling. Because of the washout at Union, the train was forced to go over the Union Pacific tracks, and because of the high water, which for a considerable distance was up to the ties and at times over the rails, very slow time was made. The train was about an hour and a half late when it arrived in Sterling.

Leaving Sterling at 1:30, the train picked up more speed, the road bed being safe, in an effort to make up lost time. Just as everyone was settling down, satisfied that from there on life would be easy, there came a crash, hissing of air, and a jolt that knocked people from their seats, and against the end of the berths. Windows opened, train men ran through the aisles, people began to crowd out, and lights flashed up and down the track. Someone ran by shouting, "Where's Mac?" Mac was the engineer, McFall, and had jumped from the cab. McFall was found in a dazed condition, lying just over the barbed-wire fence along the right-of-way. He had apparently struck the fence in his leap. A doctor and Harry Wells, Alliance undertaker, headed home from Denver, where he had attended a convention of funeral directors, were on the train, and soon got the injured man on a stretcher and an ambulance started for the wreck from Sterling. On first examination McFall was found to have the left arm broken above the elbow, the same arm out of place, a slight fracture on the temple, and a mass of scratches and bruises about the face and head. One eye was badly scratched, but the eye ball seemed to be safe. He was taken to a local hospital for closer examination, but asked to be taken later to Denver, as his home is there. Mr. McFall was an old employe, having been in the service some thirty years. His home was formerly at Alliance. No one else was injured.

The fireman attempted to jump, but found his way blocked by a string of box cars. He came through safely.

The engine had struck a long string of loaded box-cars, which had been kicked down the yards, and were partly on a siding and partly on the main line. The car which seemed to be the one most torn up was filled with lumber. The car was knocked from the trucks, and the lumber scattered on the ground. A tank car full of gasoline was missed by a very few feet, one of its wheels being mashed a bit. Fate was kind there, at least, for had the gasoline exploded, no one would have had to call Sterling and tell them of the smash-up.

The wrecker, which had been used during the day at Union, was in the yards, and they soon were at work cleaning up the track. The front end of the locomotive was smashed badly, having mixed with the car of lumber, the left cylinder head put out of commission, and the parts were jimmied.

Another engineer was secured, and the train left Sterling about 5:30, nearly five hours late.

Several Alliance people were on the train, including Mrs. John O'Keefe and family, Harry Wells and others. Most of the Alliance people had been on the other Burlington train when the bridge at Union gave away. The only explanation for the string of cars left standing on the main line, when a train was known to be coming through, is that the night shift, in a hurry to leave, kicked the cars down on the siding and did not wait to see where they stopped. Instead of staying on the siding, about half went over on the main line, where the passenger train struck them.

J. M. Miller Attacked by Holstein Bull at His Farm Last Sunday

J. M. Miller, proprietor of the Alliance Hotel and owner of a large pure bred stock farm four miles west of the city, narrowly escaped being killed or seriously injured Sunday afternoon when he was attacked by a monster Holstein bull in a pasture on his farm. Accompanied by Mrs. Miller and two small children they were passing through the pasture in which the bull was confined when the automobile in which they were riding became stalled. The bull attacked Mr. Miller when he got out to fix the auto. He fought it off with an auto crank and a large piece of timber until Mrs. Miller and the children escaped through a fence and went for help. The bull then drove him into the auto and was not subdued until he succeeded in running a chain through the ring in its nose and gouging its eyes with his thumb.

Robert Atz will arrive this evening, from Casper, for a few days visit.

FINE PROSPECT FOR SUCCESSFUL SPEED MEETING

BIG CROWDS EXPECTED TO ATTEND THE RACES

Much Interest in Wrestling Events Scheduled for Three Nights of the Week

The stage is all set for the most successful race meet in the history of Alliance. A fine string of horses, both for the harness and running events, are on the grounds. Among the late arrivals is Charley Irwin with a string of the runners that made racing history last summer and fall, and there are others that will be in the same class. Ed. Gould of Kearney, the largest breeder of trotting horses in the country, was among the last ones to show up.

The city is taking on a holiday appearance today. The big stockmen's convention has filled the streets with broadshouldered men, wearing ribbon badges and broad smiles. Already the hotels are announcing that they will not be able to accommodate any more guests, and the cry for help has reached the chamber of commerce, which is listing rooms for rent for the three days. A number of hot dog stands, doll racks and other carnival attractions are being erected on the streets, and tomorrow afternoon the big show will be in full swing.

A number of the merchants have announced their intention of closing their stores in the afternoons of the next three days from 1 to 5 p. m., in order to permit their employes to attend the races.

Big Feature Program.

