

THE FRONTIER.

VOLUME XXXV.

O'NEILL, NEBRASKA, THURSDAY, MARCH 25, 1915.

NUMBER 41.

LOCAL MATTERS.

Albert Eppenbaugh was in the city Monday.

William Daily came up from Lincoln Monday.

The snow started to melt in nice shape Monday.

Mrs. O. O. Snyder went to Sioux City Thursday last.

Mose Campbell was down from Atkinson last Thursday.

O. F. Biglin was putting on a new roof on one of his buildings Tuesday.

C. E. Berger of Opportunity was in the city Tuesday with a load of hogs.

M. F. Harrington arrived in the city on the 5 o'clock train Sunday evening.

Gene Grenier's family, out near Mineola, are reported all ill with the measles.

Mrs. Nels Tuller of Atkinson was down to this city Monday, returning home Tuesday.

George Bowen has purchased the Baggage Transfer line in this city and took charge of same Monday.

Albert Palmer was up from Omaha visiting friends in the city for a few days the forepart of the week.

Mrs. Walter Grimes of Chambers was buried from the M. E. church of that town on Sunday, March 21.

Mrs. Geo. Bowen returned yesterday from a week's visit with her sister, Mrs. Herman Guse of Emmet.

Miss Dorothy Miller of Atkinson visited with her aunt, Miss Minnie Miller, in town Saturday and Sunday.

Mrs. Longstaff has received the sad intelligence of the death of the husband of her niece living at Broken Bow, Nebraska.

Charles Rebar of Bassett and Mrs. Margaret Purnell of Atkinson took out a marriage license Tuesday at the county judge's office.

The Shetland pony outfit given away by local merchants, went to little Roberta Brittel, daughter of Mr. and Mrs. Robert Brittel.

Councilman Joe Meredith was imparting the information, as he came down the street Tuesday morning, that there was a robin up in his yard singing.

Sam A. Arnold, our energetic landdryman, returned Sunday evening from Omaha where he was attending the state laundrymen's convention.

Senator John A. Robertson came up from Lincoln last Friday, returning to the state capitol Monday on the morning passenger which proved to be three hours late on account of snow.

Jake Beavers returned Monday evening from his western trip to the coast country. He says he took in both exhibitions, but was one day late to see the air man killed in San Francisco bay.

Assessor Tom Coyne is lining up the work in his office for the 1915 assessment. The precinct assessors will meet in O'Neill Monday for their supplies and instructions and the work of assessment of the county will start the 1st of April.

Monday evening the Rebeca Lodge gave a farewell party to Mrs. E. Roy Townsend and family. She was presented with a pin in remembrance of the occasion. They left last night on the 10 o'clock train for Upton, Wyoming, where they will make their future home on a ranch.

Wednesday afternoon at 2:30 at the German Lutheran church in this city was solemnized the marriage of Edward Ullerich of Crawford county, Iowa, and Miss Marie Knop of O'Neill. The groom is a brother of the pastor of the O'Neill church, Rev. William Ullerich, who officiated at the wedding.

Revival meetings have been held at the M. E. church all this week and will continue during next week. Rev. Bruce will be assisted by Rev. O. W. Rummell. Rev. B. H. Murton of Page, has been assisting the forepart of this week. Services commence at 7:30 in the evening and a cordial invitation is extended to all to attend these meetings.

Edward Meyers and Miss Lena Guse both of Emmet, were married in the Lutheran church in O'Neill on March 17, at 1:30 in the afternoon by Rev. Ulek. The wedding supper was prepared at the home of John Guse. Quite a few nice presents were received by the bride. These young folks will make their home with John Guse for the present.

The rotary snow shovel arrived over the Burlington about noon Monday and a freight train left for Sioux City shortly afterward. One locomotive with a push plow and a gang of men went out from this end of the line Sunday but didn't get as far as Page. They received word that the rotary was at Fremont so they ceased work and returned to this city.

Jethero Warner, better known as "Jack," through his attorney J. A. Donohoe, filed a suit in district court Tuesday against A. E. Virgin for \$1000 damages for injuries alleged to have been sustained while working for Virgin something like a year ago in a ditch. The petition was prepared and sworn to last August but has just been filed in the office of the clerk of the court.

