

PROFESSIONAL DIRECTORY

RATES: One inch cards, 50 cents; two inch cards, \$1.00

H. A. COPSEY
Physician and Surgeon
Office Phone, 360 Res. Phone, 342
Calls answered promptly day and night from office. Offices: Alliance National Bank building, over the Post Office.

C. E. SLAGLE, M. D.
Physician and Surgeon
Office phone, 65 Res. phone, 52
ALLIANCE : : NEBRASKA

Dr. Coppernoll & Petersen
Osteopaths
Office Phone 20 Res. Phone 43
Dr. Coppernoll & Petersen
Osteopaths
ROOM 5, OPERA HOUSE BLOCK

H. M. BULLOCK
Attorney-at-Law
ALLIANCE : : NEBRASKA

L. W. BOWMAN
Physician and Surgeon
OFFICE, First National Bank Bldg.
PHONE: Office, 362; Residence, 16

DR. D. E. TYLER
Dentist
PHONE 362
OVER FIRST NATIONAL BANK
ALLIANCE : : NEBRASKA

PUBLIC STENOGRAPHER
AT THE HERALD OFFICE
REASONABLE RATES — PROMPT SERVICE

J. D. EMERICK
Bonded Abstractor
I have the only set of abstract books in Box Butte county.
OFFICE: Rm. 7, Opera House Block

J. F. YANDERS
TAILOR and HATTER
FIRST NATIONAL BANK BLDG.
ALLIANCE, NEBRASKA

"LET ME CRY FOR YOU"
HARRY P. COURSEY
LIVE STOCK AND GENERAL SALES SPECIALIST AND AUCTIONEER
Farm Sales a Specialty
TERMS REASONABLE
PHONE: 664
ALLIANCE NEBRASKA

LEG SORES AND ULCERS
Since 1886 in Kansas City, I have succeeded in curing thousands of cases of chronic and intractable LEG SORES and VARICOSE ULCERS. My long experience, combined with original and modern methods insure complete success, without knife or pain. Write for illustrated book - FREE, sealed.
PAY WHEN CURED
WHITTIER, K. I. & Medicine Co., Kansas City, Mo.

BURTON & REDDISH
Attorneys-at-Law
Land Attorneys
OFFICE: First National Bank Bldg.
PHONE 180
ALLIANCE NEBRASKA
PHONE: 233.

CLARE A. DOW
Electrician
House Wiring
Motor and Auto-starter Repairing
ALLIANCE : : NEBRASKA

GEORGE G. GADSBY
Licensed Embalmer
PHONE: Day, 498; Night, 519
ALLIANCE : : NEBRASKA

PROFESSIONAL PHOTOGRAPHER
Send of Photos, Interior and exterior views
QUALITY PORTRAITS

Alliance Art Studio
M. E. Grebe, Prop
114 East 4th Phone Black 111

JAMES M. KENNEDY, DENTIST
First National Bank Building, Alliance, Nebr. Phone: Office, 28; Residence, Black 19. Nitrous Oxide administered.

J. Jeffrey, D.C. Ph.C.
A. G. Jeffrey, D.C.
CHIROPRACTORS
303 1/2 Box Butte Ave.,
Rooms 3 and 4
Office Hours, 10 a. m. to 8 p. m.

JAMES OSBORN
Contractor and Builder
Estimates Furnished Free
ALLIANCE : : NEBRASKA

THOMAS LYNCH
Att'y-at-Law
1519-1521 City National Bank Building
OMAHA
Special Attention to Live Stock Claims



AUTO LIVERY
PHONE 573

C. E. Morgan

On Your Trip
take with you a box of good
CIGARS
and a late
Magazine
Get them at up-town news stand or at depot
MILLER BROTHERS

RED PEP'S PHILOSOPHY

"We all know a barking dog never bites, but does the dog know it?"
WE ARE HEADQUARTERS For Auto Supplies and Oil and Gasoline
FREE AIR ON THE CURB
Alliance Auto Supply Co.
Phone 25

Geo. J. Hand, M.D.
Asthma and Hay Fever
Eye, Ear, Nose and Throat
PHONE 251
Calls answered from office day or night.