This year's race meet has more attractions to the minute than any that has gone before. There will be no cheap carnival shows, but instead, for the evenings, there has been planned a fireworks exhibition, with spotlight made races and the like preceding. In addition to this, there are the big wrestling events, scheduled for all three evenings.

Wednesday evening, Pete Sauer will meet Wrobluvake and give the mat fans a spectacle they have been waiting weeks to see. Thursday evening Fred Mortensen will tangle with Zimmer, and this match, too, is expected to be a hummer. Friday evening comes the big wrestling feature, when Joe Stecher of Doige, one time heavy-weight champion of the world, will wrestle with the winner of the Wednesday evening match.

New Sunday School Organized Twenty Miles North of Alliance

In these days of automobiles when most country churches are abandoning their work and the country Sunday school is almost extinct, a successful new Sunday school has just been organized at the Johnson school house some twenty miles west of Alliance. This is a prosperous ranching and farming community with well equipped public schools, but is located too far from the nearest town for people to attend church services, and until recently, no religious services had been held there for a number of years. On the fifth of June, A. W. Marts, Sunday school missionary for the American Sunday school union came by request of some interested residents, and organized a union school, of which C. P. Maana was elected superintendent. There are four classes, all good-sized.

Rev. Mearl C. Smith was invited to preach there last Sunday afternoon, and reported a larger crowd than the seats would accommodate, an unusual occurrence in the twentieth century religious service. Another unusual feature was that there were more men than women present, a condition to be found probably in only one other church service in the state, namely, the Sunday chapel service of the state penitentiary. The people of that enterprising community deserve commendation for undertaking this much needed work.

DeMolay Boys Out With Challenge to Lions and Rotarians

The baseball game, scheduled to take place between the Lions and the Rotarians some of these days, when other events aren't crowding too strongly, has aroused considerable interest. The boys belonging to the Alliance chapter of DeMolay announce that they will play the winner of the Lions-Rotarian baseball game, the proceeds, as usual, to go to the Campfire girls. The T. P. A. has already announced a willingness to play the winner in this game, and it is possible that a regular series can be arranged. The odds favor the DeMolay for the championship, but some of those older men still know how to swat the ball.

Ed Fletcher has been ill for a few days but is again able to be at work.

THE WEATHER

Somewhat unsettled tonight and Wednesday. Possible local thunder showers. Southeast portion continued warm.

Rev. Mearl C. Smith Announces Sermon on Morality of the World

"Is the world growing better or worse?"

This has been called the most two-sided question of the hour. There probably never was a time when sentiment was more divided on the question than at the present time. Reformers of the past half century have been working to make the world better, and have accomplished their reforms. On the other hand, vice has been increasing in unexpected places.

During the month of May the Literary Digest discussed this question, with particular reference to two phases, feminine attire, and the modern dance. It quoted editors of college student publications, college presidents and editors of religious papers, giving from all these sources the most diversified views, ranging from the ultra pessimist to the extreme optimist.

Rev. Mearl C. Smith announces that he will discuss the subject next Sunday in the Methodist church, speaking of the deterioration of morals at the morning service, and in the evening, the bright signs that the world, after all, is growing better.

Leslie Glass, of Hyannis came to Alliance the first of the week to work at carpentering.

DISTRICT COURT GRINDING AWAY AT MANY CASES

PHILLIPS DIVORCE SUIT STARTED MONDAY AFTERNOON

Edbroke Secured a Judgment Against the First National Bank—Miller Given Verdict by Jury

District court is still in session grinding away at a number of equity cases and the like, no matter how hot the weather gets. Prospects are that court will not adjourn until the last of this week or the first of next.

Among the cases that have been disposed of is that of W. J. Edbroke vs. the First National Bank. A jury Saturday brought in a verdict for the plaintiff for the full amount of his claim, over \$1100. Mr. Edbroke was hired to draw plans for remodeling the First National's building. Witnesses testified that he had been instructed to keep the cost within a limit of \$30,000. It developed that the cost, according to D. W. Bowden, Charles Fuller and other contractors, would be nearly \$10,000 in excess of that sum, and the bank decided not to build, even though they had purchased a carload of ornamental terra cotta. The defendant alleged that their architect had not intended to keep within the limit they set. His fee was to be a percentage of the total cost of the work. He had been paid \$600 on account, and brought suit for the balance.

Volta E. Byrne, better known as "Muggins," lost his appeal from county court, where he sought to evade payment of a note by saying that the consideration for it was a certain quantity of whisky, which he failed to get, the bootlegger delivering him an entirely different sort of liquid. The jury in the case affirmed the judgment of the county court.

The Phillips divorce case came to trial Monday afternoon, and a large gallery of Hemingford citizens was present. Mrs. Phillips went on the stand, but before her testimony was completed, Judge W. H. Westover dismissed the case, saying that it was evident she could not show grounds for divorce. The court spoke at some length to the couple, urged that there was no reason why they should not compose their differences; spoke of the utility of old people denying themselves in order to leave money to their children—the worst thing that could happen to the children. The case was dismissed without prejudice.