In the 1915 Blue Book Dr. Geo. E. Condra, secretary of the Nebraska conservation and public welfare commission, says: "Nebraska's leading natural resource is her soil of which there are more than fifty kinds. They constitute a heritage of untold greatness. These soils are in three provinces known as the Loess, Sand Hill and High Plains regions. The loess soil area is estimated at more than 37,000 square miles, the richest, most productive soil in the world."

Lynch Journal: A letter from Jack Quig at O'Neill carries the information that he is trying to organize an all Holt County baseball league to consist of O'Neill, Atkinson, Dorsey, Emmet, Ewing, Stuart and no salaried players allowed. An all home team wanted. He is anxious to hear from Dorsey people on the subject. It would sure make a great league and they would be able to put up some classy playing for Holt county sure has some great players and Dorsey is not the slowest bunch in the lot either.

The provisions of the enlarged homestead act of February 9, 1909, commonly known as the 320-acre act, have been extended to apply to public lands in South Dakota. This law provides that the secretary of the interior may designate for 320 acre homesteads land that, in his opinion, is not susceptible of irrigation from any known source of water supply. Those who wish to avail themselves of the benefits of this new law should remember, however, that it is not yet in operation. All new land laws, before going into effect, are interpreted by the department of the interior and the secretary thereafter promulgates rules and regulations governing the operation of the new law.

Candidates to file for city offices since our last issue are J. F. Gallagher for reelection as treasurer, F. M. Ward for police judge, Clyde King for councilman in the First ward, M. H. McCarthy in the Second ward and J. H. Meredith, Third ward. Saturday is the last day for filing of petitions for candidates.

Justin Spindler of Norfolk was in town Thursday attending to business matters in county court.

SATURDAY APRIL 3

**I will give away Free of Charge one
Graphophone and 9x12 \$30 Rug**

There remains only a short time for you to have the opportunity of obtaining a number on either of these articles. Come in and take advantage of the means offered. Every \$5 purchase or \$5 paid on account entitles you to a number.

J. P. GALLAGHER

MOTORIST AT R. R. CROSSING

An Address to the Chicago Automobile Club, March 3, 1915, by E. M. Switzer, Supt. of Safety of the Burlington Railroad.

Motor-car owners are doing much to eliminate accidents. They are using time and influence to promote greater care on the part of drivers of cars. They have circulated literature and have spoken words of caution; and that these efforts are achieving results, there can be no question, for while the number of motor cars going into use is increasing by leaps and bounds, it does not appear that the number of accidents is growing in anything like equal ratio. Clearly, the campaign for safety is not in vain.

We hear a great deal about safety. We are urged to learn and observe the rules of the road, to drive carefully in crowded traffic, to go slow when passing other vehicles on a narrow pike, to be considerate of persons on foot and passengers getting on and off of street cars, to light our lamps at dusk, to sound the horn, etc., etc. But there is one warning, more important than any of these, which has not been called sharply enough to our attention: the warning placed by railroads at the intersections of their tracks with public highways at grade: "Danger! Look and Listen for the Cars." To look and listen at the railroad crossing is so evidently what ought to be done that further comment would be unnecessary, were it not that failure to take this obvious precaution results each year in death and injury to hundreds of drivers on the highways. Of all safety admonitions which should ever be in the minds of drivers, this one, the most neglected by automobile associations and safety associations, is the most important—Look and Listen at the Railroad Crossing!

What we read in the papers about accidents on grade crossings we sometimes notice the idea is conveyed that the cause of the accident was the danger of the crossing. All railroad crossings at grade are dangerous—to the man who takes chances. But it would have been impossible to build our railroads and develop our country without crossings at grade, and although the costly work of grade separation is now being carried on year by year at increasing numbers of crossings, there still remain thousands of places where it is necessary to run trains at high speed across public highways at grade. Danger to the driver on the highway may be minimized, and indeed entirely eliminated by the use of ordinary caution and common sense and a realization that here is the place where foolhardy acts must not be committed.

Neither the railroad company nor the highway nor the highway traveler owns the crossing. In neither is ownership vested, but each has an equal right to it. The driver who observes the swift approach of a train knows that the engineer, in the very nature of things, will pass over the crossing without stopping, while the engineer takes it for granted that the driver of the vehicle will look for a safe opportunity to cross. It needs no argument to convince any fair-minded person that it is the business of the driver to watch out for the engine.

