

THE ALLIANCE HERALD

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PAVING AND HIGH PRICES

The spirit shown by a well known and progressive Alliance business man with whom we talked a day or two ago regarding the paving is seconded by a large majority of those who own property in the district which will be affected by the new paving. We broached the subject of paving and its costs to Mr. F. E. Holsten, owner of The Herald building and a number of other business buildings in Alliance on streets which will be paved. "Cost?" said Mr. Holsten, "Of course it will cost plenty of money, but it will benefit the property more than the expense, and I am for paving in spite of the fact that it will cost me a lot of money."

The experience of Urbana, Illinois, was shown by an editorial in the Daily Courier which appeared on January 14, 1919. That editorial expressed the following sentiments, which we have changed to fit Alliance:

The average citizen of Alliance would agree without much argument that it would be a splendid step forward for this community to lay some four or five miles of pavement this year. There are a half dozen streets that ought to be paved which are now unpaved, and there are as many more which have been paved in years gone by, but whose present condition is a reflection on the progressive spirit of the community, as well as a continuing annoyance to those who have to make use of them.

These facts are generally admitted but when it comes to concrete proposals to remedy the situation, the first barrier raised is that of excessive cost.

Paving does cost more than before the war. It costs a great deal more. Some claim twice as much.

This, in itself, is not as great an objection as some people would have you think. Costs, after all, are relative. When paving prices are low, the prices of other commodities are also low, and those of us who make our living by disposing of the commodities we produce or the services we have for sale, are in no better position, relatively, to buy paving when prices are low than when prices are high.

When prices are high, as at present, money is plentiful, and practically every one has work at profitable prices. Altho living expenses are high, it is possible to pick and choose what we shall buy, and it is feasible so to conduct our personal affairs as to have a surplus, if we make up our mind to it.

When prices are low, employment is uncertain, irregular, and for some, impossible to obtain. Money circulates less freely; and most of us are afraid to spend a nickel for fear we will never get another.

If we wait for prices to go down before we start to pave, we will be in no position to pave when the condition demanded is attained. It is much more of a hardship on a community to thrust an ambitious scheme of public improvement on its property owners in the face of stagnation and panicky conditions, than it is when conditions are what they are today, with money circulating freely, with every one employed, and with no one feeling the pinch of hunger or privation.

The way to maintain good times and flush conditions is to keep business going. We must keep the dollar turning over, and over, and over. We make money, in a business sense, by spending it not by saving it. Saving has its uses, and its virtues are indisputable, but there is a time to save and a time to spend. Stagnation is not prosperity. It is business death.

We should not be alarmed because our dollar will not buy as much paving as it used to do; neither are we justified in waiting to start such enterprise, for the day when the dollar

will buy as much as it did in 1893, or even 1915. Those days may come again—which God forbid—but when they do, we will be far less able as a community to undertake the expense of public improvements than we are today.

We are thru with the war; we are entering the channels of peace; the road to prosperity lies invitingly ahead of him who will seize his opportunity in time. Action is demanded. We should not remain asleep at the switch, nor let the rising sun of a renewed prosperity find our train hopelessly blocked on a side track while the rains on the main line rust from disuse.

Alliance's watchword this year should be "Full Speed Ahead."

DO YOUR DUTY THIS TIME

"Duty." Nice short little word, isn't it? What does it mean to you?

Well, come to think about it, duty means one thing one time and another thing another. Sort of hard to describe.

For instance. During the war duty spelled fighting—first line trenches, communicating trenches, first aid station, pointing the artillery pieces, etc. Duty was military first of all. Sure, there was duty at home for everyone. Second, after the fighter in duty was the money lender, the man or woman who bought bonds so that the fighter could fight and do it successfully. It was fighter first and lender second during the War.

But the war is over. There is a change of significance of the word "duty." The fighter and the lender have changed places. The first duty now is with the lender. His work is the one that must come to the front. The fighter has done his part. Yes, he must be brought back, to be sure. And that is what makes the lender's duty more pronounced.

The fighter's laurels are won. Now for the lender's work to crown the dutiful acts of the war. The bills must be paid. We spent money and in spending it brought the war to a close. That saved thousands of lives of our fighters.

Your boy and your neighbor's boy who will soon be home might easily have been among the thousands sacrificed if we hadn't spent millions on equipment and training. Aren't these boys worth something to you?

Duty calls to the lender. Let your conscience direct you through the Victory Liberty Loan. From now on the laurels are for you. No man's work will be more important than yours. The Yanks are watching and will applaud you if you do your duty. You'll be in the front line, not in the reserves.

MORE FREE ADVERTISING

The Herald, as did probably every other newspaper in the United States, received one day last week, in a franked government envelope marked "First Class Mail" a detailed circular entitled "Annual Report of W. G. McAdoo, Director General of Railroads" with the implied request that it be published.

This report contained some interesting paragraphs of the accomplishments of Mr. McAdoo and the railroads under government operation. We would like to have published it, especially if there was no expense in the newspaper game—if paper cost us nothing instead of more than twice what it formerly did; if printers didn't look forward to their pay checks; and if papers were mailed postage free.

But we remembered that not long ago we received a notice that the paid advertising for the Burlington railroad was to be discontinued, with the suggestion that we might during the coming year receive some paid advertising—sort of to help the paper along in case we got short of funds.

Formerly the newspapers ran regular advertising at regular rates for

