



For Winter Colds

You need a real tonic. Strength is required to overcome the trouble. Let that tonic be one that is especially valuable in catarrhal conditions, and you can conquer the cold. A cold is acute catarrh; it may become chronic. Chronic catarrh frequently becomes systemic, involving the stomach and the intestinal tract as well as the nose and throat. It means stagnation.

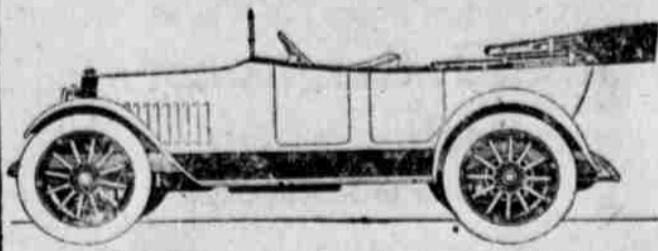
PERUNA IS INVIGORATION

It clears away the waste matter, dispels the inflammation and tones up the system. For forty-five years it has been used in catarrh by thousands of grateful sufferers, who willingly tell the world of their relief. Peruna's long history of helpfulness is the best evidence that it is what you should take.



Manalin is the ideal laxative and liver tonic. In tablet form it is delicious to take, mild and effective, without unpleasant effects, and will not form a habit. Liquid, 35c and \$1.00; tablets, 10c and 25c.

THE PERUNA CO., Columbus, O.



THE SIMPLE AND SOUND TOURING CAR

Sound ideas prevail in the construction of this 5-passenger 6-30 Chalmers. The car is simple, therefore easy to handle at low and high speeds. Clings to the road. Rides well. It has "the looks." And sensible to own. Because it doesn't burn the purse strings. **\$1090**

(All prices f.o.b. Detroit)

Lowry & Henry
Alliance, Nebraska



ATTENTION!

Auto Owners

We are now located in our new building at the corner of Second Street and Laramie Avenue, where we have a completely equipped

Machine and Repair Shop

and are in position to make any kind of repairs on all makes of autos. Cold weather is the time to have your car overhauled. It will then be ready for use in the spring. We make repairs quickly and properly and guarantee our work.

NICOLAI & SON

PHONE 164

AUTO LIVERY

GARAGE

AUTO REPAIRING

TIRES AND SUPPLIES

THREE BIG COMING EVENTS

of Great Importance to the West.

- WYOMING WOOL GROWERS' ASSN., THERMOPOLIS, WYO., JANUARY 15-17, 1917
- AMERICAN NATIONAL LIVE STOCK ASSN., CHEYENNE, WYO., JANUARY 18-20, 1917
- NATIONAL WESTERN STOCK SHOW, DENVER, COLO., JANUARY 20-27, 1917

These gatherings attract men of affairs throughout the broad West. The three cities named over much in the way of hospitality. The Burlington's new train service between Alliance and Wendover, trains 31 and 32—and its through service routes in Wyoming and Colorado—make it very easy to visit any or all of these attractive cities.

Stopover privileges at Thermopolis and Cheyenne enroute to Denver. Ask us about the reduced excursion rates, stopover privileges and train service to these conventions.



J. KRIDELBAUGH, Ticket Agent, Alliance, Nebr.

L. W. WAKELEY, General Passenger Agent, 1404 Farnam Street, Omaha, Nebraska

News of the Railroads and of Railroad Men

BURLINGTON MAY PUT

ON BOOZE SPECIAL

It is said that officials of the Burlington road are planning ahead for next May when Nebraska goes dry, and, if the law is not changed in the legislature so as to prohibit it, a "booze car" may be placed on the regular train from Kansas City to take care of the "booze" shipments. It is stated that in the event the extra car is put on an expressman will be employed to handle this work exclusively.

It is a well-established fact that as long as it is possible to get beer and "booze" that some will have it shipped in. The railroad, it is said, has found from past experiences that if the law will allow the shipment of liquor and beer into the state, it will be necessary to prepare in advance to meet the demands.

NEW COAL CHUTES AT

HAISEY AND BOGGEN

The Burlington will soon begin the construction of two new coal chutes of the latest pattern. These chutes will be placed at Roggen, Col., and Halsey, Nebr., where chutes formerly in use were burned down. Since authority was asked to replace these with modern steel chutes, fires have destroyed the chutes at Oxford and Scottsbluff.

NO GREAT INCREASE

IN OIL FOR FUEL

It is stated that it is not probable that the use of oil for locomotives on lines near the Wyoming oil fields will greatly increase for some time. While the production of oil has greatly increased both the Burlington and Northwestern have been buying oil under contracts that are said to make the sale of fuel to these roads almost a loss to the oil producers. Since these contracts were made the price of oil has greatly advanced and it is said the oil producers would be happy if the roads would cancel the contracts and go back to the use of coal exclusively. While the price of coal is up a bit now, it is believed it will go down with the coming of warm weather, while oil prices are likely to remain high.

