

THE NEW DENTIST

By MILDRED WHITE.

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"I reckon the girls will be glad," said Miss Stebbins.

"Caleb has been the only unmarried man in town for so long, that they've been about discouraged. And you know, Linda, you never would let Caleb take up with anybody, no matter how much he'd been a mind to."

Belinda Carson smiled grimly.

"If Caleb had a wanted a girl," she replied, "I couldn't a stopped him. But he didn't. They's all too heter-skeiter for him. He'd rather set home an' study than dance around evenings to the corners. And the bold ones that come here pretendin' to see me, disgusted him. Course, he never said so right out, but when I'd tell him, 'Brother, my rheumatism is worse tonight, but if you really feel you ought take that silly extravagant creature home, why do it,' Caleb would answer, 'no Belinda, every time.'"

Miss Stebbins chuckled.

"Knew he'd have to stand your hystericks after he got home if he took her," she said dryly.

"You know, well I do, Linda, that it's your weakness working on his kind heart that holds him."

"To bad, too," the friend added dryly, "your brother would make a good husband for some girl. But as I was sayin' they've all give up the idea long ago. And now that this new dentist has rented Ball's house, the girls is beginnin' to set up an' take notice."

"Anybody seen him?" asked Belinda interested.

"I see some good-looking man," her friend responded, "fittin' a key in the front door as I came along. Big and city-fied lookin'. Had a satchel in his hand. Went right in as if he was to home."

Miss Belinda rocked excitedly.

"How that Kitty Wells will fix up and gad around now. Seems as if she was the hardest to discourage about Caleb."

"Good-by," said Belinda. There was little news of the new dentist. Ball house was far away in it's walled-in garden, and those who ventured inside did not seek out the garrulous Miss Stebbins. The latest information that she could bring to her friend, was that the good-looking young man whom she had noticed entering the Ball house, clipped the grass regularly as she passed, or might be seen evenings flying past in a closed motor car.

Caleb came into the room as the friends talked. He stood looking down at his crippled old sister.

"Linda," he spoke gently, "I am going out, but I will not stay long."

"Where?" she querulously inquired.

Caleb smiled.

"To the dentist's," he said.

Belinda regarded him with unaccustomed sympathy.

"Well," she exclaimed, "I reckon you can't hurry away from there."

Her brother laughed.

"I can't, and that's a fact," he said.

Miss Stebbins gazed after him thoughtfully.

"So Caleb's havin' his teeth fixed," she said. "Well, I wondered what's been makin' him better lookin'. Sort o' perked up, or more important or something. Seen him swingin' down street today smilin' right an' left, an' come to think his teeth did shine out whiter than I ever noticed. Mebbe he an' this dentist fellow will be friends."

"Who," she asked presently, "did you say that pretty girl was that you saw drivin' with the doctor?"

"I didn't say," replied Miss Stebbins, "because I didn't know. But a woman I pointed the girl out to told me she'd come on from the city."

"Shouldn't think Caleb could get much work done to the dentist's, evenings."

"It's been the only time he could take," Belinda responded.

"They been busy at the bank lately."

Down the road came a small closed car. In it sat, with strange new confidence Caleb Carson, at his side and driving the car was a very pretty and apparently capable young woman. The two alighted, to the amazement of their watchers, and ascended the porch steps; then Caleb led the girl into the room.

"Belinda," he said in the gentle tone he kept for her, "I want you to know Rosalie Dale. Rosalie has promised to become my wife. She is known to people here as Doctor Dale, the dentist."

"Your wife," gasped Belinda. "The dentist," exclaimed Miss Stebbins.

"Then who," she asked quickly, "was the young man I've seen driving her about?"

"That," answered the smiling Rosalie, "is my student brother. He drives out from college in the city to see me every day."

Belinda found her voice.

"Well, when you are off married," she crisply asked her brother, "who do you calkilate is going to stay an' take care o' me?"

Caleb glanced toward the openly-delighted Miss Stebbins.

"I thought," he suggested, "that your friend might be persuaded to stay here—with you."

"All right, Caleb," agreed Miss Stebbins. "I reckon Belinda an' me can fight it out together."

Impulsively Rosalie crossed to the invalid's chair.

"Caleb and I will always be near you," she said, "you are our sister, we shall never forget that."

