

GETS MORE MONEY

House Supports Contention of Representative Thomas for Sufficient Funds for State Department

Lincoln, March 3.—Following a debate of nearly two hours Thursday afternoon in the Nebraska House of Representatives, a vote of 42 to 28, adopted the amendment of Representative Thomas of Alliance to the general maintenance bill, increasing the funds allowed the State Railway Commission by \$59,500. The bill, as introduced by the finance committee, carried the following items for the commission:

For incidentals, books, blanks, stationery, printing, telegraph, telephone, express, postage, etc., \$16,000
For extra help, legal expense and special investigation, 40,000
For traveling expenses, 4,000

Total, \$60,000
Representative Thomas succeeded in getting the following additional appropriations for the commission:

For expense in checking the valuations of Nebraska railroads and the Interstate Commerce Commission, and in hearings on the adoption of such valuations, \$20,000
For expenses in resisting threatened increases in Nebraska freight, passenger, express and telegraph rates and interstate railway rates, \$39,500

Total increase, \$59,500
In support of his amendment for the increase in funds for the commission Mr. Thomas made the following explanation of the results accomplished during the past two years by that department and of the work which lies before them during the coming two years:

In matters now pending before the railway commission involving many hundreds of thousands of revenue, the following are among the most important, each of which will involve extensive investigation and very considerable expenditure of time and money:

General order No. 19, by the commission, involving all roads, now in the federal courts and involving a reduction to the shippers of Nebraska of at least \$1,000,000 in revenue annually. It seems probable at this time that the matter will have to be carried through the lower federal court and from there to the supreme court of the United States before the final determination of the case. This will call for an expenditure on the part of the commission of approximately \$10,000.

Proposed Increase of Rates on Grain

the Inter-state Commerce Commission for an increase in the rates on grain from the Missouri river to all points east of Chicago, the increase amounting on the average to 1.8 cents per hundred pounds, or over one cent per bushel of wheat. On the basis of 65,000,000 bushels of wheat produced in the state annually, the increase proposed would amount to \$650,000 a year. If the state of Nebraska is adequately represented in this very important case, and if the commission makes the necessary investigation, it will cost at least \$12,000.

In this connection it is interesting to recall that two years ago a similar increase in grain rates was asked for by the railroads and the commission at that time requested from the legislature an appropriation sufficient to enable it to make the necessary investigation. As a result of that investigation the proposed increases were denied by the Interstate Commerce Commission, thus saving to the shippers of this state from \$650,000 to \$1,000,000 annually. At the same time the increased rates on grain were asked for, the railroads were also asking for a general increase in all freight rates in this territory. In the main these increases were denied. The commission expended about \$20,000 in resisting these increases, and the results obtained indicate that it was money very well spent, being a mere bagatelle compared to the immense amount involved.

Application of Express Companies to Increase Rates Reduced by the Legislature under the Sibley Act. As provided by the terms of the Sibley Act, the express companies operating in the state of Nebraska have made application to the Railway Commission for permission to increase all intrastate rates approximately 25 per cent, which will restore the express rates on state traffic to the same level as they were before the legislature reduced the rates in 1907. The total intrastate revenue for the year ending June 30, 1915, was \$569,000. The increase proposed therefore will approximate \$185,000. These applications are now pending before the railway commission and the express companies are pressing for early consideration. The investigations which the commission will make in connection with these applications will involve a valuation of the property of the company, extensive studies as to the cost of furnishing the service and as to a division of the revenues between state and interstate traffic. It is estimated that these investigations will cost at least \$7,500.

The legislature of 1913 enacted a law reducing all telegraph rates within the state of Nebraska to a basis of 25 cents per ten-word message. Under the law the telegraph companies were permitted to make application to the railway commission for determination of the reasonableness of the rate established by the legislature. The Western Union

matter is now ready for hearing. The telegraph company has made a complete valuation of its property, together with a study as to the cost of operation, and is prepared to make a complete showing. If the railway commission successfully defends the law it will be necessary for it to make as complete an investigation as has been made by the telegraph companies. It is estimated that this will cost \$5,000.

