

Facts Worth Knowing

By
W. D. Fisher

WHAT ALLIANCE HASN'T

There isn't a place in the City where the boys and young men can exercise their muscles and take a good swim, where the citizens can get together and enjoy themselves as one big family.

WHY CAN'T WE?

If other towns the size of Alliance can erect buildings that cost from \$20,000 to \$50,000 that offer to their citizens these athletic features, why can't Alliance?

A GOOD PROPOSITION

Do you know of another proposition that offers as many features and will do the good for the whole community like the proposed Commercial Club Community building? If you do, forward your suggestions to the Commercial Club office or give to any of the newspapers at once.

FACTS

Do you know that if a Y. M. C. A. should be erected in this city that it would cost in extra subscriptions each year not less than \$2,000 for maintenance? Do you want to subscribe this each year in order that such an institution may be kept in operation or are you willing to get back of the Commercial Club Community building, which will not cost one cent extra after the building is paid for. In other words, the Commercial Club will take care of the deficit each year should there be any.

SOME NOTES

Although the building will be called the Alliance Commercial Club Community building it will be owned by a different organization and the Commercial Club proper will pay rent into this Association each year. Every person subscribing \$25 or more will be given stock and the ones who subscribe will be the ones who manage this building.

The Commercial Club will also pay the Secretary's salary and the salary of a stenographer, thus saving in salaries each year not less than \$2,000.00.

ARE YOU ONE OF THEM?

The people of Alliance have been saying for years that they have no place to go for recreation or amusement, nor is there any place for their children to enjoy themselves.

The question is, do they really want such a place? If so, here is your chance.

THE ADVANTAGES OVER A Y. M. C. A.

The building will be self sustaining. Stock will be issued and you will have a vote in the management of the building and this can not be said of a Y. M. C. A.

It will have no creed, nor will it be run by any political crowd. All you have to do is to conduct yourself as a respectable American citizen and obey the rules as posted.

It will unite the people who object to the Y. M. C. A. on account of the heavy expense each year and the right for them to hold office should the people decide to elect them.

WHY ALLIANCE SHOULD HAVE SUCH A BUILDING

Such a building can be used every day in the year. It will create a better friendship among our own people.

It will increase the value of every piece of property in the City.

It will be a saving in salaries each year of not less than \$2,000.

It will give us a place to hold the conventions which come to our City.

It will be an advertising feature that can not be measured in dollars and cents.

We don't ask you to give \$25, \$500 or \$1,000 and then say you have nothing to say about conducting affairs.

When you put your money into this building, stock

boys, to the traveling men, Y. M. B. C., or any other organization that wishes to use the room, free of charge.

You won't have to go out of Alliance to spend your money for swimming purposes after this building is completed.

It will be the only building of its kind where everyone can feel free to visit. You don't need a pass to get inside the building.

The weekly Commercial Club luncheons will fill a long felt want. Here you will meet your friends, your neighbors, have a good meal and go away better fitted for your day's work.

The ladies' rest room with the athletic features offered to the ladies of our city will be worth hundreds of dollars and it can be secured for less than half, than under any other plan.

Your stock will always be valuable, for we are erecting a building that will be a credit to the City. It will be a permanent fixture, just like our city—Alliance—she is not going to be moved away.

Don't expect any dividends. We may be able to pay them later but we are not promising this now. When you build a home, do you expect to get all your money back, or do you figure that the pleasure of having such a home is worth hundreds of dollars to you?

We will pay dividends, though, in the development of our boys and girls, in making better citizens of them. In getting our men together and in the upbuilding of our City. The dividends will be big and the money you invest in such a building will bring good returns to your City and home.

We never get anything worth while unless we pay for it. A home can not be built without money—our churches cost money, our schools are expensive, but who would do without them? Who wants to be a cannibal and live under the trees?

Therefore, get into the boat with some of your money, your muscle, your influence, and don't rest easy when you get in, but take hold of an oar and pull to beat the band.

ISN'T THIS TRUE?

What has it profited Alliance by waiting all these years to erect such a building? Why delay this when it will cost MORE financially as well as morally in after years?