BUSINESS HEAVY IN THE

EAST—TERMINALS CHOKED

Frank T. Darrow, engineer for the Burlington lines, made a recent trip to New York and was surprised at the volume of business he saw being handled by the eastern lines. On one three-track division of the Lackawanna he was told that tonnage trains were being moved so frequently that they averaged no more than one hour apart, and this in addition to the time freight and refrigerator freight service that had to be cared for on the same rails.

Mr. Darrow said that for forty miles out of New York, sidings were filled with loaded cars and the terminals in New York City were filled so that more business could not be taken care of.

TO DISTRIBUTE FREIGHT

CARS MORE EVENLY

The state railway commissioners held a conference last week with Burlington officials who have immediate charge of the distribution of empty freight cars. As a result it is believed plans were perfected for a complete cure of the many complaints of discrimination in the distribution of cars as between stations. Chief Dispatcher Murlock of Wyoming, Trainmaster J. C. Grissinger of Lincoln, Car Distributor Horst of Lincoln and Car Distributor Clements of Wyoming were the Burlington men present.

The charges of discrimination as between stations and the causes were discussed. Some stations have been getting too many empty box cars and other stations are unable to get any. It is said, it is also stated that many cars are found bunched at the ends of divisions instead of being moved on to other divisions. The making of empty cars by unloading freight has given some stations an excess of cars. It is stated the car distributors have tried to compel conductors to report when cars are empty so that such cars may be moved where they are most needed. This has in part failed, it is said, because conductors do not always report. Trainmaster Grissinger at the conference said this was a matter of discipline that could be enforced.

As a result of the conference the Burlington will send weekly record reports to the state railway commission so that the commissioners may know where cars are and how many cars have been sent out of each of about 200 stations. These reports will be exchanged between the different car distributors so that they will have first-hand information relating to the car situation. A central office man will thus know where cars are, how many are in trains, and the needs of stations and will be able to give orders as to where cars shall be distributed. It is stated that the heavy hand of the officials higher up is likely to swoop down upon agents who fail to report cars sent out from their stations.

NEW SHORT LINE IN

NORTHERN WYOMING

Buffalo, Wyo., is no longer an "inland" town. It is now the terminus of the Wyoming railway. A steam road is now operating between Buffalo and Clearmont, twenty-eight and one-half miles. The road follows the Clear creek valley from Clearmont, on the Burlington, to Buffalo.

Stationery of the Wyoming railroad and the official railway guide indicate that it is controlled largely by parties living in Cedar Rapids, Ia. William G. Downs of Cedar Rapids is president; H. P. Rothwell of Buffalo is vice president; Isaac B. Smith of Cedar Rapids, Ia., is treasurer; Charles B. Duffy, Buffalo, is

general manager; and George G. Belt of Cedar Rapids, Ia., is auditor. The road has been in operation for some time between Clearmont and Buffalo, Watt and Cedar Rapids.

This road reaches out from the Burlington's Lincoln-Billings line and will serve as a feeder for this line. Connections are now made at Clearmont with Burlington trains Nos. 41 and 42, so that a passenger leaving Alliance at 4:15 a. m. will be at Buffalo, Wyo., at 5 p. m. the same day. The same connection is made from the west also.

While further construction is not announced, it is said that ultimate plans are to push farther to the southwest, reaching an oil producing region as well as passing through a good range country.

PASSENGER TRAINS

RUNNING HOURS LATE

Passenger trains in and out of Alliance for some two weeks, and especially for the week before Christmas, were running several hours late. One reason for the trains from Billings being late is said to be that Burlington trains must wait there for Union Pacific trains, as the Burlington makes up its trains there, partially at least, from Union Pacific cars. Another reason assigned and particularly so for trains from the east, has been because of the vast quantities of parcel post mail handled. At Omaha the depot platform was piled high with Christmas-going packages and the storage rooms were filled to the ceilings. This stuff all had to move on the trains and with a few minutes' delay at each station, loading and unloading the packages, in a few hundred miles the delay naturally runs into hours.

MONTHLY SAFETY

MEETING HELD

Burlington officials held the monthly safety meeting in Alliance Thursday, at which time plans were discussed for the protection of both employees and passengers. The Alliance safety board is comprised of a member from each department of the road's activities. Those elected go to make up what is known as the safety board. Plans are heard and afterwards discussed with the idea in mind of reaching a greater efficiency in preventing accidents. J. L. Hughes was here from Seneca and attended the meeting in the morning with the members of the board living here.

NEW GENERAL FOREMAN

IN ALLIANCE SHOPS

J. B. Irwin has been transferred from Edgemont and is now general foreman of the Alliance shops of the Burlington. He held a like position in the shops at Edgemont, S. D. General Foreman Irwin takes the place of A. G. Pierce, the latter feeling it necessary to resign because of kidney trouble. Mr. Pierce goes to Denver. He has been bothered with kidney trouble for some time. The Irwin family will arrive in Alliance in a short time and will make their home here.

ROUNDHOUSE FOREMAN

IN LINCOLN HOSPITAL

J. A. Hollett, roundhouse foreman at the Burlington roundhouse in Alliance, is reported to be recovering in a satisfactory way from an operation he recently underwent at Lincoln. At this writing he was still at the hospital in Lincoln.