The Missouri-Pacific and the Rock Island have each enjoined in the federal court the two-cent fare law passed by the legislature of 1907. The first case to arise before a master in the federal court was that of the Missouri-Pacific. The burden of defending this case has been upon the commission and it has expended for this purpose up to date \$2,800, not including the time of the regular employes of the commission. It will cost at least \$700 more before the case is submitted to the court, making a total of \$3,500. In the event that the case is appealed by either party, it will cost at least \$1,500 more. Assuming that the Rock Island prosecutes its case to final conclusion in the courts, it will cost at least as much more to protect the interests of the people of Nebraska as the commission has found necessary to expend in the Missouri-Pacific case. In the event the remaining Nebraska roads successfully contest the two-cent fare law, and assuming that the same number of passengers would ride in intrastate travel under a three-cent fare as the number of passengers that did ride in the year ending June 30, 1915, and that the average length of travel was the same, the total passenger miles would be 303,936,468. Assuming that the rate was three cents a mile and by reason of short line distances and competitive conditions the average rate per passenger mile would be 2.7 cents, the total amount paid by the Nebraska people would be \$8,206,000. The actual amount collected for intrastate passengers for the year ending June 30, 1915, was \$5,599,000. This would make an added cost per annum on the average cost basis of \$2,309,000.

While the foregoing cases constitute the larger matters that will engage the attention of the commission in the next two years, it is necessary to remember that additional work is constantly being demanded of the commission by the legislature, which added work calls for increased expenditures by the commission. The legislature of 1913 charged the commission with the duty of enforcing the Blue Sky law. Since that time over 1200 cases have been handled under this law and about \$3,500 in fees have been received, all of which has been turned into the general fund of the state. The administration of this law has taken a great deal of time and been the cause of no little added expense. The legislature of 1915 placed the enforcement of the warehouse law in the

ing the biennium upwards of seventy elevators in the state have made application for license to do business under this act. Each of these elevators, in addition to giving bonds, which have to be examined and verified, make monthly reports to the commission showing the amount and value of the grain on hand in their elevators. These reports before being filed must be analyzed and the work in connection with this law has been extensive. The legislature of 1917 also placed the construction of transmission lines under the control of the commission. A large number of cases have arisen under this act, and the time of the commission's engineering department has been very largely taken with investigations and a number of hearings have been had by the commission. In addition to these new laws a number of others regulating common carriers of the state, the enforcement of which has been imposed upon the commission, have called for a large amount of work and expense. In this connection it should be stated that notwithstanding the additional work placed upon the commission by the legislature referred to, the commission's appropriation has been somewhat decreased at each session. We have the condition therefore of a constantly increasing number and varying kinds of duties and a constantly decreasing appropriation.

We know that there are a large number of bills now pending before the legislature which contemplate imposing still further duties upon the railway commission, many of which will call for considerable expense in their enforcement. Perhaps but a few of these bills will be passed, but if the history of past sessions is repeated undoubtedly a number of them will become laws. It would appear therefore that consideration should be given in the appropriation for the commission to the increased expense which these measures will occasion.

There was received at the station of Crawford by the Burlington and the C. & N. W. for the fiscal year ending June 30, 1914, the last fiscal year preceding the date when the Nebraska commission's general order No. 19 became effective on Nebraska intrastate traffic 2,424,425 pounds of less than carload freight, on which there was collected charges in the amount of \$15,357.93, or an average charge per cwt. of 63 cents. For the fiscal year ending June 30, 1916, the last fiscal year for which the figures have been accumulated when the rates in general order No. 19 promulgated by the Nebraska State Railway Commission were in effect, there was received at the station of Crawford in less than carload freight 2,765,046 pounds, on which the charges collected amounted to \$12,521.85, or an average charge per cwt. of 45.5 cents. The above figures show that the average per cwt. charge for the year 1914 as compared to the year 1916 is 37 per cent greater for 1914. On the freight forwarded from the station of Crawford by both lines of railroad on an average per cwt. basis the charges in 1914 were 21 per cent higher than for the year 1916.

If the same number of pounds that was shipped in the year 1916 had paid 63 cents per cwt. the total charge in excess of the amount actually paid by the people of Crawford would be \$4,897.65. The saving on the less-than-carload freight forwarded and carload shipments which move under class rates would as a conservative estimate add at least \$1200 more, saving to the people of Crawford by reason of general order No. 19, which was put into effect by the Nebraska State Railway Commission, making a total saving to the people of Crawford of \$6,097.65 as compared to the amount paid for the year before the class rates were reduced by the Nebraska commission.