Airplane Makes Trip Bridgeport to Alliance in Twenty-two Minutes

Ted Powell, pilot of the Curtis biplane, owned by W. W. Howe, made the trip by air from Bridgeport to Alliance in just twenty-two minutes Monday afternoon. He was accompanied by T. C. McCamey of Bridgeport.

Powell will remain with the aeroplane in Alliance during the race meet, and has made plans to take passengers for trips through the clouds during the rest of the week.

W. H. Benn, traffic manager for the Sioux City Stock Yards company, is among the delegates to the Stockmen's convention this week.

PHONE COMPANY WOULD CONTINUE INCREASED RATES

ASKS LEAVE TO RETAIN THE 10 PER CENT SURCHARGE

Proposed Schedule Filed With Railway Commission Requests More Money for Toll Service

The Northwestern Bell Telephone company, which operates an exchange in Alliance, has filed a request with the state railway commission asking leave to continue the rate increase of 10 per cent allowed by the commission last December. Authority for this increase, which has been collected as a "surcharge," expires on July 1 of this year. The company sets out in its petition that it has made but 5 per cent on its investment during the six-month period, and that during that time it has had to pay as high as 7½ per cent on borrowed money.

The railway commission has sent to the chambers of commerce in the cities and towns affected, notice of a hearing which is to be held June 27 at Lincoln, and inviting them to send delegates to make a showing why the request should not be granted, if they desire to do so. The matter was brought up at the Alliance chamber of commerce noon luncheon Monday, and after some discussion, it was decided to appoint a committee to investigate and prepare figures, if possible, and if this committee succeeds in digging up anything that will be of value, delegates will be sent to Lincoln to join in the protest which will be made.

Clay Harry, local commercial manager, made a few remarks at the luncheon and pointed out that the granting of the petition will not mean an increase in local service charges, but only on toll line business, and that very slight. The increase asked for is intended to push the use of station-to-station calls, the lowest priced long distance service. The company finds that this greatly increases their capacity for service.

Several of the merchants present expressed themselves on the subject, the consensus of opinion being that other lines of business had taken their losses, and that it was up to the telephone company to do the same. It was pointed out that very few business men could show a profit during the past six months.

Besides asking to have its 10 per cent surcharge on exchange rates continued after June 3, when they would otherwise expire, the Northwestern Bell Telephone company is requesting an increase in some of its toll charges, particularly the "person to person" rates and those involving "appointment and messenger service."

Its proposed schedules filed with the state railway commission shows the same toll rates as at present on "station to station" calls up to 25 miles, and an increase of 5 cents on all calls for a longer distance up to 300 miles.

On "person to person" service, the initial rate of 20 cents for distances up to 10 miles is left unchanged; but for 15 miles the new scale shows a 5-cent increase, and the same for 20, and 25 miles. At 50 miles, the charge is increased 15 cents; at 75 miles, 20 cents; at 100 miles, 25 cents; at 150, 30 cents; at 200 miles, 40 cents; at 300 miles, 80 cents.

The proposed "person to person" rates are 20 cents for ten miles, 25 cents for fifteen; 30 cents for twenty; 35 cents for twenty-five; 45 cents for thirty; 55 cents for forty; 65 cents for fifty; 75 cents for sixty; 85 cents for seventy; 95 cents for one hundred; \$1.15 for one hundred and fifty; \$1.35 for two hundred and \$1.55 for three hundred miles.

Gradations begin at ten miles, in upward steps of six miles each to a certain point, and then eight miles. These steps mark the approximate distances between towns in Nebraska.

Forty Per Cent Differential.

Instead of a 25 per cent differential now existing between "station to station" and "person to person" rates, the new scale fixes a 40 per cent differential, within a minimum of 10 cents between the two classes.

The company is asking to have "appointment and messenger" charges fixed 70 per cent higher than "station to station" rates.

Report charges on long distance calls are to be the difference between "station to station" and "person to person" rates, varying from 1 to 35 cents.

The 10 per cent surcharge now being collected by the Bell company in addition to its exchange rates was put into effect by order of the railway commission last December.

A hearing on the present application will take place on June 27. In a statistical showing which accompanies its request, the company says its net earnings for the first four months this year were \$218,776, or less than 5 per cent on its Nebraska property.

Mrs. W. E. Caldwell of Rushville, has been visiting at the home of her daughter, Mrs. Mearl C. Smith. She was accompanied by Morris Caldwell who has been attending the Nebraska Wesleyan university. They returned home Thursday.

P. I. Beach made a business trip to Omaha last week.