

The Bankrupt Sale Will Close ON MONDAY, MAY 22nd

Circus Visitors Will Have the Final Chance

In order that Circus visitors may avail themselves of the opportunity to buy at the exceptional prices offered at our Sale of the E. G. Laing Bankrupt Stock, we have decided to postpone the closing date until Monday, May 22, one day later.

Make Sure You Come in to See What You Can Buy at 30% and 50% Off

The Famous Clothing House

PRELIMINARY REPORT OF THE CITY MANAGER

(Continued from Page 1)

filled with dirt. Any surplus dirt accumulating in the cemetery has been removed. The driveways have been surfaced in part and have been kept clean of the sand. With the annual interest on less than \$2,300 to work with, we can't expect to do much dirt work on individual graves. One of the things we most need in our cemetery is some means of investing this capital and the money paid in for perpetual care of the individual lots so that only the interest thereon can be used. We have some lots which are supposed to have perpetual care but there has been no definite understanding or record of what this perpetual care constitutes. If there was any money paid in for perpetual care it has all been placed in the general cemetery fund and used like any other money and no definite record has been kept of it and no record of what was meant by perpetual care.

One of the unpleasant tasks before us is to straighten out this tangle. We cannot do much straightening out, however, until we have some money to work with and that is what we are endeavoring to provide for in building up this cemetery fund. We are reluctant to accept money for perpetual care until some plan can be worked out whereby the present capital can be invested in some long time security like our school bonds and when these bonds are finally paid to have the money again invested instead of being spent whenever those who may be in charge of the cemetery at some future time may direct.

Police Department.

One of our principal duties in administering the affairs of the city is to see that our laws are enforced without fear or favor. If every loyal American citizen would only live up to our national, state and federal laws our task would be more agreeable and we could devote more time to other activities. Our laws are made to be obeyed by all classes of citizens alike. It is not our policy or place to say whether or not the laws are good or bad. So long as they are the laws it is our duty to see that they are enforced regardless of who the violators may be. This we have done the past year without fear or favor. We have treated all alike. Even with all this we cannot satisfy all classes of people on law enforcement. There are extremes in all cases. Some will claim we are too strict while others will claim we are not strict enough. When the laws are enforced we have done our duty.

One of the most perplexing laws to enforce is the Volstead act. We have diligently done our duty in apprehending and fining these offenders. There are a great many otherwise good citizens who think nothing of violating this law. They do not believe in it so they think they have a right to violate it at will. This makes them law violators just the same. It is not a pleasant task for us to have to arrest these people but our duty is plain. The following table gives the number of arrests and causes for the arrests, and the amount of fines paid in police court from May 1, 1914 to May 1, 1922, covering each one-year period:

Year	Fines and Costs	Total
1914	140	22 161
1915	97	6 98
1916	115	37 152
1917	451	70 521
1918	59	23 79
1919	127	49 176
1920	59	44 103
1921	40	55 95
1922	33	34 67

We have made arrests this last year where in like cases in former years no arrests were made. We can say that we have done our best to see that the Volstead act has been enforced in Alliance. Our streets have been freer from drunken men than any time during the history of our city. In fact there has been practically none. This has been made possible notwithstanding that we have one of the highest organized gangs of bootleggers found anywhere.

We have been remarkably free from robberies. This has been prevented largely by the officers co-operating by keeping the undesirable population on

the move and not allowing them to stop here. What few robberies we have had unfortunately have been mostly committed by local men. Alliance has always had a reputation of being a wild and woolly frontier town. As a consequence law enforcement with some of our prominent citizens has been interpreted by them as infringing upon their personal liberties. Unfortunately some of them think it is a personal matter with them while as a matter of fact it is a matter of business with us when it comes to making arrests. If a man does not want the notoriety of being arrested the only way out is not to break the law. This is the only safe rule to follow in Alliance.

Department of Public Welfare.

Under the direction of Dr. J. P. Weyrens and with the co-operation of the public safety department results have been produced during the past year. The absence of contagious disease is not the result of accident but is due largely to the methods used. We have endeavored to prevent contagious diseases coming into Alliance and eliminated the things which may cause diseases. Samples of city water have been tested and treated to prevent any possible disease from this source. Unsanitary places have been cleaned up and our garbage and refuse removal problem has been put on a systematic business basis so that the city of Alliance today is cleaner than at any time in its history.

The following tables give the number of cases placed under quarantine during the past year for each disease:

Chicken Pox	0
Diphtheria	0
Mumps	0
Measles	0
Scarlet Fever	3
Smallpox	0
Typhoid Fever	0
Whooping Cough	0
Tuberculosis	0
Total	3

This is at the rate of one case under quarantine for every 1,500 in population.