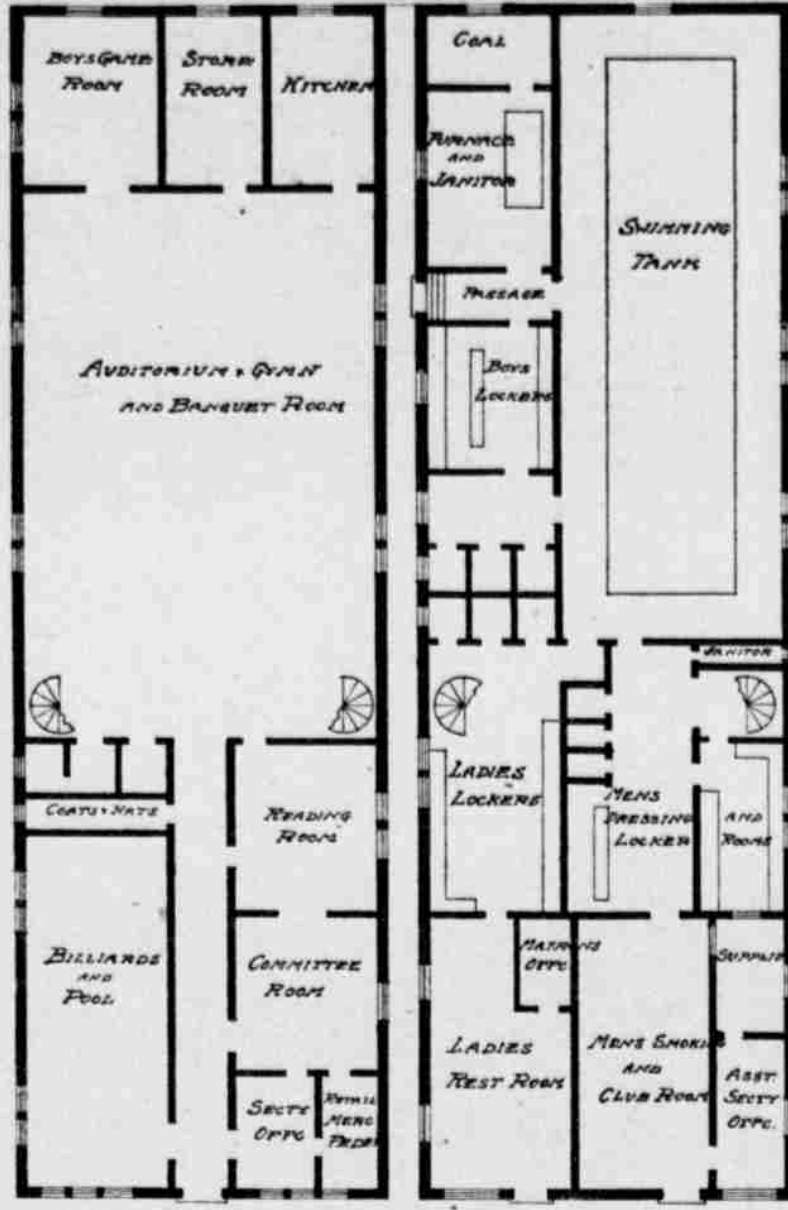
PROPOSED RULES AND PLANS FOR THE COMMERCIAL CLUB COMMUNITY BUILDING

Shares to be \$25.00 each.
No card playing or gambling allowed in the building.
Gym floor will be available at least three times a week.
No intoxicating liquors allowed in the building, and any member bringing in same will be expelled.
Ladies have use of the rest room and shower baths every day in the week, and four hours or more on the gym floor each week.

The proposed rate is as follows:
Girls, 10 to 15\$6.00 per year
Ladies and Girls over 15 9.00 per year
Boys, 10 to 15 6.00 per year
Boys, 15 to 17 8.00 per year
Men and Boys over 1812.00 per year
Individual Lockers 3.00
Special Rate 6.00

All those that give \$25 or more a year under the budget plan come under "the heading of Special Rate. Any one subscribing and refunding ten shares of stock will be given a life membership.

Office hours: Week days, 8 a. m. to 10:30 p. m. Sundays, 1 p. m. to 9 p. m.



— FIRST FLOOR PLAN — — BASEMENT PLAN —
ALLIANCE COMMERCIAL CLUB BLDG —
— SYDNEY H. FOSTER, ARCHITECT —
— GORDON NEWMAN —
— SIZE 40x130 ESTIMATED COST \$20,000.00 —

is issued and you have a vote in management of same. It will create more civic pride than can be created with three times the amount of money spent in other channels. It will be the headquarters for our farmers and their wives and the use of the auditorium is at their service free. The committee room will be open to the railroad

"BILL" CARTER THE LEADER

President of Brotherhood of Locomotive Firemen and Engineers
Has Confidence of Brothers