The carelessness of drivers is the cause of almost every automobile accident on railroad crossings. Selecting any number of these accidents at random we find that twenty-five per cent can be explained only by saying that the drivers do not look or listen, evidently paying no attention to where they are going. About fifteen per cent are due to drivers showing such faulty judgment that they fail to stop before the road is clear and actually run into the side of the train. Twenty per cent happen because of throttling down on "high" to such slow speed that at the crucial moment the motor stalls on the railroad track; these accidents would not happen if gears were shifted to "intermediate" before venturing across. Ten to twelve per cent are due to deliberately disregarding the warning of crossing flagmen. In fifteen per cent of the cases the drivers see the train coming and try to beat it to the crossing, with disastrous results. Five per cent are the result of trying to cross after the crossing gates have been lowered, incredible though such recklessness may be. The remaining five to ten per

A Word of Appreciation.

To Editor of The Frontier: Perhaps a word of praise ought to be given to H. H. Shaw for his braving the snow storm Saturday afternoon to Chambers. It reminded me at times of the big snow storms of past years. In about twenty years driving this was the worst of all my driving. We at times could not see our team. Many times we could not see the horses heads. We plunged through drifts as high as the heads of the team. But with bravery and courage did both the driver and his steady team of black beauties tunnel through only to see snow filling the bridge to the top of the horses heads, reminding us of the white caps on a billowy sea. When you have to breast the snow storms around O'Neill you will make no mistake in securing this driver and the black beauties. Safety first.

REV. AHRENDTS.

Loretta, Neb.

cent happen from various other causes it will prove instructive to consider a few examples.

Failing to Look and Listen: A young man and his wife, with their two children, started for town in their motor. After going a mile, they came to a railroad crossing. A witness states that they were chatting together, the man frequently looking back to speak to his wife. They failed to look and listen when they reached the crossing, and were struck by a swift moving passenger train. All four were instantly killed. You have heard of other cases just as bad—quit as sad as this. But reflecting upon this accident, what does it mean but the wiping out of an entire family? This man was a good business man—so far, fairly successful. And mind you, his success was due to shrewd handling of business chances. Is it not sad to reflect that he threw away his most valuable possessions—his life and the lives of those most dear to him?

Ran Into Train: A switch engine was shoving a box car over crossing, with switchman riding end of car. A motor car containing two men drove rapidly toward the crossing, regardless of the shouts of the switchman, and struck the end of the box car. The auto, badly demolished, was thrown against the freight house platform. Both men were seriously hurt and had to be removed to the hospital. The men's actions, coupled with the fact that they had a quantity of liquor in their possession, indicated they had been drinking.

Stalled on Crossing: One of the terrible accidents of this class was responsible for the death of a retired farmer and his wife. This couple had reached the age when they felt that prosperous circumstances justified them in giving up hard work and settling down to enjoyment of the fruits of their labor. A home in town was purchased, and also a good motor car. While this ex-farmer was still an inexperienced driver, they went for a ride one day, following a highway that ran parallel with the railroad. A freight train approached, running in the same direction they were moving. At a certain point, the highway makes a turn and crosses the tracks at right angles. At the turn, the motor was throttled down and almost stopped. The engineer thought the driver was stopping to let the train go by. But no, suddenly the machine lurched forward. The front wheels went over the rails—and stopped. Evidently in trying to reverse, the driver "killed" the engine, as so frequently happens—probably he became confused and forgot to shift his gears. The train was now only one hundred feet away and rushing upon them. A moment more and both man and wife were dead. These people lived a life of self-denial in preparation for a future which now cannot be realized.

Disregarded Flagman's Warning: A doctor, his wife, and two other persons, their guests, approached a crossing located in one of our smaller cities. A passenger train was coming, and they could hear the shrill sound of the whistle at another crossing. The crossing watchman, stationed near the sidewalk, shouted a warning, and also waved his flag, thus calling attention in two different ways to the danger. But all to no purpose, for the driver

(Continued on page four.)

August Schrier, living twenty miles south, was up the fore part of the week, and took out to feed the balance of the season a bunch of "hay hook" brand steers. They worked them across through the snow and slush Wednesday.

The roads being in bad condition products from the country are not moving to market rapidly. Some hogs, hay and wheat are brought in right along but in no great quantities. Hay Thursday was worth \$10 per ton, hogs \$5.90 per hundred and wheat \$1.42 per bushel.

Arthur Barnes, living near Emmet, was in town Thursday and called on business. Mr. Barnes had a sale for the settlement of an estate on March 11 which he says was well attended and things sold readily at good prices. Mr. Barnes and his brother will remain on the farm.

