

**Ordinance No. 200**  
An ordinance providing for the construction of street curbing in the City of Alliance, Nebraska, prescribing the method for compelling the construction of same and assessing the cost thereof against the lots and parcels of land improved thereby, and providing the method of constructing said street curbing.

**BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ALLIANCE, NEBRASKA:**

**SECTION I.** That all street curbing hereafter constructed within the City of Alliance, Nebraska, shall be constructed under the direction of the Committee of the City Council on streets and alleys and under such rules and regulations not inconsistent with the terms of this ordinance as the City Council may from time to time adopt.

**SECTION II.** Whenever hereafter it may deem such action expedient the City Council may by resolution require street curbing to be constructed in accordance with the provisions of this ordinance at and along both sides of all the streets and avenues or parts thereof embraced in any duly created "street improvement district" of said city and abutting on and adjacent to all the lots and parcels of land within said district. Said resolution shall be substantially in the following form.

**"BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ALLIANCE, NEBRASKA,** that street curbing be within thirty days from the publication of this resolution constructed at and along both sides of all the streets and avenues or parts thereof embraced within "street improvement district" number . . . of said City and abutting on and adjacent to the following lots and parcels of land, to-wit, . . . . . Said street curbing is to be laid in accordance with the provisions of Ordinance No. . . . of said City and under the regulation of the Committee of the City Council on streets and alleys." Provided however, that unless three-fifths of the resident owners of the property subject to assessment for such street curbing petition the City Council to order the construction of same, such street curbing shall not be ordered constructed until three-fourths of all the members of the City Council shall by vote assent to the passage of said resolution.

**SECTION III.** No street curbing shall be ordered to be constructed in places where street curbing has previously been laid in accordance with the provisions of this ordinance. Resident owners of lots or parcels of land abutting on or adjacent to which street curbing has previously been laid in accordance with the provisions of this ordinance shall however be lawful signers of the petition provided for in Section 2 of this ordinance.

**SECTION IV.** The City Clerk shall cause a copy of said resolution to be published in the official paper of the City for four consecutive weeks and the publisher of such paper or his agent shall file with said Clerk an affidavit of the publication of said resolution as soon as the publication herein required is completed. Such publication shall be deemed good and sufficient notice to the owners of the property abutting on or adjacent to which street curbing is to be constructed. The affidavit of publication herein provided for shall be prima facie evidence of the publication herein required and shall be carefully preserved and made a part of the records of the city.

**SECTION V.** All street curbing ordered to be constructed in accordance with the provisions of this ordinance shall be so constructed within thirty days after the completed publication as above required. If after the expiration of thirty days from the completed publication of said resolution, the street curbing ordered to be constructed be not constructed in accordance with the provisions of this ordinance, the committee of the City Council on streets and alleys shall cause the said street curbing to be constructed without unnecessary delay, and said committee shall report the same to the City Council at the first regular meeting thereafter to be dealt with according to law. Such work shall be let to the person or persons who have agreed with the Council to perform said work and furnish all necessary material therefor in pursuance of and according to the provisions of

Section 7 of Ordinance No. 126 of the City of Alliance, Nebraska.

**SECTION VI.** The Committee of the City Council on streets and alleys shall certify to the said Council all street curbing constructed and the cost of same against each lot or parcel of ground abutting on or adjacent to which said street curbing is constructed and such other facts as may be necessary to enable the City Council to make the proper levy. Also that said street curbing has been by them accepted or what action they have taken in the matter and whenever practicable the said Committee shall cause the owner or owners of lots or parcels of land abutting on or adjacent to which said street curbing is ordered constructed to be notified of the order made in respect thereto and that they will be held responsible for all damages thereafter that may arise by reason of their failure or neglect to construct said street and curbing as is by law provided.

**SECTION VII.** The City Clerk shall keep a record of all street curbing constructed by the City, which shall contain the date the same was ordered constructed, the time within which it is to be constructed, the names of the streets and avenues, and parts of same on and along which and the description of the lots or parcels of land abutting on or adjacent to which said curbing is ordered to be constructed and constructed. Also the name of the owner of each lot or parcel of land, the name of the contractor, the date of such contract, the date of inspection and of acceptance of the work with proper space or columns for number of feet, rate per foot, charges for advertising and inspection, and for total of all costs and expenses made against any lot or parcel of land and such other details as may seem necessary.

**SECTION VIII.** The City Engineer shall at the request of said Committee furnish or cause to be furnished lines and grades for said street curbing by setting suitable stakes.

