

Railroad Notes

The following interesting Alliance division railroad notes were written for the Burlington Employees' Magazine for March, and are full of interest to Herald readers. F. A. Hively is the writer of the notes.

At 10:09 a. m. Feby. 15th, between Ramford and Provo, South Dakota, engine 5020 on train No. 109 exploded, instantly killing Engr. G. F. Johnson, Fireman George Wheeler and Brakeman C. Sundstrom. Federal Inspectors Harvey Boltwood and J. Dixon went to the scene of the accident and found that the crown sheet had been uncovered and exposed for eight inches below highest point of crown sheet and four inches below highest point of door sheet. Engine 5020 was of the radial stay type and the crown sheet was supported with button head crown stays with a steam pressure of 170 pounds. All of these bolts were over-tightened to such an extent that the heads pulled off and the bolts pulled out of the sheet. The passageways were all found open to water glass and gauge cocks. The boiler braces were all found free from fracture. There were no broken stay-bolts or radials and no fracture was visible to the shell of the boiler. The boiler was free from scale. The cause of the explosion was no doubt due to low water, the plates being overheated to such a degree they were unable to stand the internal pressure. The remains of G. F. Johnson were taken to Ipswich, S. D., where his parents live, accompanied by Engr. Henry Rennau. There was a short funeral service held at Alliance, conducted by the Masons. The remains of George Wheeler were taken to Cold Water, Mich., where his parents live, funeral services being held at Alliance by the order of B. of L. F. The remains of C. Sundstrom were taken to Ravensna, where his parents live, the remains being accompanied by a member of the I. O. O. F.

Alliance Division held their regular monthly safety meeting Saturday, Feb. 22nd.

Expect to start laying steel on the east end of the division in the next few days. Have 30 miles of 90 lb. rail to lay.

Miss Dorothy Hoag of the General Supt.'s office is visiting friends in the east part of the state the past week.

Miss Alma Weidenhamer, daughter of Supt. Weidenhamer, and Frank Bronkurst, of the relay office at Alliance, were married at the home of Mr. and Mrs. Weidenhamer, on Monday, Feb. 17th. Just a few intimate friends were invited. A reception was held on their return from their honeymoon, Saturday evening, Feb. 22nd, at the home of Mr. and Mrs. Weidenhamer. We won't begin to say what happened to Mr. Bronkurst when he returned, but will say he had a ride up Main street handcuffed behind a pair of burros. Some of the other fellows in the relay office were just trying to get even for a like treatment.

Engr. W. A. Miller is giving up his regular run, between Alliance and Seneca, and will return to Crawford hill, to work there on Helper. Mr. Miller was formerly on the Hill and thinks he will try it again.

Engr. R. J. Dietlein is laying off sick and is making a short trip to Denver on business.

The Marsland helper engine 3195 came in on Feb. 23, and returned the next day, after receiving light repairs at Alliance.

Fireman L. W. Johnson laid off on February 9th, for about 30 days, and is making a visit to Galesburg, Ill., Burlington, Iowa, and Dubuque.

Engr. G. W. Rathburn laid off on February 10th for about 15 or 20 days, and is making a visit with some relatives in the east, near Burlington, Iowa, and Galesburg, Ill.

Engr. G. W. Bell, who has been laid up on account of appendicitis, is making a visit with relatives in Burlington, Iowa, and expects to be ready for work when he returns.

On account of the wreck at Sidney, Nebr., Saturday morning, Feb. 22nd, Engines 2112 and 3177 were loaned to the Sterling division, until the engines were repaired.

Engine 2869, one of the fast passenger engines, running between Alliance and Ravenna, left Alliance on Feb. 22nd, with the troop train, rushing them to Galveston, Texas, and will then go to Havelock shops, where engine will receive a general overhauling.

Engine 5020, which was damaged by the explosion at Provo, S. D., passed through Alliance Feb. 19, for Havelock shops. The engine was very badly shattered.

Engine 4106 passed through Alliance the middle of the month en route to Sheridan division, for service, from Havelock shops.

