

# The Alliance Herald

Official Paper of Box Butte County

TWICE A WEEK—TUESDAY AND FRIDAY

Official Paper of the City of Alliance

VOLUME XXVIII

(Ten Pages)

ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, FRIDAY, SEPTEMBER 23, 1921.

No. 88

## NEARLY \$1,200 IN MONEY FOUND ON HOBO'S BODY

### TRAMPS FIND CORPSE IN CAR LOADED WITH LUMBER

#### Man Identified as Leroy Bennett of Rushing, Ark., Crushed in Box Car

Several hoboes, riding on freight train No. 80 out of Alliance, about 3 o'clock Thursday morning, found the body of a dead man in the front end of a box car loaded with lumber. They notified the train crew, and the freight was stopped at Birdsall, a few miles out on the main line east, the car set out and later Thursday morning Sheriff Miller accompanied Glen Miller and assistant in recovering the body. It was brought to Alliance, taken to the Miller morgue, and relatives of the man were notified.

Harry Wells, mortician at the Miller establishment, in preparing the body for burial, noticed that the legs of his overalls were not only turned, but sewed. Examination of one of them showed something like five or six hundred dollars in bills. So excited were the men over the find that they turned to the other leg without examining further, and came close to overlooking an additional \$200 which was on the under side. In pockets of the man's clothing was found a two dollar bill and 80 cents in change. This money was turned over to the custody of Sheriff Miller. The money was in bills ranging in denomination from \$20 to \$100.

#### Body Identified.

The body was identified as that of Leroy Bennett, probably of Rushing, Ark. A paper in one of the pockets of his coat bore the following inscription: "My wife lives at Rushing, Ark., Maud Bennett." It was signed "L. R. Bennett." A postoffice receipt for a registered parcel was found in another pocket, showing that on September 20, Bennett had mailed a parcel from Cushing, Mont., to Mrs. L. R. Bennett at Hollister, Mo. A letter from his mother dated at Cushing Head, Okla., was also found among his effects. The letter gave his mother's address as two miles north of that city, on route 1.

Examination of the body disclosed a number of bruises. There was a bad bruise on the head, and others on the sides and back. The theory of the officers, inasmuch as the hoboes had reported finding of the body to the train, was that Bennett had secreted himself in the box car for the purpose of sponging a ride and that at some time during his trip from Cushing, Mont., where he apparently started two or three days previously, the car had been handled roughly, throwing the lumber upon him and causing his death. The lumber in the car was pressing against the body, which had been thrown on the floor of the car. It was at first estimated that Bennett had been dead at least 24 hours when the body was discovered.

#### First Theories on Case.

The theory is that Bennett had been working at or near Cushing, Mont., for some months, and had accumulated a "stake." He was apparently on his way home when he met death in the boxcar, and was willing to take the risk of death at the hands of hoboes in order to save paying railroad fare. A number of the men who are beating their way at this time of the year are laborers in the harvest fields or elsewhere.

The only objection to this theory is that an examination of the dead man's hands showed that he was no ordinary laborer, and this is confirmed by the amount of money he carried. His clothing was of poor quality and exceedingly dirty, but this is usually the case for those who ride in boxcars. There is no question that the dead man risked by carrying that amount of money in his clothing, as a number of murders have been committed by hoboes for a smaller inducement.

**Clear Up Part of Mystery**  
Today several telegrams were received in Alliance which clear up a part of the mystery. H. A. Bolles, postmaster at Cushman, Mont., wired the authorities: "Leroy Bennett was en route to his old home at Hollister, Mo. Can locate his relatives. His wife is visiting her parents in Rushing, Ark. Letter follows today."

A telegram from Ryegate, Mont., from R. Garfield, sheriff, says: "Leo Bennett's family is at Hollister, Mo. Wire them care of postmaster."

It is understood that Bennett had a homestead near Cushing, which he recently sold. This would explain the large amount of money that he carried with him. His hoboeing his way is supposed to be due to a desire to evade paying high passenger rates. Telegrams have been sent to relatives at corrected addresses to learn their desires concerning disposal of body.

#### Seen Alive in Morning.

Most of the theories surrounding the death of Bennett were set aside late Thursday afternoon by Switchman Daly, who called at the Miller parlors to have a look at the body. Daly had talked with some of the hoboes who were in the yards, and among them was a soldier who had served in his

division. When told the age of the dead man, and his size, he proceeded, before viewing the body, to give a complete description of him, even to the color of the sox he had worn. He mentioned a missing front tooth, a chew of tobacco, white sox with brown tops and light brown slouch hat. He was positive that he had seen the man early Thursday morning.