Wm. Ritchie, Jr. C. S. Perry
RITCHIE & PERRY
Attorneys-at-Law
BRIDGEPORT, NEBRASKA
Office in Lincoln, 1411 O St., first Wednesday of Each Month

WHEN IN OMAHA VISIT THE Gayety "Omaha's Fun Centre"
Brand New Show EVERY WEEK **MUSICAL BURLESQUE**
Class, Class Entertainment. Everybody Goes. Ask Anybody. LADY'S HOME BATHING BAIT.
DON'T GO HOME SAYING: I DIDN'T VISIT THE GAYETY

THE RAILROAD SITUATION AS VIEWED FROM BOTH SIDES

Herald Readers Are Given An Opportunity to Read Statements Presented by Both Sides of Present Controversy Between Employees and Railroads

STATEMENT BY RAILROADS
Executive Committee of Association of Western Railways Issues a Statement on Situation

Chicago, March 26—The executive committee of the Association of Western Railways today issued the following statement:

The demands of the engine and train men for time and a half for overtime, in addition to the enormous increase in their wages that would result from changing the basis of payment from 10 to 8 hours, makes no allowance for the great difference in conditions in railroad train service and in industrial service, in some branches of which a higher rate is allowed for overtime than for "straight" time.

The hours of employment in train service, on account of the nature of the business are necessarily more or less irregular, and this fact has been taken into consideration by the various boards of arbitration in fixing the rates of wages paid. This does not mean, however, that train service employees are not paid for their overtime. In freight service if an employee either works more than 10 hours or runs more than 100 miles he receives pay either for his additional time or for his excess mileage, whichever produces the greater amount, at the regular rate per mile or hour. In fact, under the dual basis of payment, he may, and very often does, receive much more than a day's pay for less than 10 hours' work. This is in cases where he runs more than 100 miles in less than 10 hours, whereas he receives a full day's pay for 10 hours even if he runs less than 100 miles. Moreover, the engineman or trainman is guaranteed payment for a full day if he is called for duty, no matter how few hours he works or how few miles he runs. In most lines of industry the employee does not receive a day's pay for less than a day's work and ordinarily he cannot earn more than a day's pay without working more than the regular number of hours.

Railroad terminals are now generally located so that the distance between them can be made with a freight train in approximately 10 hours, with as little overtime as possible, but the actual running time in freight service is dependent upon a great many conditions, which cannot be arbitrarily fixed, such as the tonnage of the train, the number of trains to be met and passed, the number and length of station stops, and even by weather conditions.

If a certain train movement is not completed within the time limit, or if a switch engine is engaged in a certain piece of work, the train or engine cannot be left standing where it is. The movement must be completed or the train run to a terminal of some kind where its cars may be loaded or unloaded or made up into trains. Nor can the crews be released wherever they may find themselves. Their contracts provide that they shall be paid until they reach a terminal, and if they are relieved by extra men the latter would have to be paid a full day's pay for completing the trip, or day, though but a few miles or hours were made in doing so. Under the proposed rules the crews would have to be paid for the additional time at the proposed excessive overtime rates. The ninth or eleventh hour of work is worth no more to the railroad than any other hour.

The railroads believe that while these conditions cause irregularity and frequently long hours of work, they are adequately compensated for under the rules which provide for payment either for hours or mileage.

The injustice of a demand for time and one-half for overtime has been recognized by various boards of arbitration. The board which arbitrated the demands of the western engineers and firemen last year declined to allow it and the board which in 1913 settled the wage controversy between the eastern railroads and their trainmen dismissed the demand as follows:

"The Board is in sympathy with the expressed desire of the men to reduce overtime as much as possible, and it recognizes that the payment of time and one-half for overtime is a well-established custom in the building trades and possibly in some other trades. But, wherever it prevails, so far as the Board is aware, the determination as to whether overtime shall or shall not be paid for, rests with the employer. In railroading, it is quite evident that in many cases neither the management nor the trainmen can prevent overtime; and it appears to this Board, therefore, that punitive overtime, as it is called, is an unsound principle when applied to the running of trains."

STATEMENT BY EMPLOYEES
Publicity Bureau of Transportation Brotherhoods Issues Statement on Railway Stock Ownership

The railroads of the United States have organized executive committees and bureaus with the avowed object of creating a public sentiment in opposition to the eight hour work day movement of the freight train employees.