Engine 4101 from Sheridan division for Havelock shops passed over the division about the middle of the month.

Engine 554, passenger engine on the Deadwood line, was sent to Havelock shops for general overhauling.

Engine 4004 was received from Havelock shops the latter part of the month, and will go to Edgemont for service on the Deadwood line. This engine will relieve 4003, and 4003 will go to Havelock for repairs.

Engineers C. J. Young and A. W. Newberg are making a trip to California, where they will look after some property. They will make stops at Denver, Colo., Los Angeles, Cal., and Salt Lake City, Utah, and expect to have a good time, which is not doubted by anyone.

Business has improved some during the month, which made it neces-

sary to again put on the helpers, at Marsland, Ardmore and Edgemont, and an additional crew at Crawford.

Engines 1464, 1943, 2016, 2149, 3188 and 4062 are in the Alliance shop for repairs.

Brakeman D. Stiner has gone to Diller, Nebr., for a week's visit with his parents.

Brakeman F. L. Vaughn has gone to Omaha for a two weeks' visit.

Brakeman C. A. Hill is taking a six-day leave of absence during slack business and is down on his farm at Gandy, Nebr.

Brakeman A. J. Ward has taken a 30-day vacation and is visiting his parents at St. Paul, Nebr.

Brakeman J. J. Callahan has taken a 60-day leave of absence on account of slack business.

Brakeman W. T. Wright has taken a 60-day leave of absence on account of slack business and has returned to his home at Indianapolis, Ind.

Brakeman T. A. McMurray has taken 60-day leave of absence and is down on his ranch at Red Cloud, Nebr.

Flagman A. J. Powell from Ravensna has gone to Pittsburg, Kas., for a two weeks' visit with his parents.

Brakeman S. Fread has returned to work, after having been away during past 30 days on wedding trip.

Conductor Forest Hill who has been off duty on account of sickness has returned to work.

Brakeman H. Merk has returned to work, having been off for the past two months on account of sickness in his family.

Brakeman J. R. Hoke is taking a 60-day leave of absence and has gone to his home at Chadron.

Brakemen E. E. Smith, S. I. Springer and H. A. Rollwagon, on the east end, are taking a 30-day leave of absence on account of slack business.

Brakemen H. E. Dunn and H. H. Rabbitt are taking a 30-day leave of absence on account of slack business.

Brakeman A. K. Walbridge has been laying off on account of the serious illness of his wife.

The same magazine contains a very interesting article about and picture of "Dad" Taylor, engineer on the Guernsey line. The article reads as follows:

Engineer D. C. Taylor, better known as "Dad Taylor," one of the "landmarks" of the Sterling division engine service, was born in St. Paul, Minn., July 4, 1853.

At the age of 18 Mr. Taylor went to work firing for the A. G. W. railroad, an "old broad gauge" railroad operating between Meadville, Pa., and Salamanca, N. Y. He fired an old "Hinkley" engine 14-20. This engine carried 110 pounds of steam, there were no lubricators or injectors and the engineer had to lubricate the valves by going out on the running board and oil through the oil cups on top of the steam chest. He fired on this road for eight years and then got an engine.

From the A. G. W. he came west, started to work for this company on the Southern division in February, 1888, and has been in continuous service of this company since that time. He has had a very successful career as an engineer, having been in but one wreck during his many years in the engine service. This wreck was not serious and but one man was injured.

Mr. Taylor at the present time holds the Guernsey line passenger run, running between Bridgeport and Guernsey, daily. He holds the tonnage record for an "A" class engine on the Guernsey line, having handled 2200 tons from Guernsey to Bridgeport.

Straight at It.
There is no use of our "beating around the bush." We might as well cut it first as last. We want you to try Chamberlain's Cough Remedy the next time you have a cough or cold. There is no reason so far as we can see why you should not do so. This preparation by its remarkable cures has gained a world wide reputation, and people everywhere speak of it in the highest terms of praise. It is for sale by all dealers.—Advertisement.
For sale by F. E. Holsten.