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FOR SALE—Purebred, single comb, Rhode Island Red cockerels; price reasonable. White Mrs. T. R. Mason or phone 313. 8-9 p

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WANTED—100 men wanted to prepare themselves by March to take good paying jobs as motor experts at salaries from \$150 to \$300 per month. Eight short weeks of training in this school will qualify you. This school can show the largest percentage of successful graduates of any automotive school in the United States. Write today for complete information and special offer to one hundred men for January. Lincoln Auto & Tractor School, 2436 O St., Lincoln, Neb. 7-10

WANTED—Young man or lady; 21 or 25; to join our sales force in accident and sickness protection. Salary \$100 per month and 20% commission. C. N. ROGERS, Agency Director, Box 354, Gering, Neb. 9-17

NOTICE TO REDEEM FROM TAX SALE.

CTF. No. 5. To Sydney Fielden Wilson, and Benjamin Graham, if living, if dead, to his unknown heirs, devisees and legatees; Owners.

You and each of you, are hereby notified that on the 3rd day of November, 1919, H. E. Reddish purchased at public sale for taxes, held at the office of the County Treasurer of Box Butte County, Nebraska, the Northwest Quarter of Section 31, Township 28 N. Range 51 W. 6th P. M., in Box Butte County, Nebraska.

Said sale was made for taxes and special assessments for the year 1918 and was assessed in said year in the name of Sydney Fielden Wilson and is now assessed in the name of Sydney Fielden Wilson.

After the expiration of three months from the date of the service of this notice I will apply to the County Treasurer of Box Butte County, Nebraska for a deed to said property.

Dated at Alliance, Nebraska, December 15th, 1921. H. E. REDDISH, Owner of Certificate. BURTON & REDDISH, Attys. Dec. 16-Jan. 6-Inc.

Herald Want Ads are read.

The Nation's Business

(A Series of Articles by National Leaders Published Exclusively in This Territory in The Herald.)

The Future of the Railroads, in the Light of Public Opinion, by C. H. Markham, President of the Illinois Central System.

Editor's Note—C. H. Markham is president of one of the greatest railroad systems in the world. He speaks with the voice of absolute authority and knowledge. His opinions are accepted and hailed by railroad executives throughout the United States and because of his close touch to the executives of other railroads what he says may well be considered a voicing of the sentiment of the American railroads as entertained by their governing heads.

For twenty years the American public has withheld sympathy for the problems of the railroad, problems that were vital to the welfare of the public.

For twenty years the American railroad has proven too often to be the football of peanut politics, the "horrible example" for the pointing finger of demagogues and the sounding board for the more or less—silver tongues of spellbinders.

Constructive legislation has been hindered rather than helped by this attitude for in their desire to please a suspicious public even fair minded legislators have leaned so far toward restrictive legislation that the constructive sort has been lost and entangled in the maze of restrictive red tape of the former.

A better service to the nation at large, a wider scope of production to the city and a lessening of cost to the farm producer who must move his product would have resulted long ago if the railroads, often as unseeing as the public that frowned upon them, had been met half way in friendly spirit and problems that were real and tangible been thrashed out together rather than attacked from varying angles that neither solved the problem or tended toward the creation of mutual benefit.

Both Sides Blamed.

In thus placing blame upon the public, I do not wish to give the impression that I believe railway men always have followed the blameless course; in fact I hold them jointly responsible for the mistakes of this dark period. I believe they erred in not pursuing at all times a policy of taking the public into their complete confidence and telling the public frankly what their problems were and what was being done, or should be done, to solve them. Railway men have largely pursued a policy of reticence where their own actions were involved, seemingly proceeding upon the theory that the public did not need their counsels. Recent railway history has proved that their attitude was wrong.

But, regardless of where the blame is to be placed, the fact remains that the impression gained popularly that the railroads needed no protection. That, in fact, they were entitled to no protection, and that the public welfare could best be served by attacking railway management, embarrassing it and putting every hindrance in its way. Every action undertaken by the railroads looking toward an improvement in their capacity for rendering service was viciously attacked; every application for rates which would provide revenues sufficient for operating expenses, fixed charges and a return which would be attractive to the capital needed for financing extensions, improvements and betterments was bitterly fought; hampering legislation and restrictions were adopted, increasing the cost of rendering transportation without increasing the capacity for it. Baiting the railroads became popular political sport. The public grew to look upon the critics of the railroads as being always worthy of belief, and the defenders of the rail-

Roads in Future.

My optimism for the future of the railway situation is based upon a belief that this deleterious period is passing. One finds it still cropping out in some quarters, but it is on the wane. We as a people seem to have learned the lesson the last few years have taught us; namely, that the future of our country is tied up with the well-being of transportation, and that the two must develop together.

But, even though I entertain an optimistic belief in the future of America's second largest industry—second only to agriculture—I believe there still remains a great and pressing need for further public education on railway questions. The public must be constantly reminded of what it has at stake in a solution of railway problems. Our efforts must not lag.

