

Fifty Years Ago

The man who took out an Insurance Policy for the benefit of his family had to "beat it" home by the back door to avoid superstitious neighbors who accused him of trying to fly in the face of Providence.

To-Day

The man who isn't insured somewhere for the protection of those dependent upon him is regarded as an improvident Citizen.

"The World Do Move"

Are you abreast with the times? How much Life Insurance do YOU carry?

John G. Lewis

ALLIANCE, NEBRASKA
Manager for Western Nebraska
Security Mutual Life Ins. Co., of Lincoln, Nebr.

Men and Women Wanted--Government Positions

Forest assistant, industrial teacher, junior engineer, land law clerk, teacher, telegraph operator. Examination March 15. Stenographer and typewriter February 26. Quick preparation is necessary. You Can Learn by Mail at Home, Study at Night.

Wouldn't you like a job for life with a steady income of \$75 to \$100 or more every month with a good chance for promotion? Then why not get it? We guarantee to prepare you for any civil service position, city, state or federal—coach you free until you get the position. Send for particulars.
CIVIL SERVICE SCHOOL Kiltredge Bldg., Denver

FLOUR!

made in western Nebraska from wheat grown in western Nebraska. Housewives should use

GOLD LEAF HIGH PATENT

Sold in Hemingford by: C. A. Burlew, C. Lockwood, D. W. Butler, N. Frohnapfel and B. E. Johnson.

Sold in Alliance by: A. D. Rodgers, Wm. Hamilton and Mallery's.

FOREST ROSE HIGH PATENT

Sold in Hemingford by: C. A. Burlew, C. Lockwood, D. W. Butler, N. Frohnapfel and B. E. Johnson.

SNOWDRIFT HIGH PATENT

Sold by L. H. Highland, Alliance.

We stand behind these high class brands of good flour. If you are not a regular user give them a trial.

HEMINGFORD ROLLER MILLS

A. M. MILLER, Proprietor

RUMELY

Power Farming Machinery



Right on Your Own Farm

The Oil Pull Tractor will cut the drudgery of farm

work and reduce farm costs, for the simple reason that the Oil Pull is a year 'round proposition. It saves money plowing, harvesting, threshing, hauling, drilling and at other power jobs.



15-30 and 30-60 Horsepower

The Oil Pull burns cheap kerosene or distillate at all loads, at any kind of work. It is throttle governed—there is no fuel waste, the power is steady and uniform.

The Oil Pull is oil-cooled—no danger of radiator freezing. It is easy to operate—any intelligent person can run it after a little instruction. The 15-30 has two speeds for road work.

Advance-Rumely Garr-Scott Line,

FULL LINE OF THRESHES REPAIRS AND SUPPLIES

F. A. CLARK, Representative

ALLIANCE

PHONE BLACK 711

RAILROAD MEN'S STATEMENT

Claim That Corporations and Public Would Be Benefitted by Compliance with Demands

The St. Louis Post-Dispatch a few days ago contained a communication from a railroad worker which was reprinted in the Lincoln State Journal, explaining the position of the wage earners in the controversy now in progress between them and the corporations over compensation and working hours. A number of Alliance railroad men have said that the article correctly sets out the facts, and have asked that it be reproduced. It reads as follows:

In reference to your editorial entitled "Railroad Crisis," it is true the unit of wage payment is based on the moving of rolling stock 100 miles for ten hours or ten miles per hour. The new demand is for eight hours, or twelve and one-half miles per hour or 100 miles in eight hours, and time and one-half for overtime after eight hours. In other words, eight hours' work and the same compensation they now receive for ten hours.

Now, I beg to submit examples to show you that not only the railroad companies but the public at large would be benefitted by the change. You, no doubt, understand that all trunk lines centering in St. Louis terminals have so-called manifest freight, leaving these terminals each night, hauling from 1,000 to 1,200 tons of freight that are called fast freight service. These trains travel over divisions from 140 to 240 miles on an average time of eight and eleven hour basis. Now, in many cases the so-called drag or dead freight train leaving same terminal probably three hours ahead of these manifest or fast freight are passed on the road and fast freight goes to destination in eight or nine hours, while the dead freight is often caught by the federal sixteen-hour law and has to tie up for eight hours' rest before getting into division or terminal point.

Now, if one train can be sent over a division of, say, 140 or 150 miles in eight hours, there is no just reason why the same class engine with another train should put in fourteen or sixteen hours over the same course. Take, for instance, the crews on dead freight service or what is commonly called "slow freight," and of the twenty-four hours he is fourteen hours on the road. He spends one hour after he gets in washing up and looking over the engine and then he is ready to go home to wife and family, tired and sleepy. He sleeps eight hours and is then given a two-hour call at the end of his rest period to go on another fourteen or fifteen hour trip. That man spends one and one-half hours with his family, which is not enough time to get acquainted with them. If he wants to get acquainted with his family he would have to write a letter to them, as he has practically no time with them at home.