"That fellow wasn't dead any twenty hours before they found him. He was killed between Alliance and Antioch this morning," he said. "About two o'clock he came into the shanty at the east end of the yards and sat there by the fire, chewing tobacco. I threw by lantern into his face and had a good look at him. He told me that he had been working as a car iceer in Billings for the last seven months, and that's probably where he saved his roll. He spoke with a sort of a drawl and I spotted him as a Missourian."

"He was with five or six other fellows, and all of them swarmed onto the coal car loaded with lumber. I told them to stay out of there if they didn't want to get hurt, because we were going to shuffle the cars about, and lumber is poor stuff to ride with. All of them got out, and he must have slipped back just as the train pulled out. I'd like to be as sure of getting a million dollars as I am that he's the fellow I talked with."

Mr. Wells was satisfied with the identification, which was made before the switchman ever looked at the body. The extreme discoloration, he said, could have been caused by the pressure of the lumber upon the body.

The switchman's theory was that Bennett did not come into Alliance on freight No. 80, but upon an oil special which arrived a short time before. His belief is that the six hoboes, despite his warning, climbed into the lumber car, and that they were probably present when Bennett was killed, but fearing they might be accused of foul play, decided to play safe and told the train crew that they had discovered the dead body. The hoboes were not held by the crew and the officers had no chance to question them. He thought it unlikely that they would be changing berths within so short a time after they left Alliance, especially at so early an hour in the morning. Freight train No. 80 did not leave Alliance until 3:45 a. m.

## BOX BUTTE HAS KU KLUX KLAN ALL OF ITS OWN

### CHARGE MADE BY GAME WARDEN GEORGE KOESTER

#### Say Ranchers of Five Western Counties Are Banded Against Eastern Sportsmen

Land owners of five of the big sand hill counties in western Nebraska, the hunting grounds of thousands of Nebraska sportsmen have formed a secret society, the "Ku Klux Klan of the West," to bar from their land all the hunters from the eastern part of the state who come to shoot their prairie chickens, says the Omaha World-Herald. This information was reported to George Koester, state game warden by a field representative.

The five counties which have leagued together to keep out the eastern hunters are Brown, Cherry, Sheridan, Dawes and Box Butte. According to the information in Koester's hands the westerners are aroused because of the fact that the last season on prairie chickens now opens October 1, instead of September 16, as was formerly the case. The last legislature changed the opening season to October 1. The westerners declare that the chickens are not worth shooting after October 1. They blame eastern sportsmen for passage of the new law.

This uprising is the result of a misunderstanding, Koester said today. The members of the legislature from that territory and not eastern sportsmen wanted to change the opening date to October 1. "As a matter of fact," said Koester, "those termed eastern sportsmen were very much opposed to the later opening of the season."

## Federated Shop Crafts Will Meet at Reddish Hall Sunday Afternoon

Harley Nickerson and Charles Whitcomb will address the members of the federated shop crafts at a meeting to be held at Reddish Hall at 2:30 p. m. Sunday. All members are urged to be present.

#### ROAD BOOSTERS ATTENTION.

Alliance good roads boosters who plan to attend the meeting at Hemingford tonight are asked to meet in front of the Glen Miller news stand at 6:30. The start will be made as near that hour as possible. It is desired to have a big delegation from Alliance.

## ALLIANCE POST OFFERS A PRIZE TO HIGH SCHOOL

### ESTABLISHES CUP FOR WORK IN AMERICANISM.

#### Medal to Be Presented Yearly to the Senior or Junior Doing Best Work Along Prescribed Lines.

Alliance post No. 7 of the American Legion has established for the senior and junior classes of the Alliance high school the Alliance American Legion Americanism trophy, which consists of a double honor to be awarded to the student in these two classes who makes the highest average grade in United States history and civics, and who also writes the best essay on "Americanism." The Legion's committee, consisting of Attorney E. L. Meyer and George L. Burr, have arranged for the purchase of a cup which will remain the property of the school, but the winner of the annual competition will each year have his or her name inscribed upon the cup. In addition to this, the Legion will each year present to the winning student a silver medal, appropriately inscribed. The announcement of the award and the presentation of the medal will take place at the annual commencement exercises.