Nearly every member of the firemen's brotherhood calls him "Bill". This is their way of showing their affection for William S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers. "Bill" Carter also possesses the entire confidence of his brothers in the ranks. The reason for this is well known among the 85,000 members of the organization. Nearly every fireman whose livelihood is derived from scooping coal or turning oil into the furnaces of our modern locomotives is familiar with Mr. Carter's career. Although a comparatively young man, President Carter's life may be accurately divided into ten chapters. These chapters could be headed "Cowboy", "Ranch Superintendent", "Fireman on an Old Wood Burner", "Baggage Man", "Switch Engineer", "Locomotive Hostler", "Locomotive Engineer", "Editor and Manager of the Firemen's Magazine", "Secretary and Treasurer of the National Organization" and "President of the same". He was born in Austin, Texas, on Aug. 11, 1859, and his boyhood days were spent in western Texas, at that time a wild frontier country. There were no railroads in that section

HOW "TIZ" HELPS SORE, TIRED FEET

Good-bye sore feet, burning feet, swollen feet, sweaty feet, smelling feet, tired feet.
Good-bye corns, callouses, bunions and raw spots. No more shoe tightness, no more limping with pain or drawing up your face in agony. "TIZ" is magical, acts right off. "TIZ" draws out all the poisonous exudations which puff up the feet. Use "TIZ" and forget your foot misery. Ah! how comfortable your feet feel. Get a 25 cent box of "TIZ" now at any drugstore or department store. Don't suffer. Have good feet, glad feet, feet that never swell, never hurt, never get tired. A year's foot comfort guaranteed or money refunded.



then and the great ranches were few and far between. There were virtually no improvements of any character west of the Colorado river and the only evidences of advancing civilization were the dugouts of the ranchers who owned the cattle that grazed on the public lands of the state. Connecting with the outer world were the wires of the government telegraph running from Fort Worth westward to where the city of El Paso is now located. Up to eighteen years of age Mr. Carter led the life of a typical cowboy. There were many Indians in that section and the theft of cattle was a common occurrence. Mr. Carter recalls that ordinarily the cowboys were the offenders and now and then there would be a little brush or skirmish between the cowboys and the redskins. However, the Tonkawas were friendly Indians and President Carter remembers them as quiet and peaceable people. The bucks were good scouts.

In those days there was a large ranch which was widely known in that part of Texas as the Dacus ranch on Brushy Creek and when Mr. Carter was well into his teens because of his knowledge of cattle and business ability he was offered the superintendency of this place. Shortly afterwards he assisted in the sale of it and the new owner promptly drafted him as manager of a small wooden tramway which was used to bring in green lumber from the forest.

"I took the job," Mr. Carter relates, "and it was my first experience as a railroad man. The cars were very small and three large mules hitched in tandem furnished the locomotive power. The drivers of the mules were negroes and I was the superintendent of the drivers, the mules and the entire seven mile length of the road."

Mr. Carter received what was considered at that time high wages for this work but when he was offered a job as fireman on a wood burning locomotive on the old Central Montgomery Railway he accepted, although the salary was smaller. He worked in the small cab of this old wood burner until November 1880, and for the next three years he was out of railway service entirely. During part of 1883-1884 Mr. Carter labored in the baggage department of the International and Great Northern railroad and from 1885 to 1889 he was in the locomotive service as fireman on the same line. From 1889 to June 1890 he handled the throttle of a switch engine for the International and then entered the service of the Denver and Berkeley Park railroad, a suburban line, and continued therein until May 1891.

"The scene of Mr. Carter's next labors was down in Old Mexico on the Monterey and Mexican Gulf railroad where he hosted and ran a road engine, working there until May 1892. The next few years he was a fireman on the M. K. & T. and by this time had become so well versed in the en-

gineer's craft that, at the Harrisburg convention, September 1894, the delegates chose him editor and manager of the "Brotherhood of Locomotive Firemen's Magazine". He assumed the duties of that position October 1 of the same year.

During the period of his editorship Mr. Carter was credited by railroad men, both employers and employees, with bringing the organization's publication up to a high state of excellence and prosperity. It was of the magazine under his direction that it was the peer of any other like publication in the world in point of technical accuracy and the character of the information offered to its readers.

On Jan. 1, 1904, Mr. Carter became Grand Secretary and Treasurer of the brotherhood, having been chosen for that position by the Grand Executive Board to fill the vacancy created by the resignation of Frank W. Arnold. He was re-elected to succeed himself in that position at the conventions of 1904 and 1906, and at the Columbus convention in 1908 he was elected president of the brotherhood. Mr. Carter stepped into this office Jan. 1, 1909, and has continued as chief executive ever since.

And what of the man himself? His friends know him as a tremendous worker. They say he never tires; that his steam is always up and the fire brightly burning. They also tell each other that the brotherhood of which he is the head is a fetish with "Bill" Carter. Its success is his life. This has been demonstrated time and again at the wage arbitration hearing in Chicago where Mr. Carter alongside of Warren S. Stone, president of the Brotherhood of Locomotive Engineers, is a prominent figure.

