

OMAHA JUNK HELPS BUILD SHIPS

VIEW OF ALPIRN'S YARDS ON RIVER FRONT WHERE MILLIONS IN JUNK IS RECLAIMED



OMAHA MAN STARTS WITH CAPITAL OF FIFTY CENTS AND HAS MILLION DOLLAR INDUSTRY

A. B. Alpirn, Young Russian Emigrant, Builds Up a Business Here Which Has Reached Immense Proportions, and Is Helping to Win the War by Providing Metal for Shipbuilders.

JOHN H. KEARNES.
Twenty years ago, a young man, fresh from the ghettos of Russia, who could hardly speak the English language, worked for half a day in Omaha for a junk dealer.

He received 50 cents as compensation for his half day's work, and with the money as capital, and a gunny sack as warehouse, he started in business for himself.

Today that man employs over 80 men, buys scrap iron by the hundred thousands dollars worth, utilizes blocks of city ground for warehouse, factory and yardage space, and in the course of the year does a gross business in scrap iron alone of \$2,000,000, and in manufacturing and metal reclamation another \$1,000,000.

He furnishes the scrap steel and skinned iron for a score of factories, and in his yards at Fourth and Leavenworth streets, and Seventh and Douglas streets, one can see in reality the beating of the plowshares and pruning hooks into the implements of war, for reapers, plows and cultivators and threshing machines are broken up and are shipped to the Pacific coast shipbuilding plants where they are cast into armor plates to sheathe vessels of war against the torpedo and shot of enemy ships.

Scrap Iron Master.
A. B. Alpirn is the young Russian emigrant who has become the scrap iron master of the Trans-mississippi valley. He is known to all of the iron masters of the continent and to the presidents and general managers of big railroad corporations as a business man of high standing.

He is the young man who started with a capital of 50 cents and a gunny sack, who, while he wearily sought customers in summer heat and winter blasts, dreamed of the time he would own a horse and wagon, then a yard, and larger things so colossal that they were vague visions of the imagination. And all have come true.

Steel. There are two marketable grades, mixed and "skinned" iron. Operates in Montana.

Railroad companies such as the Burlington and Union Pacific seek Mr. Alpirn as a buyer of their worn out iron and steel. One of his business transactions was a recent purchase of a mountain of steel and iron machines and implements, the accumulations of years of discard of the Butte-Anaconda Mining company. He paid \$100,000 for the scrap iron.

Other men go over the piles of metal and other articles of metal which can be salvaged. All such stuff as can be used finds a ready market, the demand being many times greater than the supply, owing to the curtailment of factory output because of war conditions.

Galvanized iron, which, previous to the war was so cheap that it could not be marketed, can now be handled here and shipped to the east at a good profit.

Steel from the yards of the Alpirn concern, salvaged from the farm yards and country towns of the agricultural belt, is shipped to the shipyards at Seattle where it is converted into ships of war and commerce. So important is the local industry considered by Uncle Sam that the carloads of scrap iron shipped out of Omaha are given the right-of-way over other more aristocratic freight and because of being used in war emergencies travel on schedules formerly the prerogative of the trans-continental trains de luxe.

War Forces Business.
It has been due to the feverish industry of the junk and scrap iron dealers all over the country that the shipbuilding industry of the nation has been kept in running shape, because if they had to depend on the raw iron product of the mines the industry would have fallen down long before. The salvage of iron all over the country is a great conservation move.

bearings, tinfoil, chinese tin, and lead and solder foils to St. Louis and Chicago, there to be manufactured and sent back to Omaha to be sold.

He realized at once an opportunity to establish a manufacturing business at this point which would save the freights both ways and put Omaha in a position to more than successfully compete with both of those cities. This was in 1914, at the outbreak of the war. He organized his company of himself, his son-in-law, Mr. Feder, and a trusted employe, Mr. Farwell. The smelting and refining plant was put in, the equipment at the start being housed in a building 30x40. The business grew by leaps and bounds.

Today the firm is manufacturer of babbit, solder, type metal, and a jobber of spelter, antimony, blood tin and basic metals, with a trade territory covering every state in the union and a volume of business approximating \$1,000,000 a year.