Some weeks ago, the Legion discussed the matter of bringing its aims and ideals to the attention of the public, and it was decided that this could best be done through interesting the youth of Alliance in Americanism, which is one of the principal aims of the greatest organization of ex-soldiers. The Legion has, since its organization, devoted a large share of its attention to Americanism, perpetuating the ideals of the founders of the republic, and Americanization, which looks toward teaching the immigrant element of the country's population the essentials of citizenship. It is believed that such a competition, in the high school, will not only be a good thing for the students themselves, but will assist in conveying to the public at least a part of the work that the Legion is doing.

The rules governing the annual competition were framed by Superintendent W. R. Pate and Principal F. C. Prince. They follow:

The name of a student who makes the highest average in United States History and Civics and also writes the best essay on Americanism shall have his name engraved on the Alliance American Legion Americanism Trophy.

The trophy will remain in Alliance high school as permanent property. One name will be engraved every year. No student shall have his name engraved more than once.

Any student who is a member of the eleventh or twelfth grade is eligible to compete.

The student shall not make a failure in any subject while participating for the honor.

The student shall carry United States History and Civics making an average of not less than 90% in the two subjects respectively.

The student shall also write an original essay on Americanism of approximately 300 words for publication in the local papers.

The committee composed of the superintendent, principal, and teachers of two respective subjects shall act as judges.

The winners shall be announced at each annual commencement.

## INDIAN BABE WAS BURIED THURSDAY

### Infant Buried in Miller Chapel

The infant babe of an Indian couple was buried from the Miller chapel Thursday afternoon. The mother was Alice Running Jump, a young Indian woman who was educated at the Pine Ridge Holy Rosary mission, and the father Ben Corn Horse, also of the Pine Ridge agency. The child was born early Wednesday afternoon at the Indian camp south of the city. Interment was in the Catholic cemetery.

## Alliance Man Is Sued for a Divorce After Being Wed 26 Years

After having been married for twenty-six years, Mrs. Florence Atz has filed a petition in district court asking for a divorce from her husband, Julius Atz, prominent farmer living one mile north of Alliance. This is the second time Mrs. Atz has applied for a divorce. Three years ago she was granted separate maintenance and \$30 a month. Since that time they have not lived together as man and wife, she states in her petition. She accuses her husband of extreme cruelty, with making false statements against her character and with failure to pay her any of the allotment under the separate maintenance decree. She says her husband owns a farm worth \$15,000 and asks for an equitable division of the property. They have four children three of whom are of age, and one son 16 years old.

**FOR SALE**—Certified Kanrad seed wheat at \$1.30 per bushel. S. J. IOSSI, phone 813F13. 86-87

## ROAD MEETING AT HEMINGFORD AT 8:00 TONIGHT

### HOPE TO THRESH OUT QUESTION OF STATE AID.

#### Alliance Boosters in Favor of Road Following Burlington Track to Hemingford.

Alliance good roads boosters will go by automobile to Hemingford late this afternoon, and at 7:30 tonight a meeting will be held in the neighboring town at which the road question will be discussed from all angles, and an effort will be made to get the boosters from Alliance and Hemingford, as well as from the north and south parts of the county, to unite on a road program.

The whole argument now is not over the question of building any particular road, but as to where the state aid for roads in Box Butte county should go. The state aid funds are derived from the county's share of the automobile license money, all of which, save a small per cent for administrative purposes, is left in the county and expended by the county commissioners. There is just one provision on the expenditure of these funds—and that is that any road to receive state aid must receive the approval of the state engineer's office.

About a year ago, the Box Butte county commissioners laid out a road between Alliance and Hemingford. The law provides that there shall be three routes for any road that is designated to receive state aid, which means that it will be maintained and kept in condition in perpetuity. At that time there were three routes under consideration. One of these ran straight west from Alliance, on Tenth street, for a distance of nine miles, thence north 8 miles, a mile west and straight into Hemingford, seven miles north. The total length of this route was twenty-five miles.

#### Route Favored by Alliance.

This was the route that was, at the time, favored by Alliance. The commissioners, however, favored a change in this route. Instead of going straight west from Alliance, it was proposed to turn north at the first mile corner, proceed along the track another mile and turn west at a point two miles north of the other route. This road led past the place of Commissioner Cal Hashman. At the time, and since, there have been those who said that the commissioner favored this route solely because it led past his place, but others have been prompt to vindicate him from any charge of favoritism, by saying that the road past his place was already built, and that it would be cheaper to construct and maintain; that it was no longer, and that it served a rich section of Box Butte county.