One of the most important steps, I believe, in creating a wholesome public sentiment which will assure progress in transportation is inspiring public confidence in the men who stand at the head of America's great transportation systems. I have been in railway work a great many years and I know the calibre of the men who hold positions of trust in the railway industry. I know them to be honest, conscientious men, trained in their calling, and I know their ambition is that American railroads shall maintain their high rank among the transportation agencies of the world. I believe them worthy of the public trust.

At Public's Mercy.

The growth of public regulation has placed the railroads literally at the mercy of the public. The railroads are controlled through governmental agencies in the service they shall give, the rates they shall charge, the wages they shall pay and the conditions under which their employees shall work; while to management is given the power of directing operations within these limitations. But I hold for management a greater task, that of impressing upon public opinion the need of constructive policies, and of outlining what those policies should be. Railway management is the trustee of vast properties valued at nearly \$19,000,000,000, and it would be derelict to duty if it did not exert its utmost effort toward construction as against destruction, toward progress as against retrogression.

When we are ill we call upon men trained in the diagnosis and treatment of human ailments to effect a cure; when questions of jurisprudence arise we consult the best legal minds at our disposal to guide our actions; in railway matters men trained in that science should be our advisers. In the consideration of every public question there always is proposed a plethora of untried remedies, fake cures, quack panaceas; these have exercised, in the past, too great an influence upon public thought in railway matters. The first principle of railway progress is the necessity of placing at the disposal of the railroads a net income which will be sufficient to pay obligations and attract the savings of improvements and betterments may be carried out. The only source of this revenue is in the rates charged for transportation service. "What the traffic can bear" is the misnomer. The movement of traffic can be more seriously hampered by physical inability to handle it than by rates which seem high as compared with those of another period. Rates, of course, should be so distributed as to allow for an easy flow of products from producer to consumer, but the importance

of protecting the railroads against rates which will impair service is easily lost sight of in our desire to protect other industry from rates which might upset the scale of price adjustments.

Oppressive Regulations.

Another important element in assuring railway progress is the need for curtailing oppressive regulations which increase the cost of producing transportation without increasing the capacity for producing transportation. In one of the states in which the Illinois Central operates bills were introduced and passed for passage in the recent session of the legislature which, if they had been passed and approved, would have increased the expenditures of the railroads of that state more than \$100,000,000 annually without in any way increasing their efficiency. Practically the same situation has existed in the regular sessions of every state legislature of the forty-eight states for years past. Fortunately for the railroads and for the public, which must underwrite the railroads' bills, the measure to which I have referred failed, but that has not been the history of such legislation. Too often the ill advised burden has been placed. The cumulative effect of this shortsightedness has been to place the railroad under great handicaps and to increase unnecessarily the cost of transportation.

The hope of the railroads lies in the establishment and maintenance of a wholesome public sentiment toward them. The public should bear in mind that whatever hurts the railroads hurt the public. Anything that affects railway service and rates detrimentally is opposed to the public welfare, for anything that increases the cost of transportation without a comparable betterment of service has a bearing upon rates. The welfare of the railroads and the public welfare are so interwoven that it is impossible to separate them. That the public has not been inclined to accept this viewpoint is unfortunate; that the public is now more favorably minded toward the railroads augurs well.

On the Illinois Central System we are exerting our best efforts to acquaint our patrons with railway problems and the best methods of their solution, and are asking their constructive criticism and suggestions. We are being rewarded by the co-operation of the public served by our line in a degree hitherto unknown.

We have passed through trying times and our lesson in railway economies has been a hard one. If we have profited by it, it is well. I believe we have.

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THE POTATO MARKET

LINCOLN, Neb., Dec. 23.—Western Nebraska—Irrigated district, cold, cloudy, snowing. Haulings light, outside demand improving, market strong. Demand light, growers holding for higher prices till after holidays; Carloads f.o.b. cash track to growers—Sacked White varieties, No. 1, \$1.00; Sacked Early Ohios, No. 1, 90c@\$1.00. Sacked Seed Triumphs, No. 1, \$1.65@2.00, mostly \$1.65.

OMAHA, Neb., Dec. 23.—Demand and movement moderate, market steady. Carlots Invoice Weight—Nebraska, sacked Early Ohios, No. 2,

fairly well graded, 1 car, \$1.25; poorly graded, 1 car, \$1.10.

Absolute merit and merit alone is responsible for Tania's phenomenal and unprecedented success. F. E. Holsten.

"Bowl of bread and milk is a great aid to insomnia," but who wants to aid insomnia?

An eastern report says that a church proposes to cut down the Lord's prayer. Nothing seems to be sacred to the efficiency experts.

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