As to the station of Broken Bow, there was received in less than carload freight from intrastate points for the last fiscal year before the rates in general order No. 19 became effective 3,272,388 pounds of freight, for which charges were assessed in the amount of \$14,205.99, an average charge per cwt. of 43.4 cents. For the year 1916, the last fiscal year after the rates in general order No. 19 were in effect, there was received at the station of Broken Bow less than carload freight from intrastate points aggregating 3,762,620 pounds, for which charges were collected in the sum of \$12,673.69, or an average charge per cwt. of 33.6 cents, showing a reduction in the charges per cwt. for the year 1916 as compared with the year 1914 of 29 per cent. The reduction in dollars and cents amounts to \$3,661 to the people of Broken Bow on freight received from intrastate points. The reduction on shipments forwarded from the station of Broken Bow for the year 1916 as compared with the year 1914 is 12 per cent per cwt.

I feel certain that the members of the House will agree with me when I state that we should not be niggardly in our appropriations for this department of the state when they need the necessary funds to carry on their efforts to save the people of Nebraska millions of dollars. I believe that I have shown my fellow members of the House that this additional appropriation will enable the commission to save money for the farmer, the stockgrower, the manufacturer and the citizens of Nebraska, whom we represent.

Among those who assisted Mr. Thomas in his support of the amendment were Representatives Peterson, Neff, Good, Ollis, Dalbey, Dorsey, Taylor and others. Those who spoke in opposition were Chairman Rieschick of the Finance Committee and Representatives Cronin, Fuller, Lampert, Greenwalt and others. Railway commissioners Victor Wilson, Thomas L. Hall and H. G. Taylor will have ample funds with which to carry out the work of the commission during the coming two years and should be able to save the people of Nebraska hundreds of thousands, if not millions, of dollars.

INVESTIGATE THE

EMERSON LINE

OF FARM MACHINERY

before you go to those sales and pay about as much for old machinery as you can purchase new machinery from the EMERSON Line.

PLOWS CULTIVATORS WAGONS

DRAG HARROWS DISC HARROWS

CHAMPION POTATO PLANTERS

O. K. WINDMILLS

You owe it to yourself to INVESTIGATE. Come in and let us show you.

Rhein-Rousey Co.

News of Interest to and Pertaining to Alliance Colored People

Edited by Rev. T. B. J. Barclay

The Knights of the Shepherds will hold a social at their hall Friday night of this week. A big time is expected.

Sunday was a fine day and the church was crowded at night. The pastor, who had been somewhat ill, was himself again. All enjoyed the service very much and went home much benefited.

Mrs. J. E. Selby will entertain the Art Club at her home in Hills addition Thursday evening. You cannot afford to miss this. She will be looking for you.

Mrs. Hattie Campbell, who is quite a singer, will take part in the Easter program at the church.

The officials of the A. M. E. church met Wednesday night for further plans looking to the new church.

Leo Linnear will assist the ladies in their program. He has a bass voice.

The new orchestra is making good music. Hear them Friday night at the K. of S. hall. Prof. Win, leader.

H. B. Lewis has returned from Texas and will remain at home now to run his vacuum cleaner.

The Bible reading period at the church Sunday evening was full of interest. Many good thoughts were brought out. You should attend Sunday evenings at 6 o'clock.

Arrangements are being made for a big time at Sunday school Easter.

Mrs. M. L. Barclay and daughter entertained a goodly number Sunday.

Mrs. W. Cannon is ill with a grip. All hope she will be out soon.

Mack Linnear is contemplating going to Cherry county in the near future where he expects to raise spuds.

There will be a big rally on April 15 for the benefit of the new church. Several of the men have already promised to give \$25 on that day, and a number of the women will give \$10. Help the good work on. Leave your subscription at the barber shop.

The dispensation for the K. of S. will soon close. Join now while it costs but \$3.50.

Quite a number of strangers were in attendance at the services Sunday night. You are always welcome. Come again.

Wm. Ford has a bunch of spuds he expects to put on the market soon.

Why don't you attend the services Sunday nights instead of the show? You miss something by staying away from church and gain nothing at the show. If God be God, serve him.

Rev. T. B. J. Barclay is having the Herald sent to his brother in Alabama. You should take it yourself and send it to your friends. Let your friends know what we are doing. They will appreciate it. Try it six months for seventy-five cents.

Don't forget the big event at the K. of S. hall Friday evening. Come, you are invited.

There is considerable struggle on between the classes of the Sunday school to see which class shall keep

the banner. Can you help one of them?

Clem Linnear has returned following a two-months visit at San Antonio, Texas. He reports a splendid time.

Dr. D. A. E. Johnson, a colored dentist of Helena, Ark., has invented a typewriter attachment which is attracting the attention of the sales companies in the United States and Canada. It is stated that he has been offered \$75,000 for his patent.