WALKER'S STATEMENT ON FORD CAR CASE

(Continued from Page 1.) arbitrary on the part of the management and was one way of proving (?) Sallows' statement that 'Walker's claim was given every consideration.' To further prove that I received this 'consideration,' let me state that an employe of The Times office went to one or two of the merchants ahead of Mrs. Walker with her petition and advised the merchants to 'lay off' on signing it. While Mr. Sallows disavowed any knowledge of this procedure, the results were just as detrimental to us as though he had authorized it.

Again The Times seems fond of reiterating the fact that the winning ticket was immediately sold to Col. L. E. Bliss, and perhaps a few facts pertaining to the transaction might be in order. Bliss met the writer on the street shortly after 7 o'clock the night of the drawing and urged him to stand up for his rights and get the car. He stated that we were entitled to it by all means, and to show what he thought of his chance he offered to buy the ticket. He first offered \$250 for it which I refused. A sum of \$300 was then named and on the spur of the moment I accepted his offer. Anything wrong about that? Bliss immediately wrote out the check, saying he was always game enough to take a little chance and that he would certainly get the car. He was a citizen of every feature of the case and knew exactly what he was doing. Burlington Freight Agent S. H. Cole and three or four others witnessed the transaction and advised that the check be cashed at once. This I did, and after about thirty minutes' talk with Mr. Bliss later on in the evening, I decided to return his money and take over the ticket again. Col. Bliss is a shrewd business man as you will find anywhere and figured he was making \$146 by taking a little chance on the car. He made the offer on his own initiative and knew just what he was doing. Everything was open and above board in spite of all insinuations to the contrary. And by the way, Col. Bliss is a farmer and not one of the biggest 'business men' in the county. Would he have been ruled out had he held the winning ticket? We think not. He probably transacts as much business in a year as the writer, so why shouldn't he come under the head of 'business man'?

Claims Unfair Treatment.

"The Times seemed to stress the

fact that we first claimed the winning ticket came from the Rodgers' grocery store. This we at first believed, but afterwards learned that it was from the Dierks Lumber company. It was pretty hard to tell without looking into the matter very carefully just where the tickets did come from, and as soon as we found out definitely, we corrected our former statement. Only newspaper men are infallible, it would seem. Why play up these little things that have no bearing on the case in question? For effect, of course—some more of the 'consideration' that we were shown.

"The question has been asked, 'What would Sallows have done had Walker secured the majority of merchants on his petition?' Would he then have turned the car over to him? Frankly, I do not think he would. Had I received a majority of the signers, I am of the opinion that he would have further hedged by claiming that it would then have to be settled by the amount of tickets each merchant had purchased. If that wouldn't have saved the day, perhaps there would have been something else. There are many and devious ways of stalling on such things.

"At any rate, the people of Alliance are mighty apt to look askance at any future event of this nature, because there would be no certainty that the real winner would win anything, that is, if the contest was conducted with the same arbitrary method of rulings. As to this 'business man' question, I wish to direct your attention to a very able article on the subject published in the Public Forum of last Friday's Herald. Every living man who transacts business of any kind is a 'business man' in the literal sense of the word, but every living man is not a merchant. There is quite a difference in the technical meaning of the two words as applied in the generic sense. And perhaps more important than all, in its bearing on this particular case, is the fact that I hold the winning ticket, that number being 016151.

"In closing this article I wish to express my deep appreciation of the aid and assistance of many friends in Alliance, and especially of the stand taken by the twenty-four merchants who helped put on this contest and who fearlessly affixed their names to a petition stating that I was entitled to the car. Their kindness will never be forgotten.

"CALVIN D. WALKER."

BOB GRAHAM SAYS STOCK RATES TOO HIGH

(Continued from Page 1)

of the morning by the local live stock representatives. "The rates on the Burlington are lower to Omaha than they should be and lower as compared with the interstate rates to St. Joseph and Kansas City," Mr. Mahoney informed Examiner Disque. "However, there are some rates to Kansas City and St. Joseph that are lower than those to Omaha."

According to Mr. Mahoney there should be a readjustment of rates in Nebraska based on two questions:

1. Transportation expense.
 2. Distance to the four Missouri river markets.
- "These principles should be carried out in the establishing of a new rate without a discrimination against any of the four marketing points," he said. Following the testimony of Mr. Mahoney that the Burlington transported more livestock than any other railroad in the world, Harry Shackelford, attorney for the Omaha Live Stock Exchange, asked Mr. Mahoney:

"In view of the fact that the Burlington last year paid a dividend of 25 per cent and despite the fact that the Burlington railroad carries more livestock than any other road, it is still making a profit on its shipments of livestock, is it not?"

"The question of Shackelford also resulted from a statement by Mr. Mahoney that livestock shipments were not profitable as compared with other shipments and that the expense of handling this type of freight increased in proportion to the traffic density.

