

# TRACK AND TRAIN

Engineer Houston on the 2038 came through from Ravenna Monday.

Mrs. M. E. Johnson is entertaining a sister from Hot Springs.

Switchman John Decious is again on duty after a siege of la grippe.

Fireman J. S. Montgomery has been off several days on account of sickness.

Fireman Sitzman, night man on the goat, has been taking a short vacation.

Conductor Tom Campbell and crew made a trip on the high line Monday.

Engineer George Hicks of Ravenna was in Alliance last Saturday looking after his property which he has rented.

Roy Burns, night caller for the trainmen, is again able to work, though he is carrying his arm in a sling.

On Wednesday morning No. 42 was two hours late owing to late connections with the N. P.

Engineer Tom Rowland, who has been on the sick list, reported for work Monday.

Mrs. J. W. Connors has had almost a month of serious illness with la grippe. She is slowly improving.

The B. of R. T. held a special meeting Tuesday afternoon at which several new members were initiated.

Mrs. Fred Allen returned from Ravenna Monday. She had been visiting at the Hicks and Jacobs homes.

Mrs. Ed Strand and little son came in on No. 43 Monday. They have been visiting relatives in Exeter, Nebr.

Engineer Bales and Fireman McGuire of the east end brought the "1943" to Alliance Sunday for repairs.

Trainmaster D. J. Nelson, accompanied by Supt. C. D. Peckenpaugh of the Sheridan division, left Sunday night for Cheyenne.

Owing to slack business there is only one crew, O'Connors, on the east end local. Conductor Rider is now in the pool.

Miss Laura Morrison has been very sick the past week. As soon as she is well she will begin work as a stenographer for Mr. Sloupe.

Engineers George Rathburn and L. W. Johnson left Monday night for an extended trip through Canada. They will be gone about thirty days.

Machinist Jesse Morrison of Lincoln has been in Alliance a few days

visiting his parents. Owing to sickness his wife did not accompany him.

The Ladies of the G. I. A., one of the foremost orders of Alliance, are preparing a chicken banquet to be served to the B. of L. E. members next Thursday evening.

Brakeman Callahan, who has been working out of Sterling, returned to Alliance Tuesday. He will go to Denver for a short visit before again reporting for duty.

Fireman Gillett, who has been working on Crawford hill, came to Alliance Monday and took an O engine. These engines are used only on the west end.

On Wednesday morning the 84 and 77 were tied on to No. 42. Their destination was Ravenna. They carried Messrs. Young and Weidenhamer and their private secretaries.

Machinist Bracken received word from his mother at Gering that she would be in Alliance in the near future. Mrs. Bracken has many friends here, especially in musical circles.

Mrs. R. H. Arrison, wife of Weidenhamer's chief clerk, Arrison, came over from Sterling last Friday, returning Saturday. Mr. and Mrs. Arrison will move to Alliance as soon as they can secure a suitable house.

The newlyweds, Mr. and Mrs. John Phelan, write that they are now in San Francisco. From there they will go as far north as Seattle, returning home in about ten days over the Northern Pacific.

Mrs. Ray Hoag, who recently underwent a very serious operation at the St. Joseph Hospital, will be at that institution for some time, although she is receiving the finest of care from the Sisters. Dr. Slagle performed the operation, assisted by Dr. Copey and Dr. Hershman.

A message went over the wires Tuesday night that the "fifty car limit bill", over which there had been so much discussion, had passed the legislature. The men on the Alliance division feel that great credit is due Conductors Zollinger and Leidtka for their untiring efforts in behalf of this bill.

Machinist and Mrs. Chas. Grothe are making plans for an extensive trip through Florida and other southern states. They expect to purchase property. Quite a number of Alliance citizens have expressed themselves as going to Florida with a view of purchasing winter homes.

Mr. and Mrs. A. J. Pickett left last Saturday for their new home in Arcadia, Nebr. It is with regret that we report the loss of this estimable family. They are honest, industri-

ous citizens, just the kind necessary to the growth of a town. "What is Arcadia's gain is Alliance's loss" is certainly true in this case.

**Railroad Will Abolish Passes**  
Chicago, Jan. 29.—Employees of the Illinois Central railroad were notified today by bulletins posted in all offices and shops that on and after February 1 no more passes over the road will be issued. The announcement has met with a storm of protest from the employes, many of whom have bought or started to buy homes in suburbs, through which the road passes, on the strength of the free transportation to and from work. Many of them can not afford to pay the suburban fares, it is said, and will be seriously embarrassed by the new rule.—Lincoln Evening News.