These men know no day or night, have no Sundays, but simply a straight grind until they are worn out and have to lay off, and in many cases this boon is refused. Now, if this man was working eight hours he would be a more competent worker on account of having regular rest, would be a better citizen on account of having more time to brighten his mind, more time to study the economic questions that are of vital importance to his welfare, and would, therefore, be a more intelligent voter. On the same basis, the company would be the gainer by always having a fresh man going on duty at working periods and less bother of men trying to lay off for the purpose of a rest. Also, the public would have quicker service, on dead or "slow freight."

For example, take a car of bananas shipped, say, from New Orleans to St. Louis, which comes through in about thirty-six or thirty-eight hours, while a car of dead freight would occupy almost three weeks coming the same distance, or in other words, dead freight today is moving in the United States about one mile per hour when it should move just as expeditiously as any other commodity.

I cannot see where you get your proof that the men do not want eight hours, but just the increase of money. You certainly have not got this from any of the four organizations now asking for eight hours. The fact is, we do not want the overtime and the only way we can stop it is to make it so high that the railroad companies cannot afford it and then it would be cut out. The pay for overtime to the worker is blood money, as this money is made after the man is worn out for sleep and rest and dies at his very vitals and makes him old before his time.

Give us the eight hours' work, eight hours' sleep and eight hours to pass with our family at home and we ask for no overtime or none of your so-called exorbitant pay.

As you no doubt know, there is a car shortage all over the United States. This is largely brought about by slow transportation of so-called dead freight. Now, does it not seem reasonable that if these cars were handled more rapidly to destination, unloaded and returned to service, the company would earn a greater revenue on each car, and this increase alone would offset any additional expense the company would be in making the change? They have put forward the excuses that trains have to lay on sidings four or five hours on a trip over the division and this cannot be helped. Now, it seems to me the best way to use an engine is in pulling trains and not by rusting out on the siding, where it is burning fuel and piling up additional expense, when with proper handling it could be over the division and in the shop in very little additional time. Keep them moving by giving them the amount of tonnage they can handle over the division and you will make it in eight hours O.K.

There seems no good reason why we should not come to an eight-hour basis on railroads. Before the federal sixteen-hour law was passed the companies worked the men twenty

or thirty hours, but after it was passed they could get them in in about fourteen or fifteen hours and this could just as easily be cut to eight hours as it was cut from twenty to sixteen hours. It only needs the co-operation of the company with the men, and we will make eight hours on railroads a blessing in place of a curse and at the same time knock the shackles off of 309,174 railroad men in the United States now calling for relief. This cause is right and should prevail, and if it does a prayer of thankfulness would go up from the fireside of thousands of railroad homes for the blessings derived from it.

And now, out of all due respect to the public and all due respect to the great railroad systems of the United States, we ask simply for eight hours' work, eight hours' rest and eight hours to be spent at our fireside.

A. R. R. MAN.

LADIES! LOOK YOUNG, DARKEN GRAY HAIR

Use the Old-time Sage Tea and Sulphur and Nobody will Know.

Gray hair, however handsome, denotes advancing age. We all know the advantages of a youthful appearance. Your hair is your charm. It makes or mars the face. When it fades, turns gray and looks streaked, just a few applications of Sage Tea and Sulphur enhances its appearance a hundred-fold.

Don't stay gray! Look young! Either prepare the recipe at home or get from any drug store a 50-cent bottle of "Wyeth's Sage and Sulphur Compound," which is merely the old-time recipe improved by the addition of other ingredients. Thousands of folks recommend this ready-to-use preparation because it darkens the hair beautifully, besides no one can possibly tell, as it darkens so naturally and evenly. You moisten a sponge or soft brush with it, drawing this through the hair, taking one small strand at a time. By morning the gray hair disappears; after another application or two, its natural color is restored and it becomes thick, glossy and lustrous, and you appear years younger.

Wyeth's Sage and Sulphur Compound is a delightful toilet requisite. It is not intended for the cure, mitigation or prevention of disease.

DAMAGE SUITS SCARCE

Great Improvement in Methods of Securing Damages for Loss of Live Stock in Transit

One doesn't hear as much about claims of shippers against railroad companies for loss of stock in transit as in former years. The reason is not hard to find, but it seems strange that the solution of the troublesome problem was not thought of sooner. At an expense merely nominal compared with the benefits derived in case of loss, shippers now insure their stock, and in case of death or the breaking of a leg of an animal in transit, no matter what the cause, the owner immediately receives a check from the insurance company, leaving the mto collect from the railroad company, if they can. Many live stock shippers, realizing the benefit and convenience of this kind of insurance, are now using it.