**SECTION IX.** The cost of construction of such street curbing shall be levied upon the lot or parcels of land abutting on or adjacent to which said street curbing is constructed, by resolution, which resolution shall specify the street and avenue or parts of same upon which such street curbing has been constructed, and the amount of street curbing constructed abutting on or adjacent to each particular lot or parcel of land. Such assessment shall be made by the Council at a special meeting by resolution fixing the value of the lots assessed, taking into account the benefits derived or injuries sustained in consequence of such improvement and the amount charged against same, which with the vote thereon by yeas and nays shall be spread upon the minutes. Corner lots and parcels of land shall be charged with the cost of so much additional street and curbing as shall be constructed at the street intersections and opposite the intersection of sidewalks abutting the frontage of said lots or parcels of land. Notice of the time of holding such meeting and the purpose for which it is to be held shall be published in the official paper published and of general circulation in said City at least four weeks before the same shall be held, or in lieu thereof, personal service may be made upon the person owning the lot or parcel of land to be so assessed. All such assessments shall be known as special assessments for street improvement and shall be levied and collected as a separate tax in addition to the tax for general purposes, to be placed upon the tax roll for collection subject to the same penalty and collected in like manner as are other city taxes. Whenever any such special tax is levied the City Clerk shall forthwith deliver the certified copy of such resolution to the City Treasurer who shall proceed to collect the said tax by law as is in such cases made and provided.

**SECTION X.** All street curbing hereafter constructed in the City of Alliance, Nebraska, shall be constructed with its upper surface upon the grade established by ordinance of said City and with its outer surface upon the curb line as established by ordinance of said city. Said street curbing shall be fifteen inches in height and six inches in width and shall be constructed in the following manner: All loose dirt shall first be removed and the ground thoroughly tamped. There shall then be

laid a three inch base of cinders or coarse sand, which base shall be thoroughly tamped. The curbing proper shall be constructed from a mixture of one part Portland cement, three parts screened river sand, and two parts of coarse gravel, to be thoroughly mixed while dry. After being thoroughly mixed wet it shall be put in place, thoroughly tamped and the upper surface of the curbing rendered smooth. The outer upper edge of the curbing shall be slightly rounded. The curbing shall be marked at intervals of four feet and a three-fourths inch extension joint shall be allowed for each three hundred feet of curbing.

**SECTION XI.** In constructing the street curbing at the street intersections opposite the side-walk intersections the line upon which the outer surface of said curbing shall be laid shall be determined as follows: the distance from the outer side-walk line to the official curb line on each of the intersecting streets shall be determined and the shorter distance shall be subtracted from the longer. The curb line on the side of said intersection where the curb line is nearest the outer side-walk line shall be prolonged on the official curb line a distance equal to that difference and a line shall be drawn from that point at right angles to said official curb line to intersect the outer side-walk line. Using that point of intersection as a center and the distance between the curb line and the outer side-walk line on the side of the intersection where said distance is shorter as a radius, one-fourth of the arc of a circle shall be described to connect the two official curb lines.

This ordinance shall be in effect from and after its passage, approval and publication, according to law. Passed and approved this 4th day of August, 1914.

First reading August 4, 1914.  
Second reading August 4, 1914.  
Third reading August 4, 1914.  
A. D. RODGERS, Mayor.  
Attest: GEO. F. SNYDER, City Clerk.  
(SEAL) 35-21-478-3874

**THE PRICE OF GLORY**  
From Omaha Daily News:  
Let us consider the Servian man and his wife.

Soon he'll march off with the army to fight for his fatherland, quite sure to bleed, perhaps to die. Don't imagine he knows the reasons why. What he knows is that there's been a "call to the colors," which means off he must go.

At first there'll be so much "rah-rah" to it that he'll probably march with pride and maybe swagger a bit when the officers aren't looking.

Pretty soon, though, his feet will get sore, his legs will ache and hunger and thirst will gnaw his vitals. If he escapes the bayonets and bullets there'll be the fever; so that, any way you look at it, if he gets back at all, it's ten to one he'll be the merest wreck and shadow of the fine, upstanding, happy-go-lucky chap who started. He and thousands like him. And all for what?

At that his fate is preferable to his wife's. For her the long-drawn agony of lonely waiting, the nerve-racking dread, and maddening sus-

pense. Then, any day the enemy may come and burn her humble home, seize as plunder the little she has to sustain her while her man is away, scare if not murder her children—yes, and that's not all or even the worst.

Of such is the "GLORY" of war!

**IMPORTANT NOTICE**  
Any person or persons plowing, dragging or in anywise defacing the roads or highways of Box Butte county either before or after they have been graded, without the express permission of the county commissioners, will be prosecuted according to law.