A man who is constantly traveling over the same railroad had become well acquainted with the porters of the sleeping cars. On a recent trip he hailed his porter exuberantly, and said: "Hello, Matthew! I have some good news for you. We've had a birth in our family since I saw you—twins." Matthew grinned. "Well, sah," he said, "Ah wouldn't call that no birth, sah. Dat am a section, sah."—Ex.

## CONTRIBUTED

Worden, Mont., Feb. 5, 1913.  
The Alliance Herald:

W. B. Rountt, stationed legislative representative of the Brotherhood of Railroad Trainmen at Lincoln, has written me under date of January 26, stating that the railroad companies in the state of Nebraska are circulating petitions among the business men, stock shippers, and employes and asking them to go on record as being opposed to the passage of House Bill No. 111, car limit bill, introduced by Baker Jan. 14th, with the expectation of submitting the same to the legislature for the purpose of defeating the bill. Please publish this in your next issue, so that the business men of Alliance may know the true sentiment of the men in the train service on the Alliance division of the Burlington railroad.

It hardly seems necessary to explain that the car limit law is the most desired legislation that can be obtained for the protection of not alone railway trainmen but the traveling public as well. It is a very easy matter for one to place his name on a petition and the practice of doing so is not always accompanied by the grave feeling of responsibility that ought to go with it. I do not know how these petitions read, but if they are aimed at the defeat of the car limit bill, every man who signs one of them is standing between the railroad man and the protection he is so sadly in need of.

With the exception of a very few, all the trainmen working out of Alliance are paying high assessments for the maintenance of a legislative board whose effort is bent on the passage of the car limit bill. The passage of the car limit bill will be, as the passage of the air brake and the safety coupler bills have been before it, another step toward the elimination of the wooden leg business.

It is not merely an assumption on my part that the long trains are the cause of a great many accidents. I know absolutely that long trains are

the cause of many accidents and could cite a number of incidents where they were entirely to blame for injuries received by trainmen.

In a letter dated Jan. 22, Mr. Rountt informs me that the railroad companies are getting commercial clubs to pass resolutions opposing the measure. It is my opinion that such action is entirely erroneous and that commercial clubs passing such resolutions are overstepping their bounds. There is no good reason why any commercial club should pass such a resolution. Merchants are not put out of business by increased freight rates. The consumer pays it all and the merchant merely adds "\$1.35 plus .06 equals \$1.50", and we don't object to his arithmetic very much, either, as long as he doesn't sign any petitions. The consumer does not object to a small increase in the cost of an article he buys if he knows that such increase has made a little safer the most hazard of labor. No doubt there are too many ex-railroad men holding membership in the Alliance Commercial Club for that organization to pass such a resolution.

One of my Alliance friends informed me that the petition being circulated says that the rank and file of the men in the railroad service do not desire the car limit bill passed and that "we are entirely confident in the ability of our railway commission to look after our welfare". This is a mistake. We have no more confidence in the commission than the railroads have. It would be impossible to get the commission to dictate to the railroads, the length of trains to be hauled by them, even if they had the power which they have not.

A reduction in the length of trains to fifty cars would involve a great increase in the cost of the operation of railroads. The commission has allowed the railroad companies to increase their rates whenever new conditions made it necessary and we believe they will do so in the future. It is our opinion that the railroads will not suffer on account of the increase in cost of operation. Our legislative board in this state went on record as favoring an increase in rates prior to the opening of the session in 1911. Our board of 1913 passed a resolution as favoring a law subjecting all corporations to the same regulatory powers now governing railroads. We are not working against our employers. We are faithful in our obligation to him, but SAFETY must come before dividends and wages.

J. M. LIEDTKE.

## DINNER PARTY

Miss Anna Bernhardt was hostess at an interesting and entertaining dinner party given to a number of her young lady friends last Friday evening at the Bernhardt home on Toluca avenue.

The table decorations were cut flowers—red and white. The favors were red carnations. A deliciously cooked five-course dinner was served. The young ladies present at the dinner all expressed their deep regret to learn that the Bernhardt family expect to leave Alliance for Los Angeles in a short time.