POST OFFICE DIRECTORY

Mails Close Going East
For Train No. 44, 11 a. m.
For Train No. 42, 11 p. m. on week days; 6 p. m. Sundays and holidays.

Mails Close Going West
For Train No. 43, 12:20 p. m.
For Train No. 41, 11 p. m. week days; 6 p. m. Sundays and holidays.

Mails Close Going South
For Train No. 303, 12:20 p. m.
For Train No. 301, 11 p. m. week days; 6 p. m. Sundays and holidays.

A Cure for Eczema
Eczema in any form, whether acute or chronic, is easily and rapidly overcome by the use of Meritol Eczema Remedy. Gives positive relief when all others fail, and we heartily recommend it to any sufferer. F. J. Brennan, exclusive agent. Adv-1892-Mar 6-27.

Cough Medicine for Children.
Too much care cannot be used in selecting a cough medicine for children. It should be pleasant to take, contain no harmful substance and be most effective. Chamberlain's Cough Remedy meets these requirements and is a favorite with the mothers of young children everywhere. For sale by all Dealers.—Advertisement.
For sale by F. E. Holsten.

C. E. Clinton from twenty miles west of town was The Herald's first caller last Saturday morning and started the day out right for us by subscribing for the paper. This must have been a good omen for the day. Mr. Clinton also sent some back numbers of The Herald to friends at Dubois, Nebr.

A PARTING TRIBUTE

To Miss Mabel Young and Mrs. M. E. Bernhardt, Read at Reception, March 19, 1913

WRITTEN BY MRS. J. J. VANCE

The following poem, written by Mrs. J. J. Vance, was read by Mrs. Wm. Bignell, representing the W. C. T. U., at the reception tendered R. C. and Miss Mabel Young, and Mrs. M. E. Bernhardt and son and daughter, Webster and Anna, at the M. E. church in Alliance, Wednesday evening, March 19th:

"All things must change,
From something new to something strange";
Thus said the poet in days gone past,
And the truth remains while time doth last.
We find new friends, they become tried and true;
Then earth's changing duties take them from our view.
But the days of comradeship, although no more,
Still linger pleasantly in memory's store.

W. C. T. U. fellowship encircles the
In all lands; our white flag is unfurled;
We work loyally together, united in heart,
Although quite frequently miles apart.

In local endeavors we strive hand in hand,
Each helping the other, firmly we stand;
Our place in the ranks we often exchange;
But there's always a welcome in localities strange.

We surely will miss those who leave us today,
Most faithful to duty they have been away.
Our loss will, however, be somebody's gain,
For they'll prove just as faithful wherever they remain.

We are glad that Miss Young will stay in our state;
Nebraska White-Ribbons all claim her, we here can relate.
One of our State Workers, she is known far and near;
Each union in Nebraska holds her quite dear.

Hastings will give her a welcome most glad,
Though her leaving Alliance makes us feel quite sad.
She will prove to them just as loyal and true,
Doing each day what her hands find to do.

Mrs. Bernhardt is going to that state far away
Where women are citizens, I'm glad now to say.
When that tall son of hers goes to cast his first vote
She can sail along with him in the very same boat.

For the franchise, Nebraska women some time must wait;
But we're glad duty calls HER to such a good state.
She will always vote right, we know that quite well;
For Purity and Home Protection her ballot will tell.

Los Angeles Union, if I'm informed right,
Is the largest Union anywhere in sight.
Their membership counts into hundreds, a right busy band,
They will give our dear comrades a welcoming hand.

To all these kind friends who are leaving our town,
We wish each one a blessing from Heaven sent down.
We pray the Father above will guide them aright,
And may we all meet again in Mansions of Light.

ABOUT APPOINTMENTS

A Herald Correspondent Favors Requiring Candidates to Pass Civil Service Examination

CONTRIBUTED BY J. P. HAZARD

How shall candidates for appointive offices be selected and properly brought to the attention of the appointing power, is the question, I believe, upon which The Herald has invited discussion.