County Commissioners of Box Butte County.  
35-41-3876

**STAND BY YOUR CITY**

The growth of a town depends very much upon the character of the people who make up its population. This may seem so self evident a truth as not to need any mention, but we wish to call attention to one class of people who work much injury to their town. We refer to the grumblers who run down their own place as a business point and think every village has a better opening. The men who refuse to stand by their city are few in number, and their influence is a bad one. If a stranger comes along to invest in some business he is told by those by those croakers that the place is no good, and if they could get away themselves they would do it. "Why," they will say, "real estate is no more valuable than it was five years ago, and many places go begging for buyers. Farm property is about worthless and there seems little hope for the future of this city. Such talk is enough to discourage the most enthusiastic investor and drive him away.

There are but few cities which have no representation of this class of croakers. They mean no harm and no doubt would like to see their places advance, but they cannot see that they themselves are the barnacles which prohibit any progressive movement. Stand by your city and sound its praises if you would see it grow. Encourage investments and competition, for by them will improvements come.

If there is one better way than another to ruin a town, it is for those who live in it go about apologizing for its existence. There are some who are always ready to say, by their actions at least, that this place don't amount to much. They will tell you that the town is dead; that no one would think of stopping here; that some town adjacent is more respectable, more enterprising, has better people, better enjoyments, is ahead of us in everything.

This is all wrong. Even if it be true no one should admit it, when it comes to making. Every good citizen of this town should take a special local pride in all that pertains to home. The schools, the amusements, the business, pleasures, the picnics, the celebrations, in fact everything should be looked upon by our own people as just as good as can be gotten up elsewhere. The town that says, "Oh, I don't think it

# CATTLEMEN ATTENTION

When you ship your cattle this fall insure yourself of a good sale by shipping them to

## Allen Dudley & Company

Live Stock Commission Merchants

So. Omaha, Nebraska

No shipment too large—No Shipment too small but what we can give it our very best care and attention. If you are in need of any kind of market reports write us.

Stock Yards National Bank  
So. Omaha, Nebr.

References

Alliance National Bank  
Alliance, Nebr.

will amount to much," is never of much force. If you have no local pride, borrow some.

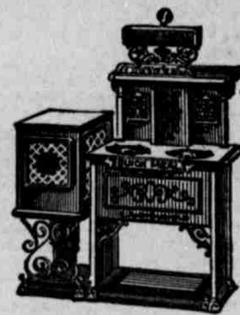
### ESTIMATE OF EXPENSES

At the regular adjourned meeting of the city council of the city of Alliance, Nebr., held June 15, 1914, the following estimate of the expenses of said city for the municipal year ending the first Tuesday in May, 1915, was made:

bonds . . . . .	1,000
Interest on sewer bonds . . .	1,000
Interest on lighting bonds . .	1,000
Interest on light extension bonds . . . . .	1,000
Sewer maintenance . . . . .	1,500
Interest on City Hall bonds . .	480
Interest on City Park bonds . .	250
Total . . . . .	\$30,630

The total estimate of said city for the previous fiscal year was \$30,630. The revenue of the city derived from taxation for the previous fiscal year was \$11,475. The total estimated revenues of said city during the previous fiscal year was \$28,651.41.  
34-21-472-3859  
GEO. F. SNYDER, City Clerk.  
June 15, 1914.

It's Cool in the Kitchen  
When You Use a  
**Quick Meal**



Gasoline or Oil Stove

No smoke, No smell, No worry  
and everything is all right

All sizes, from \$3.00 to \$36.00

**Newberry's Hardware Co.**

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Profits

# FORD

—THE UNIVERSAL CAR—

Lower Prices on Ford  
Cars

Effective from August 1, 1914, to August 1, 1915, and guaranteed against any reduction during that time:

TOURING CAR \$490 RUNABOUT \$440 TOWN CAR \$600

F. O. B. Detroit, all cars fully equipped.—(In the United States of America only)

Further, we will be able to obtain the maximum efficiency in our factory production, and the minimum cost in our purchasing and sales departments if we can reach an output of 300,000 cars between the above dates

And should we reach this production, we agree to pay as the buyer's share from \$40 to \$60 per car (on or about August 1, 1915) to every retail buyer who purchases a new Ford car between August 1, 1914, and August 1, 1915

For further particulars regarding these low prices and profit-sharing plan, see the nearest Ford Branch or Dealer.

FORD MOTOR COMPANY

**KEELER--COURSEY CO., Agents, Alliance, Nebr.**