After dinner the guests were taken to a theatre party at the Empress. There were present Misses Laura Mounts, May Graham, Hazel Bennett, Glen Mounts, Ethel James, May Nation, Blanche Kibble, Eva Dun-

When the

# Fire Alarm

sounded early last Friday morning 100 Alliance business men jumped from their beds. Those who had their valuable papers safely stored in a

## Safety Deposit Box

in our burglar and fire proof vault went back to bed knowing that they were safely protected. Others, hurriedly dressing, went forth in the bitter cold to ascertain whether papers, stored in desk and drawer, or office safe, were in danger.

Is it not worth more than \$1, \$1.50 or \$2.50 per year, which is the rental on one of these boxes, to KNOW that you are protected?

## The First National Bank

can, Ruth Rice, Pauline Montgomery, Cynthia Davenport, Avis Joder, Beulah Smith, Charlotte Mollring, Dorothy Smith and Anna Bernhardt.

**FINN-FURMAN**

On Wednesday, February 5, 1913, Mr. James L. Finn and Miss Ava P. Furman, both of Rushville, Nebraska, were united in holy matrimony by Judge L. A. Berry, at his office in Alliance. They were accompanied by J. B. Furman of Rushville, brother of the bride. The newly wedded couple remained in this city a few days before taking up their residence in Sheridan county, seven-tween miles southeast of Rushville, where they will make their home. Data for the above were given

The Herald for last week's issue, but failed to get into the paper. However, we extend congratulations and our very best wishes for a long and happy married life.

Mr. and Mrs. C. A. Newberry and Mr. and Mrs. George Stinton are in Omaha this week attending the State Hardware Convention.

Miss Greenley, teacher of the sixth grade in the Emerson school, has been seriously ill with pneumonia, but is now on the road to recovery. Her mother came up from Sidney Monday morning and will remain until Miss Greenley is well. Miss Francis Nolan, substitute teacher, has been teaching sixth grade in the absence of Miss Greenley.

# THE FAMOUS FEBRUARY SALES

OFFERS THAT ARE MONEY SAVERS

Necessity compels the sacrifice of profits in the goods we are offering this month—our buyer while east has purchased a mammoth stock for spring and we must sell these goods on hand to make room for the NEW. It is to your own best interest that we urge your visit here at the earliest possible hour.

THE BIG FACT is that we are giving Hart Schaffner & Marx suits in the \$25.00, \$27.50 and \$30.00 grades at

## \$19.50

The value of these clothes is guaranteed just the way the value of a twenty dollar gold piece is guaranteed. Hart Schaffner & Marx clothes are the standard of value in clothes, just as much as the gold piece is the standard of money.

Just 127 men can save from \$3.50 to \$8.00 on this offer

127 suits reduced from \$18, \$20 and \$22.50 to

## \$14.50

New fabrics, fashionable colors, late styles and tailoring beyond reproach. Garments for every walk of life and in all sizes for men and young men. It'll pay you to buy one of these even though you have to hold it until needed.

Odds given to 46 men and young men in this group. We have reduced the prices on 46 suits and overcoats that ranged from \$12.50 to \$18.00, to

## \$9.85

Sizes all broken—that is, there are only one or two sizes of a patron but all sizes in the lot. These garments will give you a new idea of worth as compared with price.

Boys' Outing Shoes, made of mule skin all sizes	Some remarkable values in Boys' heavy weight Knickerbocker Suits at <b>25% DISCOUNT</b>	This is a large line—Norfolks and double-breasted suits, some with two pairs of pants. Blue serges excepted	Boys' Fleece Lined Underwear <b>19c</b>
The "Galaxy Brand" Boys' Gray Wool Waists <b>19c</b>	<b>1/4 off</b> Men's HEAVY WEIGHT PANTS	<b>25% discount</b> on Men's and Boys' HI CUT SHOES	<b>25% discount</b> SWEATER COATS at
<b>25c</b> BOYS' HEAVY RIBBED HOSE, 2 pairs for	<b>\$1.15</b> STAR SHIRTS \$1.50, \$2.00, \$2.50 values, at	<b>1/4 off</b> Boys' Knickerbocker Pants All sizes	

If you have proper regard for economy now is the time to make your \$ \$ work for you, as an opportunity of this kind is seldom equalled and never surpassed

# THE FAMOUS, of course