

**The Alliance Herald**



BURR PRINTING CO., Owners

GEORGE L. BURR, JR., Editor  
EDWIN M. BURR, Business Mgr.

Official newspaper of the City of Alliance; official newspaper of Box Butte County.

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Chadron is employing a city manager, at a salary of \$5,000 a year, Secretary J. H. Rayburn of the Scottsbluff chamber of commerce having contracted to take the position beginning April 15. Alliance's first experience in this line was more or less disastrous, but this does not necessarily argue that the system is wrong. Too often the city's business has been nobody's business. Where city officials have business of their own to care for, and where there must be a choice between doing the city's work or their own, it needs but one guess to discover which will be neglected. No matter how public spirited an official, unless he gives his full time to the public there will be times when he is needed two or three places at once. Some way should be devised to handle the problem. Alliance, with a municipal light and water plant, with expenditures running into the thousands every year, with a big improvement

program mapped out, needs, as never before, someone to devote all his time to city affairs. It ought not be necessary to go outside of the city to secure such a man.

**"OVER THE TOP"**

Some six months ago, Alliance people were told that two young upstarts from Aurora Borealis were doomed to make a failure of The Herald. The statement was made publicly by our only competitor. Others had gone down to defeat before him, he intimated. His prophecy was that six months would see our finish. This sort of stuff wasn't the most courteous or the cleanest sort of competition, but it was one of the welcomes we received when we decided to cast our lot with Alliance.

We have no intention of gloating over the fact that someone was overconfident. We haven't the time, nor the inclination. The prophet himself has probably long since regretted so silly a statement. But when sore toes hurt, unless one has great self-control, one must yell. It's human nature.

During the past six months the new owners of The Herald have worked harder than they ever did before in the young lives—but they have more to show for it. Our friends are kind enough to say we have wrought great changes in The Herald. It has grown from a weekly of doubtful strength to a twice-a-week publication of acknowledged standing. It has put the "news" in newspaper, so far as Alliance is concerned. Although limited by lack of help and needed equipment, we have produced a newspaper that has steadily grown in favor with readers and advertisers. With the addition of a new press and the latest model of typesetting machine—improvements that we plan to add in the next few months—our plant will be one of the best in this part of the state.

At the close of our subscription contest, which is bringing us in new subscriptions faster than we can get them on the books and mailing list, the chief source of discord in the local newspaper fraternity will be removed. There is little question now—but within another month The Herald will be the recognized leader in the number of paid-in-advance readers.

We're not particularly quarrelsome. We welcome competition. We have no desire to air other people's soiled linen. Until we have clean and fair competition, it may be necessary, now and then. We lay no claim to being gifted with invective, and we have never toted a lance on the Cloth of Gold. No man has yet, however, aimed a blow below our belt or at our back without a comeback. And those who fight unfairly leave plenty of loopholes.

Nothing would please us more than to wake up some fine morning to some other music than the sound of the hammer. God speed the day!

**TEACHERS' PAY**

In the face of an increased wage schedule for the next year, a number of Alliance teachers show a disposition not to sign contracts. This disposition is most marked in the high school, where the increases granted were largest, and where, incidentally, it is most difficult to secure new teachers. It's easy enough to see that something is wrong, for teachers do not drop out by the wholesale otherwise.

The new salary schedule seems to be satisfactory. Alliance is paying salaries as good or better as instructors are receiving in the cities of Beatrice, Nebraska City, Fremont, York and Hastings. There is no com-

plaint concerning working conditions, which are almost ideal. The trouble, however, lies in the salary, not for next year, but for the year that is about to end.

Alliance teachers have a tale to tell of what inadequate salaries have done for them. Many of them have had to ask for money from home to help pay their expenses which they were supposed to be earning their living. Others have been forced to forego summer school this year. With a small salary for nine months of the year, a three months' vacation spent in better fitting themselves to teach is out of the question. Some will spend the vacation at home with the folks; others will have to hunt for work. A few will give up the profession. It's a hard task, and a thankless one, this training the young idea how to shoot. Salaries of teachers go up much more slowly than living expenses.