Live stock transit insurance is furnished by the Live Stock Department of the Hartford Fire Insurance Company. W. B. Cheek, former railroad man and well known to many live stock shippers of Nebraska and adjoining states, is manager for this part of the west, with office in the Live Stock Exchange Building, Omaha. We call attention of shippers to his advertisement, giving the names of local representatives in western Nebraska.

Rheumatism

If you are troubled with chronic or muscular rheumatism give Chamberlain's Liniment a trial. The relief from pain which it affords is alone worth many times its cost. Obtainable everywhere.

Adv—May

Contributed

Fair Play for Railroad Men
Alliance, Nebr., May 3, 1916.
To the Editor of
The Alliance Herald:

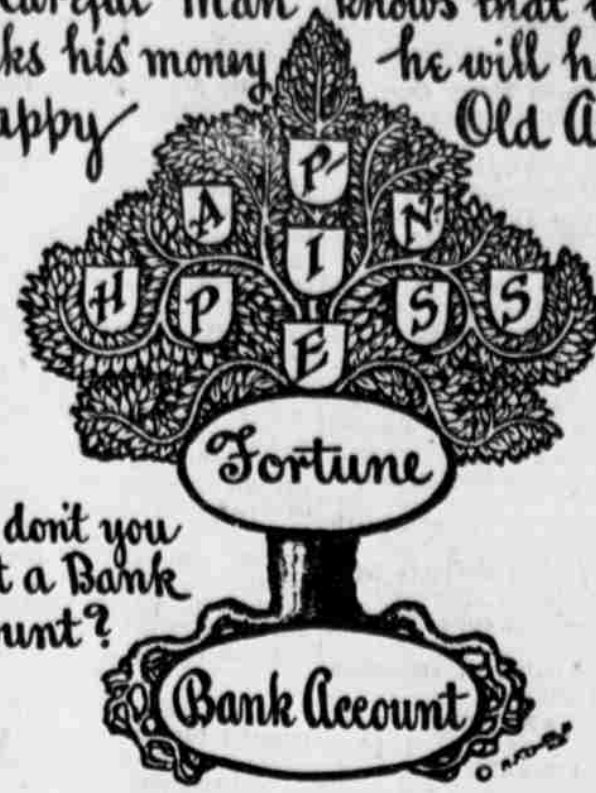
Dear Sir: Recently I subscribed for your paper on the recommendation of a friend that you endeavored to be fair in giving publicity to both sides of public questions. I am also a subscriber to another Alliance paper which boasts that it "is not afraid to print all the news."

I am a railroad employee and am vitally interested in the present controversy between the railroads and employees over the eight-hour proposition. It has been very gratifying to me to learn on reading your paper that you have given the employees an opportunity to present through your columns their side of the question, while the other paper mentioned has, through lack of backbone and stamina, repeatedly neglected to give the boys a fair show.

Your fairness in this matter is appreciated by myself and I feel sure that others as well as myself appreciate your action in the matter. A man to be an editor of a newspaper these days needs moral courage as well as physical bigness. Continue your policy of fairness to all and The Alliance Herald will continue to be "the leading newspaper of western Nebraska". The fact that you have given us a fair show and taken the lead in this matter and that it is appreciated should encourage you to continue your fair policy in all questions of a public nature.

Yours respectfully,
A RAILROAD MAN.

The Careful Man knows that if he Banks his money he will have a Happy Old Age



Why don't you Start a Bank Account?

You see this picture?

This is no fancy, it's a fact. You can't grow a tree without a root; you can't build a house without a foundation; you can't build a fortune without putting money into the bank to grow.

And it is mighty comfortable to have a fortune when you are old.

Start one now.

Bank some of your earnings.

BANK WITH US

We pay 4 per cent interest on time deposits.

FIRST STATE BANK

Paper Your Rooms Now

MAKE IT A PART OF YOUR CLEAN-UP AND PAINT-UP CAMPAIGN ON YOUR OWN PREMISES



There is nothing that contributes so much to the home at this season as clean, sweet, inviting rooms. Our stock of Wall Paper and Other Wall Coverings is satisfactory in range of designs and prices.

Tell Us Your Needs
F. J. BRENNAN

All the Music of All the World

is at your disposal if there is a VICTROLA in your home.

The complete line of Victor machines displayed at our store offers you a wide range in styles and sizes, at

Prices ranging from

\$15.00 to \$250.00

You may choose from this large line feeling assured of securing an instrument that will bring you a perfect rendition of almost any music you want to hear.

Every Musical Longing is Easily

Satisfied by the Victrola

You will not be without one of these splendid instruments when you learn of our easy payment plan.

The new May records have been received. Come in and let us play them for you.

THE VICTOR STORE

OPPOSITE POST OFFICE

JOHN WIKER, MGR.