In their campaign of publicity these committees and bureaus are consciously striving to create the impression in the public mind that this movement of the railway employees is antagonistic to the welfare of the public and the interest of the railway stockholder. To this end they are making use of public addresses of railway officials, of magazines, of newspaper articles and interviews and like means of reaching the public. And in all of these and other ways they are endeavoring to create in the public mind the impression that the American public and the railway stockholders are one and the same. And to drive home these efforts to align the public and the stockholder against the just demands of the train employees these publicity agents are endeavoring to show that a shorter work day means an additional burden to the public in increased rates and a deprivation to the stockholder in a loss of dividends. It is this second point that we intend to discuss in this article.

In connection with it a statement to the public issued by "The executive committee of the Association of Western Railways" and published in the *Railway Review* of February 26 will serve as an introduction to the discussion. In this statement appears the following:

"to total net dividends paid by the railroads of the United States considered as a system, in 1914 amounted to \$339,000,000, according to the Interstate Commerce Commission. Thirty-five per cent of the railway stock paid no dividends. A wage increase of \$332,000,000 would wipe out over 97 per cent of all that 600,000 stockholders received as a return on their investment."

Ignoring as a piece of extravagant exaggeration by a partisan the imaginary increase in wages which the above statement says would result to the railroads of the entire United States by the establishment of the eight hour work day in freight train service, it is of prime importance that we first understand clearly who these 600,000 stockholders really are.

In the first place there are not this many stockholders in American railroads, the number of 622,234 reported as the total in the entire United States in 1914 by the statistics of the Interstate Commerce Commission including many thousand duplications. One individual or corporation may, and in cases does, own stock in scores and hundreds of different railway companies and in consequence he, she or it is counted each of them scores and hundreds of times as a separate stockholder. Let us illustrate in the case of one corporate stockholder—the Pennsylvania Railroad.

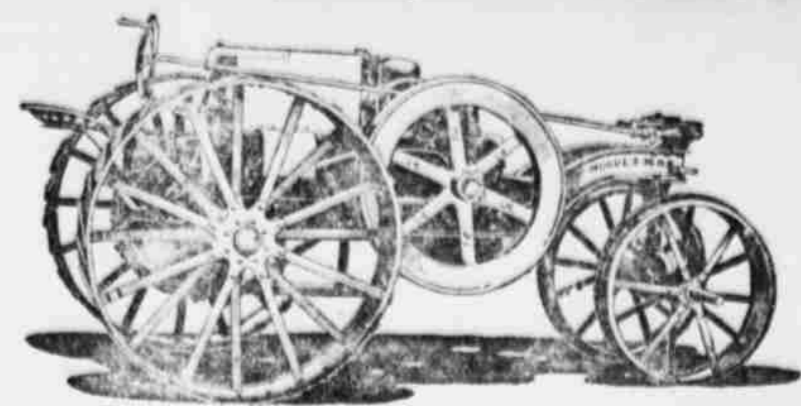
This company on June 30, 1913, was a stockholder in at least 72 other transportation companies. Thus this one corporation is counted in the statistics as 72 different stockholders. Of these 72 companies in which the Pennsylvania Railroad is a stockholder, as many as 15 are in turn stockholders in 174 railway corporations; 23 of these 174 are in turn stockholders in 54 other companies; 3 of the 54 are in turn stockholders in 15 other companies; and 3 of the 15 are in turn stockholders in 7 other companies.

This complex scheme, of intercorporate railway stockholding is common throughout the entire transportation system of the country.

What a mystic Moorish maze of intricate intercorporate stockholding! And in most of the cases one single corporation, the Pennsylvania Railroad Company, is in the final analysis the controlling stockholder.

This fact is of such importance as to deserve some attention in detail.

This single railway corporation—the Pennsylvania Railroad Company—owns directly a majority interest in the stock of 38 companies, and its holdings combined with those of its subsidiaries, give it a majority interest in 9 more companies. The subsidiaries of the Pennsylvania Company, own a direct majority interest in the stock of 47 transportation companies. The Pennsylvania Company owns a majority of the capital stock of 27 railroads and through the holdings of its subsidiaries has a controlling interest in 12 others through stock (Continued on page 6)



Mogul 8-16 Price Announcement The Real Kerosene Tractor

ON and after April 1st the price of the Mogul 8-16 will be \$725 cash f. o. b. Chicago. All sales made and bona fide orders taken up to April 1st will be filled at the present price of \$675 cash f. o. b. Chicago. We want to put you ahead of time on the coming change. Mogul 8-16, as you know, is the famous tractor that has cut fuel costs squarely in half—operates on cheap, common kerosene or coal oil—doesn't have to be the highest grade either. It pays for itself in the saving over gasoline. That is why the rise in price—necessary because cost of raw materials has risen so high—is of minor importance. Mogul 8-16 is saving and making profit on thousands of farms of all sizes. It will do much more for you than your horses can. Get in your order now—be ready for spring work. See the dealer who sells the Mogul 8-16.