RUSH BUSINESS ON

SHERIDAN DIVISION

Business has been exceptionally good on the Sheridan division of late, in fact the rush has been so strong that additional engine men were needed to relieve conditions. Engineers Wilborn, Trefney and Burchell were transferred from Alliance to the Sheridan division last week, their services being needed to help relieve the rush condition.

SWITCHMAN LOSES

BOTH HIS LEGS

H. L. Hobbs, switchman, fell beneath a train in the Burlington yards at Edgemont on December 20, with the result that both legs were so badly injured that, it is said, it was found necessary to amputate them. Hobbs was taken to Hot Springs where he received the attention of a surgeon.

PICKED UP IN PASSING

J. L. Hughes was here from Seneca one day last week attending the safety meeting held by Burlington officials.

Mr. and Mrs. George Cadmon spent Christmas at Lincoln. They went down Wednesday night of last week.

O. E. Williams, yardmaster here, spent Christmas at Pacific Junction, Ia. He left here last Thursday.

R. R. Wilson, Burlington conductor, left Thursday night for an over-Christmas visit at Creston, Io.

F. V. Black left Friday night for a visit during the holidays with his people at Brock, Nebr. This is his first visit to his home town in a year.

W. L. Redington left last week for Kansas City.

M. F. Fleener, fireman on the Alliance division, has been enjoying a visit at Morrill, his home, the past week.

C. H. Jones, Burlington operator, has been permanently transferred from Halsey to Lakeside.

Engineer Fitzpatrick enjoyed a few days' leave of absence and took advantage of it by spending the Christmas holidays in Omaha.

Mr. and Mrs. J. B. Rhader are enjoying a visit in Arkansas with his relatives.

L. J. Devine, brakeman, is here from Deadwood and has been working out of here the past week.

NEW BRIDGE IS PUT IN PLACE

The old steel bridge across the Missouri river between Omaha and Council Bluffs, which had been in service for thirty years, was removed Saturday and replaced by the new bridge which had been built on the false work along the side of the old. The actual operation of removing the old bridge, which weighed 5,600,000 pounds, and putting in place the new, which weighed 11,200,000 pounds, required fifteen minutes, four and one-half seconds for the removal of the old, and ten and one-half minutes to replace it with the new. Five hoisting engines, equipped with block and tackle, were used. Officials said the work was an unusual engineering feat. The work of removal began at 11:10 o'clock in the morning, with 200 men, and was finished at 3:40 in the afternoon. Delay was occasioned by the breaking of lashings. An hour after the new bridge was in place, trains were running over it. This is the third bridge built across the Missouri on the same site. A certain historical interest attaches to the place, for it was here that pioneers first crossed the river in a flatboat.

Clean cotton rags wanted at The Herald office. We pay three cents per pound. Woolen rags not wanted.

PUT CREAM IN NOSE AND STOP CATARRH

Tells How To Open Clogged Nostrils and End Head-Colds.

You feel fine in a few moments. Your cold in head or catarrh will be gone. Your clogged nostrils will open. The air passages of your head will clear and you can breathe freely. No more dizziness, headache; no hawking, snuffing, mucous discharges or dryness; no struggling for breath at night.

Tell your druggist you want a small bottle of Ely's Cream Balm. Apply a little of this fragrant, antiseptic cream in your nostrils, let it penetrate through every air passage of the head, soothe and heal the swollen, inflamed mucous membrane, and relief comes instantly. It is just what every cold and catarrh sufferer needs. Don't stay stuffed-up and miserable.

SCOTT'S EMULSION

OF NORWEGIAN COD LIVER OIL

usually stops a stubborn cough or chest cold when ordinary specifics fail.

It helps strengthen the lungs and throat—adds energy to the blood—and gives the system the force to help resist disease.

Use SCOTT'S Refuse Substitutes

Scott & Bowne, Bloomfield, N. J.

PRINTS ITS LAST ISSUE
Aurora, Nebr.—Wishing its readers a merry Christmas, the Hamilton County Advocate has printed its last issue and will be permanently discontinued. It has been published for five years, F. J. Sharp having edited it throughout that time. Recently Mr. Sharp felt that for business reasons he should make his home in Lincoln and this made it extremely difficult to continue editing a weekly paper in Aurora. The Advocate company decided to continue its management of J. H. Sharp. For five years four of the best weekly papers in the state have been published in Aurora. In closing its forms, the Advocate stated that all subscribers who were paid in advance had checked awaiting them.

I am in the market to buy your potatoes. See me for prices. Phone 246. R. W. BEAL, Office corner 2nd and Box Butte Ave., basement Reddish block.

Go to BRENNAN'S FOUNTAIN

DRUGS

Unexcelled for Cool Drinks, Ice Creams and Luncheonettes

Everything Sanitary Prompt Service
TOILET ARTICLES

F. J. BRENNAN

Cold Weather is Coal Weather.

We are happy to state that here you will find coal when you want it—that is a big thing these days. It's better coal, too—

COLORADO LUMP and NUT
KIRBY LUMP and NUT
MONARCH LUMP and NUT

Just telephone us and say, "Send up a ton (or two tons or three), we need it quick, it's cold," and you'll get action.

Phone 73