J. L. Quig went to Omaha Wednesday.

F. J. Dishner went to Norfolk Wednesday.

C. P. Rhodes had business at Atkinson Wednesday.

Neil McEvony came down from Newport Wednesday.

County Attorney W. K. Hodgkin had business at Atkinson Wednesday.

Dr. J. P. Gilligan was a Northwestern passenger for Omaha Wednesday.

Mayor T. V. Golden arrived in the city Sunday from Lincoln, where he has been spending the winter with his family.

Miss Mayme Meyers, the efficient bookkeeper at J. P. Gallagher's store, departed Wednesday for a short visit at Clinton, Iowa, her former home.

Auto Races.

Automobile races will be special features of the state fair September 10 and 11. There will be no horse races on Friday, September 10, as the track will be given over to the automobile speeders.

Notice to the Public.

On and after the First of April all meat will be cash.

39-3pd. City Meat Market.

City Finances.

The following report of the city finances, prepared by City Clerk Hammond, is for the ten months from May 1, 1914, to March 1, 1915:

Balance on hand May 1....	\$ 1,640.07
RESEIPTS	
County treasurer.....	\$ 2,609.00
Saloon licenses.....	7,500.00
Water rents.....	2,410.40
City scales.....	201.05
Pool hall licenses.....	180.00
Police judge.....	28.00
Miscellaneous.....	482.87
Total.....	\$15,051.39

DISBURSEMENTS

Street Crossing.....	\$ 230.77
Culverts.....	32.60
Water meters.....	213.50
New pump and motors.....	2,201.80
School district No. 7.....	2,500.00
Street grading.....	955.00
Water main extension.....	2,607.25
Salaries.....	1,374.10
Water pumping and street lights.....	2,604.83
Street work.....	248.10
Miscellaneous.....	675.85
Total.....	\$13,643.80
Balance on hand.....	\$ 1,407.59

Rev. Ahrendts came up from Loretta, Neb., last Friday, and Saturday went out to Chambers through the March blizzard to preach the funeral sermon there Sunday over the remains of Mrs. W. S. Grimes. Rev. Mr. Ahrendts formerly resided at Chambers.

A runaway team broke down the "look out for the cars" sign at the Northwestern railroad crossing when they struck the heavy cedar post square with the wagon tongue. The post snapped off squarely at the ground and the team and wagon passed on.

Dr. Carr of Atkinson was in the city Thursday.

Everybody's Sale

At P. D. Mullen's Barn, 1 block west of the First National Bank, in O'Neill, Neb., commencing at 2 o'clock sharp, on

Saturday, April 3, 1915

- 14 HEAD OF HORSES AND MULES**
 1 team of gray mares, 6 years old, weight 2900, well matched
 1 team black mares, 4 years old, weight 2800, well broke
 1 gray mare, 10 years old, weight 1100
 1 black mare, 6 years old, weight 1350
 1 span of mules, 4 years old, weight 2100, well broke
 1 span of yearling mare mules, coming 2 years old
 1 gray gelding, 12 years old, weight 1200
 3 bay horses, weight 1100, from 4 to 8 years old

- 70 HEAD OF CATTLE**
 21 head of cows
 12 head of 3-year-old steers
 10 head of 2-year-old steers
 1 2-year-old heifer
 18 head of yearling steers
 3 head of fall calves
 1 2-year-old Shorthorn bull
 1 2-year-old Hereford bull
 1 3-year-old Galloway bull
 1 2-year-old Shorthorn bull
 1 2-year-old Polled Angus bull

- MACHINERY**
 1 spring wagon
 1 riding cultivator, nearly new
 3 sets double work harness, 2 light and 1 heavy
 2 set heavy harness
 1 wide tire wagon
 2 disc
 1 18-inch walking plow

TERMS—Made known on day of sale.

JAS. MOORE, Mgr.

Jas. Moore Auct. J. F. Gallagher, Clerk

If you have anything to sell and have not been able to list it with me, bring same in sale day and it will be sold.

Home - Made Candy

Is best for Children and Grownups, too

SPECIAL SALE

Our Own Make Candy

At the Bakery Saturday

Although Flour is \$8.00 per barrel we are still selling bread at 5c and 10c. You can't afford to do the baking drugery at home.

TRY OUR COTTAGE LOAF

McMILLAN & MARKEY