Of course, it is now a closed chapter. A number of Alliance teachers have refused to consider contracts. Superintendent Pate has gone about filling their places, and at the new schedule, it should not prove difficult. Had the school board seen fit to grant a substantial increase for the present year, when it is needed fully as much as next year, the situation might have been different. Public opinion would have endorsed such an action. It is inevitable that the school will suffer as a result of economy.

**PATRIOTIC BLACKMAIL**

We served in the ranks during the late unpleasantness. We lost over a year's time and about fifty pounds in weight, but did mighty little toward making the world safe for democracy or hot for Germany. We gained considerable experience, a dislike for military formations, an unequalled appetite and a physical vigor that was in a fair way to be lost.

Under the proposed bill to allow ex-service men a bonus of 50 a month for time spent in the service, we would receive over \$600. We need the money. It would come in mighty handy at a time when we are trying to pay out on our business. We could also use it to good advantage to expand our business, which is outgrowing present facilities.

We're human. We don't want to insinuate that we'd thing of refusing to accept this money if it were offered to us. We lost more than that amount by taking a job with Uncle Sam. But we are not pressing our claim, and we hope that the American Legion will postpone this particular part of their program.

We are a loyal member of the American Legion, and we like it. We believe that it is faced with the biggest opportunity in the world. So long as it confines its efforts to securing justice for wounded service men, we're for it. So long as it strives to make army conditions better, we're shouting. We're for its program—with this one exception. Somehow this use of an organization of a million men to force congress and the people of this country to pay a bill they didn't contract seems to use like patriotic blackmail.

All of us went into the war without illusions. We knew that the salary was a dollar a day. We didn't go for the money. Some of the soldiers couldn't have been hired for any money to do a hitch in time of peace. In war, it was different. It wasn't a money consideration that made us go—that couldn't keep us from going.

Suppose we did lose twice the money the bonus will amount to. Granted that we'll have to work two or three years longer before we make enough to retire. We're lucky. Some of the fellows who went with us came home maimed, or blind. Some of them walk on crutches, and some will never walk again. Some of them didn't come back.

The fellows who didn't come back whole ought to have a bonus. The niggardly settlements under war risk compensation aren't enough. No white man would oppose granting an additional bonus to the wounded. But the rest of us—we came back alive, uninjured, healthier than we've ever been before—better fitted to go out and earn a better living than we did before we entered the service.

Let's forget this bonus stuff. The whole country—the country we fought for, or were willing to fight for—is on the verge of disaster. Public expenses are enormous. Never was economy more needed. Never was a return to normal conditions more imperative. Yet the same men whose action in time of war proved they loved their country most are trying to add to her burdens. It's time someone called a halt.

"I am glad you called, Jack, you have set me in a whirl," she whanged. "Vary well, little one," he murmured. "I have just bought a car. I will take you for a spin."

A tall, dark figure might have been seen at the end of the avenue. And somebody's pedigreed dog might have been at the end of the string, for he was at the end of his resources.—Florida Times-Union.

This earth is frequently designated as "she" because no man knows the age thereof.

# MITCHELL

*For Men Who Seek Endurance and Style*

This new Mitchell is not merely a new model. It establishes a new standard. It is the result of years of experience and costly investments in factory efficiency.

Many changes are due to evolution—but bring entirely new ideas. Mechanically, the new Mitchell is an evolution, resulting from yearly improvements.

But its style bring a revolution in design—a logical alignment of those lines of motion already worked out in many particulars, but never completely.

It has been Mitchell's opportunity to add the finishing touches, the final distinctions.

**FIRST OF ITS TYPE**

This is the first car of this new-day type, for we started its design two years ago. And even before, all during war-time, when our factory made trucks, our engineers and designers worked on improvements.