International Harvester Company of America
(Incorporated)

The Mogul 8-16 kerosene tractor is sold by

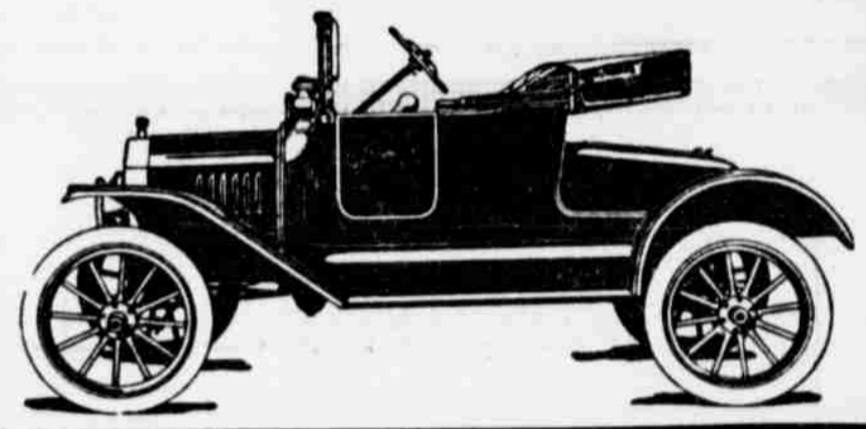
VAUGHAN & SON
Alliance, Nebraska



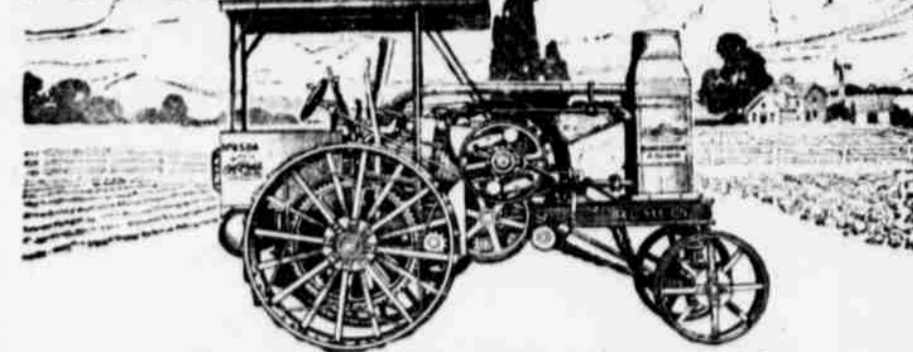
The Ford—a simple car of proved quality. A car anyone can operate, anyone can care for and a car that brings pleasure, service and satisfaction to everybody. The car of more than a million owners. Reliable service for owners from Ford agents everywhere. Touring Car \$440; Runabout \$390; Coupelet \$590; Town Car \$640; Sedan \$740, f. o. b. Detroit. On display and sale at

FORD GARAGE

Keeler-Coursey Company
GAS, OIL, STORAGE



RUMELY Power Farming Machinery



More Acres, More Bushels

Each is possible when an OilPull is used. Plow as deep as you like, and plant at the right time to get the bumper crops—it's easy to do both, with the

15-30
Horsepower



30-60
Horsepower

The OilPull is easy to start and easy to operate. It burns cheapest kerosene or distillate at all loads. After plowing, it will furnish you steady reliable power for hauling, roadmaking, thrashing, husking and dozens of other jobs. Wheels conform to every highway restriction. The 15-30 has two speeds for road work.

Demonstrator will be in Alliance on or about April 1st, wait to see this wonderful machine.

Advance-Rumely Garr-Scott Line,
FULL LINE OF THRESHERS REPAIRS AND SUPPLIES

F. A. CLARK, Representative

ALLIANCE PHONE BLACK 769