

Railroad Notes

STATEMENT TO THE PUBLIC

Complaints have reached me from time to time of overcrowded trains and unsatisfactory conditions prevailing in some sections of the country in passenger train service. I feel certain that there are grounds for some of these complaints, but I am sure the public will be interested to know that the reasons are twofold:

First, the great number of troops now being handled over the various railroads between the homes and the cantonments, between the different cantonments and then to the seaboard, is making extraordinary demands upon the passenger car and sleeping car equipment of the country. This has caused a scarcity of day coaches and sleeping cars which it is impossible to remedy immediately.

Secondly, the increased demands upon track and terminal facilities for the transportation of the tremendous amounts of coal, food supplies, raw materials, and other things required for military and naval operations, as well as for the support of the civil population of the country, force the largest possible curtailment of passenger train service. The movements of troops and war materials are, of course, of paramount importance and must be given at all times the right of way.

It was hoped that the increase in passenger rates recently made would have the wholesome effect of reducing unnecessary passenger traffic throughout the country. The smaller number of passengers who travel, the greater the number of locomotives and cars and the larger the amount of track and terminal facilities that will be freed for essential troop and war material movements. Engineers, firemen, and other skilled laborers will also be released for service in troop and necessary freight trains.

Among the many patriotic duties of the American public at this time is the duty to refrain from traveling unnecessarily. Every man, woman

and child who can avoid using passenger trains at this time should do so. I earnestly hope that they will do so. Not only will they liberate essential transportation facilities which are necessary for war purposes, but they will save money which they can invest in liberty bonds and thereby help themselves as well as their country; and the fewer who travel, the more ample the passenger train service will be.

I may add that consistently with the paramount demands of the war, every possible effort is being made of the railroad administration to supply the largest possible amount of comfortable and prompt passenger train service.

(Signed) **W. G. McADOO,**
Director General of Railroads.

GENERAL ORDER No. 40.

To All Employees in the Railroad Service of the United States:

Complaints have reached me from time to time that employees are not treating the public with as much consideration and courtesy under government control of the railroads as under private control. I do not know how much courtesy was accorded the public under private control, and I have no basis, therefore, for accurate comparison. I hope, however, that the reports of discourtesy under government administration of the railroads are incorrect, or that they are at least confined to a relatively few cases. Whatever may be the merits of these complaints, they draw attention to a question which is of the utmost importance in the management of the railroads.

For many years it was popularly believed that "the public be damned" policy was the policy of the railroads under private control. Such a policy is indefensible either under private control or government control. It would be particularly indefensible under public control when railroad employees are the direct servants of the public. "The public be damned" policy will in no circumstances be tolerated on the railroads under government control. Every employee of the railroad should take pride in serving the public courteously and

efficiently. Courtesy costs nothing and when it is dispensed, it makes the self-respect of the employee.

My attention has also been called to the fact that employees have sometimes offered as an excuse for their own shortcomings, or as a justification for delayed trains or other difficulties, the statement that "Uncle Sam is running the railroads now" or "These are McAdoo's orders," etc. Nothing could be more reprehensible than statements of this character, and nothing could be more hurtful to the success of the railroad administration or to the welfare of railroad employees themselves. No doubt, those who have made them have done so thoughtlessly in most instances, but the harm is just as great if a thing of this sort is done thoughtlessly as if it is done deliberately.

There are many people who for partisan or selfish purposes wish government operation of the railroads to be a failure. Every employee who is discourteous to the public or makes excuses or statements of the kind I have described, is helping these partisan or selfish interests to discredit government control of railroads.

Recently the wages of railroad employees were largely increased, involving an addition to railroad operating expenses of more than \$475,000,000 per annum. In order to meet this increase, the public has been called upon to pay largely increased passenger and freight rates. The people have accepted this new burden cheerfully and patriotically. The least that every employee can do in return is to serve the public courteously, faithfully and efficiently.

A great responsibility and duty rest upon the railroad employees of the United States. Upon their loyalty, efficiency and patriotism depends in large part America's success and the overthrow of the Kaiser and all that he represents. Let us not fail to measure up to our duty, and to the just demand of the public that railroad service shall not only be efficient, but that it shall always be courteously administered.

(Signed) **W. G. McADOO,**
Director General of Railroads.

**OUR SAVED FOOD
FED THE ALLIES**

Food Administrator Writes President America Conserved 141,000,000 Bushels Wheat.

CREDIT DUE TO WOMEN.

Meat and Fat Shipments Increased by 844,600,000 Pounds.

Conservation measures applied by the American people enabled the United States to ship to the Allied peoples and to our own forces overseas 141,000,000 bushels of wheat and 844,000,000 pounds of meat during the past year, valued in all at \$1,400,000,000. This was accomplished in the face of a serious food shortage in this country, bespeaking the wholeheartedness and patriotism with which the American people have met the food crisis abroad.

Food Administrator Hoover, in a letter to President Wilson, explains how the situation was met. The voluntary conservation program fostered by the Food Administration enabled the piling up of the millions of bushels of wheat during 1917-18 and the shipment of meat during 1917-18.

The total value of all food shipments to Allied destinations amounted to \$1,400,000,000, all this food being bought through or in collaboration with the Food Administration. These figures are all based on official reports and represent food exports for the harvest year that closed June 30, 1918.

The shipments of meats and fats (including meat products, dairy products, vegetable oils, etc.) to Allied destinations were as follows:*

Fiscal year 1916-17... 2,166,500,000 lbs.
Fiscal year 1917-18... 3,011,100,000 lbs.