The third route under consideration followed the Burlington tracks to Hemingford. It was perhaps five or six miles shorter, much more direct, and served a big number of farmers, as well as the town of Berea.

A delegation from the chamber of commerce, learning that the commissioners apparently favored the route past the Hashman place, with its main stem leading two miles north of Alliance instead of directly into it, took the matter up with the governor and State Engineer Johnson, after securing a number of signatures to petitions against the road. The state authorities promised that approval of the road would be held up pending an attempt of the city road boosters and the commissioners to get together. The delegation waited upon the commissioners, and after a stormy session, it was agreed that the three routes would be submitted to state authorities, and the one they approved would be the one to be constructed and to receive state aid.

#### Roads Never Inspected.

It appears that although the state was asked to send a man out to go over the routes, this was never done. Division Road Engineer J. C. McLean is said to have given the commissioners authority to proceed with building the road, promising them that they could get state aid upon it, and possibly federal aid for the first strip north, which contained two or three hills, where a bridge and a culvert had to be constructed. On assurance from McLean, and later from his successor, Engineer Gaddis, the commissioners proceeded to build the road they favored.

In the meantime, the Alliance boosters got busy, with the result that the state authorities last week notified the commissioners that they could no longer draw against the state aid funds in their possession to build the road. This notification came after they had spent approximately \$2,000 of state money on it, and last Saturday the commissioners transferred money from the county funds to make up for the state aid money that had been used. This transfer was practically all the money left in the county road fund.

#### Back to First Love.

At a meeting held at the chamber of commerce rooms last Tuesday evening, it was discovered that the Alliance road enthusiasts have gone

#### THE FRANCHISE.

Every member of the city council is to be congratulated on the telephone franchise vote. It shows that our city government politics and personal opinions can have been laid aside. These men are to be commended for having the courage to do what they know is right and just in dealing with the problems which come before them on strictly a business basis. We should feel proud of the broad-minded attitude taken by our two home papers. By such splendid cooperation and unity of purpose in dealing with the important problems of our city it places Alliance on a higher plane and sets an example for the other cities.

N. A. KEMMISH,  
City Manager.

#### THE WEATHER

Forecast for Nebraska: Partly cloudy and cooler tonight. Possibly light frost in west portion; Saturday generally fair and cooler.

back to their first love, the road up the Burlington tracks. This has always been the favorite of a majority of the Alliance contingent, although, in meetings with the commissioners, most of them a year ago expressed themselves as willing to accept a compromise route going several miles straight west of the city on Tenth street. The Alliance boosters have never favored the route past the Cal Hashman place, although at one time they were willing to leave the selection of one of three routes proposed up to state authorities. Recent developments and activities on the part of Commissioner Carrell and others have made them leery of the Tenth street route, which is no longer considered at all acceptable now. It's the railway track route that they want for a state aid road.

Indications are that they will be supported by Berea and at least a part of Hemingford at the meeting tonight. Hemingford men who want

(Continued on Page 5)

## ROTARIANS TALK ROAD PROBLEMS WEDNESDAY EVE

### GO ON RECORD AGAINST HASH- MAN ROAD FOR STATE AID.

#### Adopt Resolution Favoring Route Along Track—Lions Club Takes a Similar Action.

The Alliance Rotary club, at its regular monthly business meeting, held Wednesday evening at the Fern Garden of the Alliance Hotel, devoted the latter half of the session to a thorough discussion of the Box Butte county road problems, which was participated in by a number of the members.

Following brief talks by Glen Miller, R. M. Hampton, E. D. Mallory and a number of others, the club unanimously passed a resolution favoring the granting of state aid to an Alliance-Hemingford road up the Burlington railway track, and from Hemingford northwest to make a Crawford connection, following whatever route the citizens of Hemingford desire. The resolution also placed the club on record as against state aid for the road as built by the county commissioners, known as the Hashman route.

The Alliance Lions club, at its weekly luncheon Thursday noon, took similar action. A resolution was adopted, which will be forwarded to Governor S. R. McKelvie and State Engineer George E. Johnson.

