

Closing Out Sale of REMNANTS

NOW IN PROGRESS—TO CONTINUE UNTIL EVERY
THING IS SOLD

This sale of Remnants includes selections in—

SILKS, VELVETS, RIBBONS, APRONS,

KIMONAS, FEATHERS AND MILLINERY GOODS

Feathers going at all prices from 5c up. These are Genuine

Bargains

JUST RECEIVED, yesterday, a shipment of beautiful new

KIMONAS and BATH ROBES

You must see these to appreciate them

Mrs. R. Simmons

First door south of Herald office

Little Nutrition in Oysters.

Stutzer maintains that it takes 1 oyster to contain as much nourishment as one egg, and 223 to equal pound of beef, says the New York Medical Journal. And their cost is triple that of beef.

PERU NORMAL NOTES

Dr. House's Browning class recently gave him two beautiful books bound in ooze leather—one, the Poems of Robert Browning, the other, Poems of Elizabeth Barrett Browning.

Professor Gregg attended on Wednesday a meeting of the board of directors of the State Sunday School association. He was also in conference with State Superintendent Clemmons on school matters.

President Hayes attended a meeting of school superintendents of the state in Lincoln last week.

One of the most delightful social events ever held in Peru was the party given Saturday night by the Senior girls who entertained the boys of their class, the Sophomores, post-graduates and faculty members. This was the first social event to be held in the new training building which proved to afford excellent facilities for such an occasion.

On Monday evening, representatives from the girls' physical training classes gave an exhibition including drills and folk dances. A butterfly dance and a colonial dance were made very effective by appropriate costumes. Enthusiasm ran riot when the Senior girls met the Junior girls in basketball. The game was a close one thruout, but the final score was 22-18 in favor of the Seniors.

On Saturday, January 27, the following persons attended a meeting of the Women's Educational club in Lincoln: Miss Tibbets, Miss Rulon, Miss Bowen, Miss Mutz, Miss Rose Clark, Miss Esther Clark, Miss Krebs, Miss Hosmer and Miss Kelley. Miss Kelley gave the principal talk on the program.

EXTENDING LINES IN ALASKA

Degree of Development Not Generally Recognized Has Been Steadily Carried Forward.

Private enterprise is re-enforcing government enterprise in the development of Alaska transportation. Announcement was recently made of the intention of the Copper River & Northwestern to extend its Cordova line farther into the interior. Now comes the assurance that private enterprise has financed the proposed immediate construction of a railroad from near Controller bay to the Bering river coal fields, 17 miles away.

Thus coal of high quality is to be brought to tidewater by October next and shipped to Alaska points as well as Seattle and points farther south. Possibly about the same time Matanuska coal will reach Seward and Anchorage and be distributed from these points for naval and commercial needs.

The humanizing of Alaska administration and the partial opening of the territory to commercial enterprise have had a stimulating effect. Long dormant coal claims are taking on the form of business ventures. Railroad construction is to bring these in touch with the market, cheapen fuel and make greater gold production possible. The world's demand for copper has further accentuated Alaska's progress by forcing the railroad line from Seward to extend into the wilderness beyond the present terminus.

The utilities for commerce are being vastly increased. Coal will soon be reaching Central Alaska from the Nenana fields, and the south coast will be supplied from the Bering and Matanuska fields, vitalizing every industry that it touches. In another year the northern wilderness will be split in twain by the arteries of commerce.

ON A VISIT OF INSPECTION

British Railroad Authority in This Country Looking Over the Leading American Systems.

W. M. Acworth, the distinguished British railroad authority, is visiting the United States and inspecting several of the railroad systems of the East. He is keenly interested in the wage controversy between the railroads and the train service employees, which he avers is similar in its general aspects to that which led up to the great British railroad strike of 1911.

Mr. Acworth is a director of the underground railroads of London and has written a number of books on railroad development and regulation. He is no stranger to the United States, having made many trips to this side of the Atlantic, and having been for many years in touch with the railroad situation here. He is a close personal friend of leading railroad officials of the country.