Don't Delay Treating Your Cough

A slight cough often becomes serious. Lungs get congested, Bronchial Tubes fill with mucus. Your vitality is reduced. You need Dr. Bell's Pine-Tar-Honey. It soothes your irritated air passages, loosens mucus and makes your system resist Colds. Give the Baby and Children Dr. Bell's Pine-Tar-Honey. It's guaranteed to help them. Only 25c, at your druggist. 48-41-4029

Gordon Wants Club Building

The citizens of Gordon have caught the "building" fever from Alliance and are agitating the proposition of erecting a building as a home for their commercial club and citizens. The Lincoln newspapers have been giving the Alliance community building proposition a great deal of space lately.

One generous difficulty about getting a policy of public economy adopted is that few people are really interested in public economy. Large expenditures are more attractive than large savings.

MAN WHO LEADS THE ENGINEERS

Biographical Sketch of Warren S. Stone, Grand Chief Engineer, Locomotive Engineers

One of the most picturesque figures in the world of labor is Warren S. Stone, Grand Chief Engineer, Brotherhood of Locomotive Engineers. Mr. Stone before he became head of the order occupied the cab of a freight locomotive on the Rock Island railroad during a period of twenty-five years. He started as a fireman on the old Rock Island system in Iowa at the age of 19 years, fired five years and six months and then was promoted to the chief position in the cab. Mr. Stone operated a freight engine in the same territory for nineteen years and six months.

The run was between Rock Island and Eldon, Iowa. On the Iowa stretch the young engineer each night, and occasionally during the day, ran past the old farm upon which he was born and where he spent his boyhood days.

"Every night I passed my old home and I would whistle my engine," Mr. Stone says in commenting on his railway experiences. "No matter how cold it was or how hard the snow was coming down, I would always know when we were close to the old farm house, the time to give a welcome shriek for the old folks. They heard it and they knew that I was on the job."

Mr. Stone was born Feb. 1, 1860, on a farm near Ainsworth, Washington county, Iowa. He attended the old district school as a lad, picking up the rudiments of a preliminary education. He also was in an academy for six months, and that constituted the education of his early years. All the time he was working at strength and a strong foundation for the arduous years that were to come.

On July 23, 1906, P. M. Arthur, who had been Grand Chief of the Brotherhood of Locomotive Engineers for thirty years, dropped dead while making a speech to his comrades at Winnipeg, Canada. The board of trustees of the order at once looked about for a successor and of all the available men they selected Mr. Stone, who, at the time, was chairman of the brotherhood's general committee of adjustment of the Rock Island system.

"I had only been East once in my entire life," Mr. Stone says in telling the story, "and that was when I went to Norfolk, Virginia, one time to attend a brotherhood convention. When the trustees wired me, offer-

ing me the position of Grand Chief of the brotherhood, I accepted and I made the journey to Cleveland, my second excursion into the unknown lands of the East. I became head of the order, whose headquarters are at Cleveland, and have acted in that capacity ever since."

"What was the worst run that you can recall?" Mr. Stone was asked by a reporter.

"Nearly all runs in an engine cab are unpleasant," replied the engineer. "Of course, the most trying times are in the severe heat of mid-summer and the awful cold of mid-winter, and especially in the North-west is this true. The winters in that section, as everyone knows, are very severe and the labors of the engineer and fireman in the cab during winter weather that is 40 to 50 degrees below zero, snow falling so thick that it looks like wool and all nerves at a tension in the struggle to do their duty causes the men in the engine's cab to reach the conclusion that no trip can be any worse than the last trip under such conditions."

Colds Are Often Most Serious Stop Possible Complications

The disregard of a Cold has often brought many a regret. The fact of sneezing, coughing, or a Fever should be warning enough that your system needs immediate attention. Certainly Loss of Sleep is most serious. It is a warning given by Nature. It is a man's duty to himself to assist by doing his part. Dr. King's New Discovery is based on a scientific analysis of Colds. 50c at your Druggist. Buy a bottle today. Adv No 3-4799

NOTICE

TO PRAIRIE DOG OWNERS

Now is the time to dispose of your herds. Guaranteed poisons at the rate of three cents per acre, sold at Holsten's. You can get the poison and do the work yourself. HOLSTEN'S, THE REXALL STORE dec 31-2t-5204

WHEEL BREAKS ON PRESS

Herald of Last Week Delayed by Accident to Machinery
The Herald for last Thursday, December 31, was delayed twenty-four hours in reaching our readers on account of that breaking of a large gear in the cylinder press just as the last run was started on the paper.