The following statement by the Mexican consul in New York city is interesting, to say the least: "I sincerely and most earnestly wonder how Mexico could be educated by the United States and am at sea to know what new things you would be able to teach our intellectuals, who have for generations been-bathed in the better learning of Europe; what new things aside from the practical methods of making dollars could you teach our middle classes, and what but slavery could you give our lower classes, when the civilization of this country has not yet conceded that a person who is not strictly white is not human."

Well Children Are Active

If your child is dull, pale, fretful and wants to be around, chances are it is suffering from worms. Kickapoo Worm Killer, a pleasant candy confection, liked by all children, is what your child needs. You only give one-half to one-lozenge at a time and you get immediate results. Every mother should have a box on hand. 25c at all druggists. Adv—1

DAIRY COWS NEED MUCH WATER

Dairy farmers often fail to supply their cows enough water during fall and winter months, according to the university department of dairy husbandry. This is especially true of cows giving large amounts of milk. The Missouri Experiment Station has found that two dairy cows used only one-fourth to one-fifth as much water when dry as when in milk. One cow giving over 100 pounds of milk daily used as high as 2,601 pounds of water daily. Cows in milk should not be forced to suffer exposure to obtain a drink of icy water, as they will not drink enough to produce the milk they are capable of yielding under more favorable circumstances. Cows may be induced to drink more water if it is warmed to about 60 degrees F. and if they have access to it at least twice a day.

Calling cards for the ladies are printed promptly and neatly at The Herald office. The prices are reasonable. Phone 340 for samples and prices, or call at the office.

JOT IT DOWN

That we do the very best line of Commercial Printing and at reasonable prices. Give us your next order and let us prove our assertion.

Bear in mind, we want your business, and we propose making ourselves deserving. Are you with us?

THANK YOU

PUBLIC SALE

We will sell at Public Auction, at the home place, 1/2 mile north of Berea, half way between Alliance and Hemingford, Nebraska, on

FRIDAY, MARCH 9th, 1917

Beginning promptly at 10:30 o'clock A. M., the following described property:

13—HORSES—13

30—HEAD OF CATTLE—30

5 Brood Mares, 5 to 9 years old, in foal.
4 Two-year-olds; 3 Yearlings.
1 Chestnut-sorrel Stallion, 6 yrs. old, of the C. H. Evans and Williams stock.
All these horses are good, heavy-boned.
The 5 brood mares are broke to work.

11 Good milch Cows, 4 to 7 yrs. old, 8 fresh this spring, three to fresh soon.
10 Yearlings, 5 Steers and 5 Heifers.
1 Two-year-old Steer.
8 Spring Calves.

FIVE DOZEN CHICKENS

FARM MACHINERY, ETC.: 3 Discs; 1 Corn Planter; 1 8-ft. Seed Drill; 1 Corn Lister; 1 Potato Planter; 1 Potato Digger; 1 Potato Cutter; 1 Gang Plow, John Deere make; 2 Cultivators; 1 McCormick Mowing Machine; 2 Harrows; 1 Potato Harrow; 1 End-gate Seeder; 1 Manure Spreader; 2 Stirring Plows; 2 Grindstones; 1 Potato Sorter; 2 Buggies; 2 sets of single Harness; 2 sets of work Harness; 3 Wagons; 2 Hay Racks; 1 Saddle.

HOUSEHOLD GOODS: 2 Heating Stoves; 1 Cook Stove; 1 two-hole Oil Stove; 3 Extension Tables; 1 Kitchen Cabinet; 1 Cupboard; 1 Bookcase; 1 Sanitary Cot; 1 Schiller Manufacturing Co. Piano; 1 Dresser; 4 Rocking Chairs; 6 Dining Room Chairs; 1 Buffet; 3 Clocks, and all other Household Goods.

POTATOES, GRAIN and FEED: About 250 bushels of Early Ohio Seed Potatoes, free from scab or disease; 250 bushels of good Seed Oats; 30 bushels of Seed Corn; all the feed left on the place, consisting of about 3 tons of Millet Hay, 2 tons of Corn Fodder, and 15 loads of wheat and rye straw.

All the above will be sold to the highest responsible bidder, as we have sold the place, and are moving away.

BIG FREE LUNCH AT NOON

TERMS: \$10 and under, cash; over that sum, any time up to one year will be given, with security approved by the Sale Clerk; interest at 8 per cent, payable semi-annually. No property to be removed until settled for.

E. A. and JERRY WELLS, Owners

COL. S. A. GRIMES, Auct., Hemingford, Nebr.

K. L. PIERCE, Clerk, First State Bank