"The war has made heavy drafts upon the railroad workers of Great Britain," said Mr. Acworth in an interview at New York. "Probably 20 per cent of the railroad operatives are in active service. From the London underground system, which employed about 25,000 men at the outbreak of the war, some 8,000 have enlisted. On all the lines somewhat similar conditions exist.

"The places of those who have volunteered have been filled to some extent by keeping older men in service instead of retiring them. On the London buses 500 women are employed as conductors. On all the lines forces have been reduced by cutting off a large proportion of the passenger trains.

Man Stole a Locomotive.

"By George! I am going to that dance at Paxton's somehow," an unidentified young man declared here the other night when informed there would be no trains going east for some time, according to the Bozeman (Mont.) correspondent of the Spokane (Wash.) Spokesman-Review. He walked over to a lone locomotive, entered the cab and started east, breaking through a closed switch and going out on the main line.

Engineer McVicker, in a locomotive, was traveling toward this city when he noticed that the block system registered danger. He saw the smoke of an engine approaching and stopped his own. His fireman jumped and McVicker reversed his engine. Fireman Boehling caught the approaching engine, climbed into the cab, found it "driverless" and brought it to a stop a short distance from McVicker's engine.

No trace of the locomotive thief has been found. He evidently jumped when he saw the other engine approaching.

World's Largest Locomotive.

What is said to be the largest locomotive in the world to run on a three-foot-six-inch gauge has recently been shipped from Great Britain to the order of the South African railroads. It is of the "Mallet" type, the total overall length of engine and tender being 81 feet 2 inches. The design and specifications were drafted in Pretoria.

Express Has Splendid Record.

During the nearly twenty-five years that the Empire State express of the New York Central railroad has been running it has carried approximately eight million passengers without a single fatal accident.

Two Most Dangerous Hours.

After investigating 72 railroad wrecks Prof. Hugo Muensterberg finds the majority of signal failures occurs between 11 a. m. and 1 p. m.

136 Registered Herefords

At Auction February 15 and 16

Under the Auspices of The Nebraska Hereford Breeders Association



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95 BULLS, 41 COWS and HEIFERS

The bulls include a high-class lot of herd bull prospects, range and farmer bulls, including choice show bulls, all of superb quality and of the choicest breeding and of good ages. The collection is a large one and affords the greatest opportunity where you can buy cattle you can afford to own.

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This will be a great opportunity to select foundation stock of the best breeding. The Nebraska breeders have joined forces, endeavoring to make a success of this sale, as far as quality and breeding are concerned.

Consignors are as follows: G. C. Doehling, Surprise; A. O. Pearson, Genoa; A. D. Nelson & Sons, Minden; A. C. Smith, Lexington; H. C. Evans, Callaway; R. B. Drake, Gibbon; Chauncey Cook, Shelton; L. P. Stone, Lexington; W. E. Green, Genoa; Bengier & Son, Callaway; A. W. Riness, Elba; G. E. Stryker, Rising City; Henry Smith, Octavia; Fritz Bichel, Loup City; C. M. Knutsen, Hordville; Rasmussen Bros., Elba; G. G. Clement, Ord; J. W. Coder, Elwood; Jas. McClymont, Holdrege; J. Van Wie, Ord; Geo. C. Junkin & Son, Smithfield; N. D. Mysenberg, David City; Fred McClymont, Atlanta; John Herold, Lewiston; R. George, Hampton.

Sale in Bradstreet's barn. Starts 1 p. m. each day.

Send for catalog mentioning the Alliance Herald and addressing

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THE ALLIANCE SEMI-WEEKLY TIMES

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A Department Devoted to the Interests of the Volunteer Firemen of the State of Nebraska

Edited by Lloyd C. Thomas, State Publicity Chairman.