History of the Case.

The hearing is held before an examiner for the interstate commerce commission, assisted by Railway Commissioner Thorne Browne. Following Mr. Graham's testimony, it was agreed that his testimony should be considered representative of the shipper's side of the case.

In 1907, the state legislature passed the Aldrich bill, regulating interstate shipments. The bill discriminated against Kansas City, Sioux City and

St. Joseph livestock centers, and during the control of the railroads by the federal government, these markets asked that Burlington rates in Nebraska west of Aurora be raised. This was done, resulting in penalizing livestock shippers in western Nebraska from 6 to 10 cents per hundredweight. Thus, the rate from Antioch, 404 miles from Omaha, on the Burlington is 46 cents, while from Broadwater, on the Union Pacific to Omaha, a distance of about the same length, the rate is 37 1/2 cents. On an average carload of cattle, this will amount to from \$20 to \$24.

This difference in rate discriminated against the Burlington. In Grand Island and Central City, where two roads are represented, the Union Pacific got all the business. The Burlington stock yards in Central City are overgrown with weeds. The rate also resulted in larger shipments of livestock to Kansas City and other competing markets.

The Burlington traffic expert, Mr. Mahoney, not only asked that the rates be equalized, but that all roads be granted increases. The examiner will make a recommendation to the interstate commerce commission, which will render its decision later. Taking of testimony is still going on, although the remaining witnesses will present the roads' arguments for increased rates.

In a large measure the fate of the live stock industry in Nebraska is involved in the hearing which began yesterday at Omaha. The profits of this industry depend upon freight rates, and all of the rates from the entire state to Sioux City, Nebraska City, Omaha, St. Joseph and Kansas City are to be considered.

How It Started

This case is the result of a complaint filed by the St. Joseph livestock exchange against the Burlington in 1917, which alleged that the rates from points in Nebraska to St. Joseph were unreasonable as compared with rates to Omaha from the same points, and that St. Joseph was unduly prejudiced by rates which discriminated in favor of Omaha. In the decision of this case in April, 1919, the interstate commerce commission held that St. Joseph was suffering from unlawful discrimination in favor of Omaha, and that the same rates should be applied from points north and west of Aurora on the main line and the Ericson, Sargent, Burwell branches to Omaha, as were then in effect to St. Joseph for similar distances.

Cost Feeders \$200,000, Per Year

This produced a substantial increase in the livestock rates from these Burlington stations to Omaha, and resulted in increased freight charges estimated at about \$200,000 per annum. No change was made in the rates from nearby Union Pacific and Chicago & Northwestern stations to Omaha, and the livestock shippers at Burlington stations affected by the rate increase to Omaha have complained constantly to the Nebraska commission and to the interstate commerce commission as to this situation.

The state commission was powerless to change the rates to Omaha ordered by the interstate commerce commission, but it did ask for a rehearing of the St. Joseph case, and a rehearing was ordered by the interstate commerce commission, but never state commerce commission, but never state commerce commission made an order instituting an investigation of all livestock rates from every station in Nebraska to Sioux City, Omaha, Nebraska City, St. Joseph and Kansas City; to determine whether the rates in effect discriminated against interstate commerce and unduly favored shippers between Nebraska points and the Nebraska livestock markets at Omaha and Nebraska City.

The rate department of the Nebraska commission has been at work for months analyzing economic, operating and traffic data to be submitted to the interstate commerce commission with a view of assisting it in reaching a proper conclusion in this case. About one hundred and thirty exhibits have been prepared for submission in connection with the testimony of Rate Expert Little.

"We were not beaten in the field," writes General Ludendorff. The only reason that German armies did not receive a beating which they would acknowledge is that they quit before it could be administered.—New York Morning Telegraph.

The white man's real burden is his own cussedness.—Atchison Globe.

The more Conan Doyle writes about spiritualism the more we regret that he stopped writing detective stories.—Nashville Lumberman.

When the administration fires a democrat it grows remorseful and turns around and hires three republicans to fill the job.—Columbia Record.

When the farmers get all they ask from the government, they may come into the cities and spend some money.

When business is slow it is a good idea to get after it.—Newspaper Enterprise Association.

Saturday and Monday May 20 -:- May 22 Two Days Only

- \$1 Squibb's Liquid Petrolatum.....75c
- 25c Peroxide.....10c
- 35c Rocky Mountain Tea.....20c
- 25c DeWitt's Hand Lotion.....10c
- 25c Meritol Pure Castor Oil.....15c
- 50c A. D. S. Analgesic Balm.....30c
- 50c DeWitt's Kidney Pills.....30c
- \$1 DeWitt's Kidney Pills.....60c

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