W. L. Carroll, machinist, was called in and worked until midnight on Thursday, completing the repair in time to get the last run off the press Friday morning. Mr. Carroll is an efficient workman and did a good job.

The Herald wishes to thank the Times for their kind offer of the use of their cylinder press, which would have been necessary if the break could not have been repaired. The accident is one that does not happen in many years.

FIRE LOSS OF \$1,873,071.00

State Fire Commissioner W. S. Ridgell Gives Amount of Fire Losses During Year Just Ended

Fire losses in Nebraska during the year 1914, as compiled in the office of Fire Commissioner W. S. Ridgell, show a total of \$1,873,071. This is complete as to cities and villages but only partial as to farm losses.

There were 1,325 fires in cities and towns, which wrought loss and damage aggregating \$1,796,904.50. The farm losses so far as reported were \$76,170.75.

The value of buildings on fire during the year is \$5,943,801, and of their contents \$4,654,087. The insurance on buildings was \$735,268, and on contents \$2,488,217. Losses on buildings reached the total of \$757,292, and on contents \$1,115,783.

During the past five years fires have threatened property in Nebraska worth the gross sum of \$67,764,100. The loss, however, was held down to \$9,731,558, which is equivalent to a saving of \$57,032,542, credited to the work of the state's fire fighters.

The four largest conflagrations reported for the year were these: Beatrice, \$144,500; Grand Island \$134,924; Fremont, \$129,422; Wymore, \$86,290.

From 70 to 75 per cent of all fires arise caused by neglect, carelessness or ignorance, Mr. Ridgell estimates. He gives figures showing some of the principal causes which could be done away with by the exercise of proper caution. Here they are:

Started from bonfires, 10; defective or unguarded flues, 90; hot ashes in boxes and barrels, 23; matches, candles, etc., in clothes closets, 31; cigars, cigarettes and matches carelessly thrown down, 37; electric lights in bed or electric irons sitting on tables, 9; Fourth of July fireworks, 5; furnace troubles, 34; gasoline, 98; lamps, 22; children and matches, 72; rubbish heaps burned, 14; overheated and poorly placed stoves, 29; spontaneous combustion, 40.

Reports were received of 307 fires of "unknown origin." Commissioner Ridgell thinks that these should have been investigated more thoroughly and in a majority of cases the cause could have been ascertained.

Fire losses in the state during each of the last five years are given as follows:

In 1910, 2,181,058; 1911, \$1,788,123; 1912, \$2,251,175; 1913, \$1,715,676; 1914, \$1,873,071.

The report says that 64 fires during the year were "suspicious" and were investigated by the bureau. Convictions in such cases are difficult to secure, it declares, because the evidence gathered is chiefly circumstantial. In most cases of suspected or proven incendiarism the property was overinsured. Commissioner Ridgell believes the companies should be held responsible for the acts of their local agents in overinsuring property. In that way he thinks a closer supervision would be exercised. The agents are often found to be parties to the benefit in case of fire.

In recognition of the work which fire departments are doing, Commissioner Ridgell suggests that they should be furnished with adequate equipment. He recommends the use of safety extinguishers in buildings. The instruction in fire prevention being given in the public schools is considered to have worked beneficial results.

In the building inspection department, the work has covered 292 towns and 11,522 structures. In many cases a cleanup of premises followed, and some of the buildings inspected were condemned and torn down. A majority of such edifices, the report says, are owned by men of means who keep them for the sake of a small rental, rather than tear them down and rebuild.

Commissioner Ridgell requests that his own salary, now \$2,000, be raised to \$2,500, and that of his chief deputy, H. F. Requate, from \$1,500 to \$2,000. The salaries are paid out of a fund derived from a yearly tax of 3.8 mill on the premium income of fire insurance companies.

Farm mutuels are now exempt from the tax, but Commissioner Ridgell recommends that they be assessed the same as others. He favors allowing chiefs of fire departments only \$1 for reporting a case, instead of \$1.50, as at present.

The total amount of tax collected in 1914 was \$12,931, which, with a balance on hand of \$1,684.

One of the fire commissioner's recommendations is that the legal penalty for maintaining a nuisance, which is now \$500 fine, be reduced to from \$50 to \$250.—Lincoln Star.

GETTING BETTER AFTER SICKNESS

Nothing has ever equaled or compared with the medicinal fats in **Scott's Emulsion** to arrest the decline, invigorate the blood, strengthen the nervous system, aid the appetite and restore the courage of better health. **Scott's Emulsion** is pure health-building food, without alcohol or opiate. **TRY IT**