CONTRIBUTIONS TO THIS DEPARTMENT ARE ALWAYS WELCOMED

Address envelope to: State Publicity Chairman Firemen's Ass'n, The Alliance Herald, Alliance, Nebraska

"I would recommend that every city council send one of their members to the convention to study existing conditions there to determine their value to their cities, and thus get away from the mistaken idea that the boys just want to go in order to have a big time at the city's expense."—James F. Flood, delegate from the City Council of University Place, Nebr., to State Convention at Auburn.

LET'S HAVE MORE OF THESE

James F. Flood, who attended the annual convention at Auburn as a delegate from the city council of University Place, Nebraska, is greatly impressed with the convention and has first-hand knowledge of what the convention is in fact. His communication is well worth reading. It would be well if many city officials, particularly councilmen, could read Mr. Flood's article. Mr. Flood wrote The Herald—the official paper—as follows: University Place, Nebr., January 30, 1917.

The Alliance Herald, Alliance, Nebraska.

Gentlemen:

I am enclosing a communication that I think would be of great interest to your readers in connection with the Firemen's Association of Nebraska.

As a delegate from the City Council of my town to their convention, I write this from that point of view. If you think it would be a benefit, and care to, please publish this.

Very truly yours,
JAMES F. FLOOD.

IMPRESSIONS OF A CONVENTION VISITOR

(By James F. Flood, Delegate from City Council of University Place, Nebr., to State Convention)

It would probably interest your readers, especially members of the different city councils who really have the best interests of their cities at heart, to know what impressions a visitor to the annual state convention of Volunteer Firemen has from the point of view of a member of the City Council.

I think the prevailing, but erroneous, idea of councils as regards the convention has been that the principal purpose of such meetings is to give our brave unselfish boys one opportunity in the year to have a trip away from home with a license to have a royal good time at the expense of the city. This is true in part and surely the fire boys earn all that. But this is not alone a good-time feat.

Aside from the pleasures of the very royal welcome of the citizens, the entertainments, banquets, dances, shows and special stunts put on for the visitors there are benefits received that are almost invaluable in aiding them to better accomplish their work of preventing and extinguishing fires.

Then there are papers read on live questions as to best methods of preventing fires; of equipment to use best suited to the existing conditions; the reports of all the different fire chiefs. These reports are all printed in the official proceedings of the convention and are more valuable to the different fire departments than is the state fire marshal's annual report, as they are more complete, detailed, and often offer suggestions that are not copied in the state report. Besides this they come home to the fire boys by the direct application in a way that is not possible through other means.

The state fire marshal is there to do all in his power to instruct, advise, suggest ways and means to make their work more efficient. The salesmen of fire fighting apparatus are there with the latest and most efficient knowledge as to what we need and should have in the way of equipment.

There is also a very appreciable opportunity to advertise the several towns from which delegations go. Just imagine, if you can, five hundred live hustling men from all over the state, each delegation boasting for their home town. How keen they are to notice if one town has some improvements that they have not, and how proud to boast of their advantages. Is not this fact alone convincing evidence that no city will lose through advancing the expenses of a delegation of fire men to attend this convention.

In short, the value that may be derived from attending this annual convention is immense both to the volunteer firemen personally and to their several cities. Since these cities reap such value from these conventions it seems only proper that they should send some delegate aside from the fire boys to bring them back such information as they can get along the lines of civic municipal improvement other than information relating solely to fire control. This department of the convention was especially appealing to me, a member of the City Council, and I know that every city could get full value received from the expense necessary to delegate a member of the council and defray his expenses to this convention. There were a good many council members there but I know that there were a great number of cities that did not represent itself through any except the volunteer firemen, as of course there were many who were not present at all. I would recommend that every city council send one of their members to the convention to study existing conditions there to determine the value to their cities, and thus get away from the mistaken idea that the boys just want to go in order to have a big time at the city's expense.

Finally, then, I would say that in my opinion the state convention of Volunteer Firemen is a splendid institution and should be continued with increased attendance from more cities not only by the firemen but also by members of every city council in the state.