## Railroads Announce Freight Rate Cut on Vegetables From West

Decision of the transcontinental railroads to reduce rates on vegetables from California and other Pacific coast territory points to the territory between the Rocky mountains and Chicago and the Mississippi river was announced Tuesday by the Interstate Commerce commission.

The reductions will substitute a 15 per cent increase over the rates in effect August 25, 1920, for the 33 1-3 per cent increase which went into effect August 26, 1920, thus removing more than half of the increase made at that time," the commission said.

"A large volume of movement takes place annually under the rates to be reduced," the commission added, "and it is hoped that the reductions will materially assist growers and shippers of western vegetables."

It was indicated that the commission will authorize the reduction to be put into effect in less than the usual 30 days notice.

The New Jersey legislature suggests that all poison tablets should be made coffin-shaped to distinguish them from medicine. There is some talk of farmers in the interest of small boys trying to make poison tablets resemble little hospital cots.—Punch

## LONG DEADLOCK CAME TO CLOSE THURSDAY EVE

### COUNCIL GRANTS A FRANCHISE TO PHONE COMPANY.

#### Two-Year Struggle Ends Following Conferences Between and the Company Officials.

The city council of Alliance, at their meeting Thursday evening, without a dissenting vote and with little or no discussion, suspended the rules and passed the ordinance granting a twenty-year franchise to the Northwestern Bell Telephone company. This ends a struggle that has endured for more than two years, during which officials of the company have made countless efforts with both the present and preceding councilmen to overcome prejudice and get together amicably on a working agreement. Two or three times the company has been on the point of withdrawing its request for a franchise, but since the city manager plan went into effect, about a year ago, the outlook has improved steadily.

The franchise adopted by the council last night was drawn after a series of conferences between city and company officials, and it is believed to be the best document of its kind in the state of Nebraska. There are more safeguards for the city in this franchise than it was originally believed could be secured from the company. It provides for half a dozen contingencies, and is so constructed that the company will have considerable difficulty in raising rates unless they are justified in every particular.

#### Source of the Prejudice.

The old franchise expired over two years ago. At the time, Mayor A. D. Rodgers and a council of eight men were in authority. The company applied for a renewal of their working agreement with the city, and met with instant opposition. The chief difficulty was, at that time, that the fact that the councilmen resented the fact that the state legislature had taken away from them the power of making rates. The old franchise, granted twenty odd years ago, contained a clause fixing rates in the city. The rates were absurdly low, inasmuch as they were based on the standards at the time.

The legislature, years before the franchise expired, took the rate-making authority away from the city councils and gave it to the state railway commission. The commission granted an increase in rates, over the city's protests. From that time on, there was a strong feeling on the part of habitual councilmen against the company. They said telephone men had not "kept their agreement," and this prejudice was strong enough to block the passage of a franchise until the city manager plan, and a council composed of entirely different men, took their places.

Even then, the struggle wasn't over. Among the last acts of the old council was the submission of the franchise to the public. It was intended to ascertain public sentiment. Legally, it had no binding effect, because Alliance has never adopted the initiative and referendum. The submission of the question came at a most inopportune time for the company, however, for it had just filed with the railway commission a request for a continuation of an increased rate schedule for six months longer.

When the votes were counted, it was discovered that there was almost 300 majority against the granting of a franchise. This was undoubtedly due, not to a desire to keep the company from having a legal permit to use the streets and alleys of the city for their equipment, but because many of the voters thought that they would defeat the franchise, they would defeat the increased rates. A few people voted against it because they didn't want to give any concessions to a public service company. The new council, in the face of this expressed public opinion, had a hard row out for them. They realized, of course, that the company needed some sort of protection, but hesitated to act.

#### The Company's Attitude.

The company, on the other hand, decided to suspend making any improvements or extensions to service in Alliance until after the council had acted. It may have been the wrong tactic to pursue, but it was their position and they stuck to it. For months there have been sections of the city where no applications for telephones were received, and other improvements have been delayed. The granting of the franchise will insure an almost immediate increase in facilities in Alliance.

The council deserves a lot of credit for taking the common sense view of the situation and going ahead with the work they were elected to do, even when it seemed like flying in the face of public opinion. The result will undoubtedly be approval on the part of the public, especially since the council, through City Manager Kemmish, has explained its position clearly and forcibly.

Officials of the company have given out a statement in which they give

(Continued on Page 4)