As this invitation is "particularly to candidates for appointment," it might be understood, by this responding, that the writer is one of them. Well, he might be if it were not for two, more or less, important factors. He is short, first, on qualifications; second, on influence. It may be said that only the latter is essential. Well, that is immaterial, so long as the fact remains that he is short. Therefore, I may as well leave self out of the consideration.

The idea of the appointive system is that those places require special technical or professional knowledge of which the public, in general, is not the most competent judge. It is possible, I may say probably, there are some postmasters still retained in this class, that should be eliminated. But, I do not think a popular vote will, as a general thing, harmonize with a partisan appointment.

place, I hold, is first among the qualifications of a public officer. Nothing else will take the place of these. Men guarantee their financial responsibility with bonds; they are bound by statutes made and provided, to "perform the duties of their respective offices to the best of their knowledge and ability," and no further. These, together, are the only insurance the people have of their personal integrity—for how often it happens, a man is known for years and years, as honest and upright in every particular, who in the end proves that he was only waiting for a good chance to make a big haul!

No matter how grave or how numerous the mistakes of an officer of the government—if it is the best he knows, neither the public nor the individual injured has any recourse, either against him as an individual or against the government. Some may doubt this. Please investigate, and if I am wrong, let me know. I have a chromo (I don't smoke) for the first one to do this. We assume, then, the people want those who know how. President Wilson, I think, has said he would choose those most efficient, rather than those who have rendered the most efficient service to the party. What, then, is the inevitable conclusion but this: The candidates should submit to some form of examination. Can not this be had under the civil service rules, limited, if you like, to democratic candidates. Or there may be unofficial examinations as well as unofficial elections.

J. P. HAZARD.

NORTHWEST NEBRASKA TEACHERS

Twentieth Session to Be Held at Chadron, Friday and Saturday, March 28 and 29

AT CHADRON STATE NORMAL

The Northwest Nebraska Teachers' Association does not include Box Butte county, as some might think, on account of this county being in the North Platte Valley Teachers' Association, but many Herald readers will be as much interested in the former as in the latter. The following notice is taken from The Crawford Tribune:

The twentieth session of the Northwest Nebraska Teachers' Association will be held in Chadron on Friday and Saturday, March 28 and 29, 1913. Some strong educators will be present, among them are J. Adams Puffer, of Boston; Inspector G. A. Gregory, of Lincoln; President D. W. Hayes, of Peru, and President Joseph Sparks, of Chadron. Inspector Gregory is widely known and needs no introduction to many of the teachers of our district. He will have something of interest and help along the line of reading and number work. President Hayes, of the Peru Normal, and President Sparks, of the Chadron Normal, are both acquainted with the needs of our teachers and will give helpful messages. The Chadron Normal and the association have united in procuring Dr. T. A. Shippard, of Lincoln, for the Friday evening lecture. While we are not able to give Dr. Shippard's subject, we know him to be a strong speaker and a polished orator. On Saturday evening J. Adams Puffer, of Boston, will lecture on "The Boy and his Gang". Mr. Puffer is recognized as an authority of wide reputation on boy problems and comes highly recommended by such men as Judge Lindsey and G. Stanley Hall. Both of these speakers should be greeted by large audiences. All the day sessions and the Friday evening session will be in the normal chapel. The Saturday evening lecture will be in the Loomer opera

house. Those who register and pay the enrollment fee of \$1 will receive a badge which will admit them to the sessions. For citizens and friends of the association who do not enroll, an admission fee of twenty-five cents will be charged for their evening lectures. School boards are urged to give their teachers a leave of absence on Friday, that they may attend both days' meetings. Members of school boards, friends of the association, and all citizens are cordially invited to attend the sessions.

CARRIE L. MUNKRES, Pres.

Mrs. J. W. Miller and son, who recently returned from Florida, left Friday noon for Kearney, where they will make a short visit.

IT PAYS TO ADVERTISE

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THE Clipless Paper Fastener is made in two styles, a hand machine and a stand machine. The fastener cuts a hinged tongue from the paper itself, bends it back and inserts in a slot, where it locks securely, all in a single operation. No pins or fasteners needed. You are certain that your papers will be bound together just as you want them.

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