Increase 844,600,000 lbs.

Our slaughterable animals at the beginning of the last fiscal year were not appreciably larger than the year before and particularly in hogs; they were probably less. The increase in shipments is due to conservation and the extra weight of animals added by our farmers.

The full effect of these efforts began to bear their best results in the last half of the fiscal year, when the exports to the Allies were 2,133,100,000 pounds, as against 1,266,500,000 pounds in the same period of the year before. This compares with an average of 801,000,000 pounds of total exports for the same half years in the three-year pre-war period.

In cereals and cereal products reduced to terms of cereal bushels our shipments to Allied destinations have been:

Fiscal year 1916-17... 259,000,000 bushels
Fiscal year 1917-18... 340,800,000 bushels

Increase 80,800,000 bushels

Of these cereals our shipments of the prime breadstuffs in the fiscal year 1917-18 to Allied destinations were: Wheat 131,000,000 bushels and rye 13,800,000 bushels, a total of 144,800,000 bushels.

The exports to Allied destinations during the fiscal year 1916-17 were: Wheat 135,100,000 bushels and rye 2,300,000 bushels, a total of 137,400,000 bushels. In addition some 10,000,000 bushels of 1917 wheat are now in port for Allied destinations or en route thereto. The total shipments to Allied countries from our last harvest of wheat will be therefore, about 141,000,000 bushels, or a total of 154,900,000 bushels of prime breadstuffs. In addition to this we have shipped some 10,000,000 bushels to neutrals dependent upon us, and we have received some imports from other quarters.

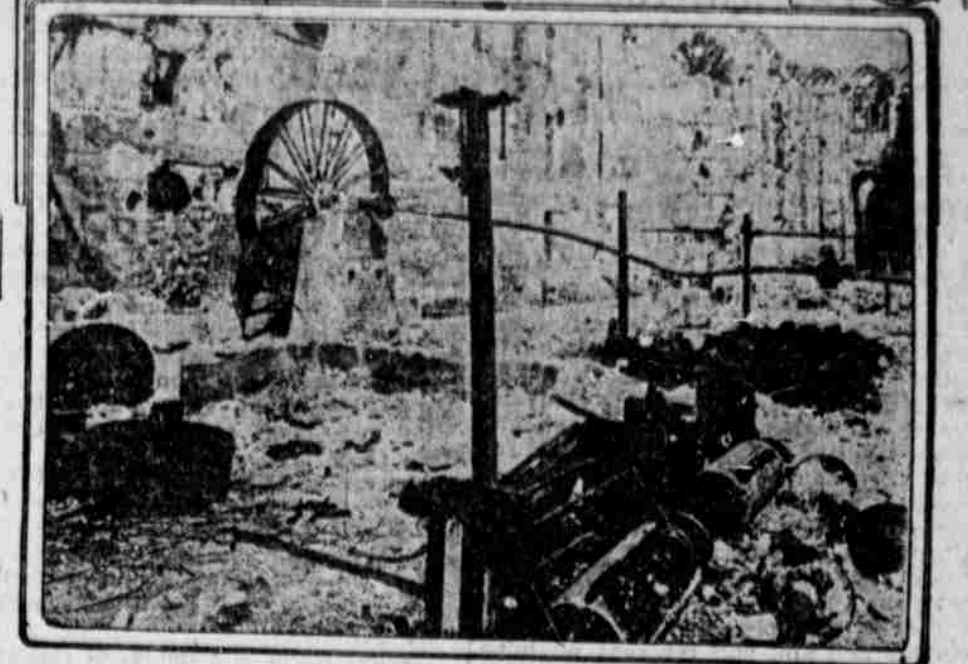
"This accomplishment of our people in this matter stands out even more clearly if we bear in mind that we had available in the fiscal year 1916-17 from net carry-over and as surplus over our normal consumption about 200,000,000 bushels of wheat which we were able to export that year without trenching on our home loaf," Mr. Hoover said. "This last year, however owing to the large failure of the 1917 wheat crop, we had available from net carry-over and production and imports only just about our normal consumption. Therefore our wheat shipments to Allied destinations represent approximately savings from our own wheat bread."

"These figures, however, do not fully convey the volume of the effort and sacrifice made during the past year by the whole American people. Despite the magnificent effort of our agricultural population in planting a much increased acreage in 1917, not only was there a very large failure in wheat, but also the corn failed to mature properly, and our corn is our dominant crop. "I am sure," Mr. Hoover wrote in concluding his report, "that all the millions of our people, agricultural as well as urban, who have contributed to these results should feel a very definite satisfaction that in a year of universal food shortages in the northern hemisphere all of those people joined together against Germany have come through into sight of the coming harvest not only with wealth and strength fully maintained, but with only temporary periods of hardship."

"It is difficult to distinguish between various sections of our people—the homes, public eating places, food trades, urban or agricultural populations—in assessing credit for these results, but no one will deny the dominant part of the American women."

A hoarder is a man who is more interested in getting his bite than in giving his bit.

French Sugar Mills Destroyed



France must import sugar today, most of it from this side of the ocean, because the largest portion of French sugar beet land is in German hands. As a result, the French people have been placed on a sugar ration of about 18 pounds a year for domestic use; a pound and a half a month. This photograph shows how the German troops destroyed French sugar mills. Thanks to the French rationing system the annual consumption has been cut to 600,000 tons, according to reports reaching the United States Food Administration. Before the war France had an average sugar crop of about 750,000 tons of sugar and had some left over for export.

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