This is the outcome of the new Mitchell organization. It is the fruition of the great minds assembled here during the past three years.

In this new Mitchell people see the highest ideals in a Six. Never before has a new-model Six introduced so many advances, nor

such a happy combination of beauty and utility.

There is hardly a part or detail which doesn't show conspicuous improvement.

To demonstrate a new Mitchell is a pleasure. There are so many over-values to point out.

**BUILT FOR THE FUTURE**

As everybody knows, these are easy times to sell cars. But such a period will not always last. And we, as dealers, appreciate it.

This new Mitchell is built for the long pull. In a year or two, when selling competition brings new difficulties, tens of thousands of Mitchells will be running, every car spreading the idea of Mitchell quality.

**SERVICE BEGINS WITH PURCHASE**

We have a representative of the manufacturer with headquarters in Alliance, who makes it his personal duty to see that every Mitchell purchaser receive that "follow-up" service that make Mitchell ownership ideal. A fully-equipped repair shop is in our garage at your command.

- 5-Passenger Touring Car
- 3-Passenger Roadster

- 5-Passenger Sedan
- 4-Passenger Coupe

## Alliance Auto & Truck Co.

JOHN WALLACE, Proprietor

# RUMELY OIL-PULL TRACTOR

*Have You Heard of—  
"Old Number One"*

Just to show how long some makes of tractors will last, the company entered "Old Number One," the first made, in the 1919 National Tractor Demonstration at Wichita, Kansas, July 14-19. It went into the competition just as she came from the farm of her owner at Agar, South Dakota, and as a sample of OilPull dependability, it was excelled by no other tractor, even though there were all makes, fresh from the factory.

"When you see the OilPull work in the belt you realize the power it develops—how steady the power is and how easily it handles the largest separator.

"In my day I've operated a good many different makes of tractors, but I have yet to see one that will last and stand up like the Rumley OilPull. All the repairs that have been bought for "Old Number One" would not amount to \$200."

**SHE DID THE WORK**

"Old Number One" hasn't missed a season and she's taken the jobs as they came—opening up wild prairie, plowing stubble, handling a threshing run every year, some road building on the side and miscellaneous power jobs both draw bar and belt.

"Old Number One" has averaged over 700 acres plowing a year and over a month's threshing, besides the miscellaneous jobs. She has plowed as high as 1100 acres and threshed 72 days in one season. To its credit so far:—

1750 acres wild sod breaking

5600 acres stubble plowing

321 days threshing—over 750,000 bushels "Old Number One" has been pulling a six 14-inch moldboard plow and operating a 40x62 thresher with all attachments.

**—AND STOOD THE GAFF**

Ten years on the job, in the hands of three different owners, and not missing a full season's work, brings out the truth about the dependability and life of a tractor. "Old Number One" has not had an easy life. It was harder for a tractor to make good than nowadays. And big job machines were demanded in those days—"on the job" outfits.

In the northwest it is opening up new land, breaking virgin prairie—the toughest work a tractor can go up against. The same with threshing—it's a man's size job up there. Speed, capacity, steady, sure operation—the power end of the belt must be "there."

What did it cost for repairs during those ten years? Less than \$200.00 attest the owners—less than \$20.00 a year. That speaks for itself without further comment.

# F. A. CLARK

CORNER SECOND AND LARAMIE



**The Ideal Service**

looks beyond profit to the satisfaction of doing something that is worth while.

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Funeral Director

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Will Your Car Run Now  
Without "Fixing"**

No matter if your car was put away in perfect condition it will mean a saving of actual dollars to you to have the Tires and Battery examined. Get everything ship-shape for the Spring and Summer service.



**Prest-O-Lite Batteries**

will give you the maximum of service for the minimum of cost. We will repair your old battery—see that it will give you satisfactory service—or supply you with a new one.

**Tires Repaired**

We are equipped to retread and repair your old tires. Expert workmanship and service with the accent on the "serve."

**Schafer Auto Supply**