Tin at Low Price.
The conditions brought about by the war showed the wisdom of Mr. Alpirn's foresight in establishing this business. At the time the smelter and refining plant was established, tin had sunk to the lowest price in its history when in October, 1914, it was quoted at 28 3/4 cents per pound, compared with normal price of 40 cents per pound.

Since the Dutch embargo on tin, the great supply of this country having come from the Dutch colonies of Batavia and Java, the price has jumped to \$1.10. The local plant of the company is reclaiming tin and is performing a very valuable economic service for this country.

Ten tons of tinfoil is worked up every month in materials that mean the reclamation of tin. This stuff is shipped here from Maine to California and from Minnesota to Mexico. The manufactured product is marketed all over the United States. The concern is able to manufacture and market all of its products at a smaller cost in every item than the competing points of Chicago and St. Louis.



A. B. ALPIRN.

business. From the time he started out with 50 cents in his pocket to the present, with millions for working capital, he has stood for all that is honorable in his dealing with his fellows. It was this quality in him that made him sought for by railroad presidents, general managers, and iron masters in their business dealings.

In private life Mr. Alpirn is a modest and retiring man, and while he must naturally be proud of his achievements he is rather reticent about them.

He is one of the pioneers of wealth conservation and reclamation in the middle west and because of his breadth of view, his mastery of detail and his great energy and executive capacity, he has put Omaha on the map as a producing center of materials now very much needed in the war industries of the nation.

Grading on the Blue Grass road in Mills county, Iowa, is finished and the road again is in good condition. One of the best Iowa roads is the Pioneer Trail between Council Bluffs and Corning. This road is marked with a red Indian head. About two miles east of the School for the Deaf, Council Bluffs, the Pioneer jogs off to the northeast, leaving the Blue Grass, which runs south to Glenwood. This is a splendid week-end trip.

Touring is on in full, cars from eight different states being parked in front of the club room one day last week.

Sky Gazers at Florence Field Have Gay Time With Tom Johnson's Cherries

Tom Johnson lives on Thirty-third street at the very pinnacle of the area of country which overlooks Florence field, from which seven to nine of the army balloons daily make flights. Johnson is the owner of an area of land that adjoins the flying field and consequently his possessions are favorite haunts for the hundreds of persons who journey out to Fort Omaha to watch the army balloonists.

Johnson is a good sort and he really enjoys the company and the visits. The club is working 365 days a year in the interest of the individual motorist. The club's work is your protection in every phase of motoring.

During the recent flooding rains in Iowa, tourists learned what "detour" means as nearly every route had a washed-out section which, necessitated leaving the original route. Parties starting on the White Pole at Davenport had to jog north to the River-to-River, then back to the White Pole, back a few miles to the Black Diamond, and so on, clear to Des Moines. Des Moines to Omaha was O. K.

"I want to thank the club for cleaning out the kid gang of bottle-breakers on our street," remarked a non-member of the club, secretary last week. Out North Seventeenth there was a bunch of kids who took delight in smashing pop and milk bottles on the paving. The club took the matter up and put an effectual stop to it.

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A large touring party from Canada is to come south to tour the United States, Nebraska being one of the states they will visit. The club recently sent them a bunch of maps.

Join the club and co-operate with 1,300 motorists for good roads, more highway signs, better laws, better city ordinances, needed traffic regulations, justice in auto theft cases and every other topic in which you, the individual, are interested. If you have not been interested, it's time you were showing this spirit.

Two Million Fewer Babies Are Born in Germany

London, June 15.—The first three years of war reduced by over two million the number of babies who would have been born in Germany had peace prevailed, says a report of the British Local Government Board.

Some 40 percent fewer German babies were born in 1916 than in 1913. The infant death rate, which rose to an abnormal height for a time after the outbreak of war, appears to have gradually returned to the pre-war rate. The food difficulties have not led to an excessive number of babies dying, at least up till the end of 1916. In the towns where the food shortage was most acute, the death rate tended to fall.

Zigzagging Ships Are Hard for Enemy to Hit

London, June 15.—British submarine commanders attest the value, from their own experience in trailing enemy warships, of the zigzagging tactics used by allied shipping in dodging U-boats. All agree that an irregular course, coupled with speed, makes a fleeing vessel a difficult target.

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WHAT'S DOING AT AUTO CLUB

Auto Travel to West to Be Heavy This Year.
By S. E. SMYTHE.
Yellowstone park opens to the public the 25th of this month and from present indications the travel to the mountain playgrounds will be heavier this year, despite the war, than in any previous year. There are approximately 155 miles of good circuit roads in the Park. How to get there by auto Lincoln highway to Cheyenne, and then north over the Yellowstone highway; O.-L.-D. to Greeley and then north to Cheyenne and over the Yellowstone, or north to Sioux City and west over the George Washington National highway through the scenic bad land of South Dakota. Park regulations this year are greatly modified. Every convenience is offered the tourist.

The club has taken up the matter of putting a stop to the practice of allowing minors to drive automobiles. There are quite a few boys and girls under 16 who are seen every day at the wheel of large, heavy cars. In cases of emergency, where quick thinking and strength is required there is sure to be an accident of serious consequences with a heavy car in the hands of minors. The secretary of the club recently was told of a little girl driving a large car, the pedals being so far out of her reach that she had to hang on the edge of the seat to reach them.

A special low rate of \$8.50 is offered the Omaha motoring public to join the Omaha Automobile club and help in the big, public-spirited work the organization is doing. "With this rate we should have at least 2,000 members," remarks President W. B. Check.

Collie Dog Star Disciple of Isaak Walton; Catches Two-Pound Bass at Carter
It is easy enough to teach a dog to suck eggs or catch chickens, but when it comes to teaching one to fish and actually land the fish, that's another matter. This feat, however, has been accomplished by B. G. Walker, who lives on Kansas avenue, just south of Miller park.

Ford Owners Have Edge On Rest of Us This Week

Every owner or driver of a Ford car or truck, their families and friends, if the Ford will hold them all, will be admitted free to new Krug park Friday of this week.

Tickets are being given away at the Ford plant, Sixteenth and Cumming streets, and all Ford agencies and branches in the city.

Arrangements have been made for the parking of every car within the park, where they can be guarded by attendants, thus doing away with danger of theft.

No Rest for Ministers of Omaha These Hot Days; It's War or Wheat Fields

Omaha ministers have adopted the slogans, "Back to the Farm," and "All Aboard for France," judging by their plans for the vacation weeks. Some have not yet made any definite arrangements as to the summer, but of those who have few seem to have made much provision for rest.

John Calvert of the Benson Methodist church has already gone to Europe as a Young Men's Christian association secretary, his place being taken in his absence by Garrett Jensen. J. H. Stitt of the McCabe Methodist church leaves for France on June 28. His pulpit will be supplied until September, when a regular pastor will be appointed for the remainder of the time. Charles E. Cobey of the First Christian church is leaving for France August 1, to be gone six months. His church will be kept open, but no regular minister appointed. Russell E. Waitt of the Oak street Methodist church is leaving for a Great Lakes training station to enter the service as a yeoman. There are a number of Omaha ministers who have applications in for Young Men's Christian association secretarial work.

two sons own a large farm. He goes there every summer.

In August A. F. Ernst of the Lowe Avenue Presbyterian church will leave for his old home in Illinois, where his relatives own three farms. C. W. Swihart of Grace Evangelical Lutheran church will give up his usual long, restful vacation. He is holding himself in readiness to respond to any call that may come to him, either in France, the harvest fields or elsewhere that men are needed. Carl Worden of St. Matthias Episcopal church will go to Michigan to work on a farm belonging to his brother-in-law, R. H. Chenoweth of the Jennings Methodist church has a war garden to which he will devote his time instead of going away for his usual vacation.

Many of the Omaha ministers are in demand for lecturing, teaching or conducting services in other localities in the summer. J. Frank Young of Westminster Presbyterian church will leave in July for Green Bay, Wis., where he will attend a wedding. From there he goes to Buffalo, Minn., to conduct vesper services for two weeks. W. H. Spence of the Hanscom Park Methodist church will spend July at Lake Okoboji, where he will have supervision of the Epworth League training school there.

J. E. Flockhart of St. Andrew's Episcopal church will go to South Dakota, where his father has charge of the Yankton Indian reservation. Thus Lowe of the First Methodist church, having only recently returned from France and having been speaking in Omaha and through the state almost constantly ever since, feels that he needs a real vacation. With his family, he will take an over-land automobile trip to Pennsylvania, making frequent stops, starting August 1 and being gone about six weeks.