

Wonderful New Coal Oil Light

Burns Vapor Saves Oil
Beats Electric or Gasoline



Costs You Nothing
to have this wonderful new Aladdin coal oil (kerosene) mantle lamp demonstrated right in your own home. You don't need to pay us a cent unless you are perfectly satisfied and agree that it is the best oil lamp you ever saw.

Twice the Light On Half the Oil

Recent tests by the Government and noted scientists at leading Universities, prove the Aladdin gives more than twice the light and burns less than half as much oil as the best found wick, open flame lamp on the market. Thus the Aladdin will pay for itself many times over in oil saved, to say nothing of the increased quantity and quality of pure white light it produces. A style for every need.

\$1000.00 Will Be Given
by the Mantle Lamp Company—the largest Coal Oil (kerosene) mantle lamp house in the world—to any person who shows them an oil lamp equal to the Aladdin. Would they dare invite such comparison with all other lamps if there were any doubt about the superiority of the Aladdin?

Let Us Call and Show You This Greatest of all Lights

Perry Mailey Alliance, Nebr.

This Paper can furnish you any kind of engraving for circulars, folders, booklets or catalogs. We stand back of the Quality and Service. Broch - Haffner Press. Denver - Colorado.

Tinner

METAL WORK
Brazing
We do all kinds of tinning, repairing and metal work. Radiators and aluminum crank cases a specialty.
W. E. HAGAN
The Tinner
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VARICOCELE CURED WITHOUT THE KNIFE
Since 1895 in Kansas City, I have successfully treated thousands of cases of Varicocele, Hydrocele, and allied troubles. The knotted veins, pain, enlargement, weakness and other symptoms quickly disappear. Write for illustrated book "Without the Knife" and full particulars free, sealed. Call or address:
DR. WHITTIER Pay when CURED
K. McGee & 11th
Kansas City, Mo. If afflicted, ask for new booklet on Varicocele Ulcers and Leg Sores.

KNOWLEDGE THAT PAYS
Knowing that you are insured in the
LINCOLN ACCIDENT INSURANCE COMPANY
makes your recovery from sickness and accident more pleasant.
GUY LOCKWOOD
Representative for western Nebraska. All claims settled personally and promptly.

LEG SORES AND ULCERS
Since 1895 in Kansas City, I have successfully treated thousands of cases of chronic and intractable leg sores, ulcers and **VARICOSE ULCERS**. My long experience, combined with original and modern methods insure complete success, without knife or pain. Write for full particulars. FREE.
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Dr. H. J. Whittier, K. 11 & McGee Sts., Kansas City, Mo.

SHORTER FREIGHT TRAINS

Western Railways State That Shorter Trains Would Not Be of Benefit to Shippers

Chicago, April 23.—The executive committee of the Association of Western Railways has issued the following statement:

The argument advanced by the train service employees' publicity bureau that if their demands for higher wages were granted shippers would be benefitted by a more expeditious freight service, because the railroads would move their trains faster and if necessary run shorter trains, is fallacious in the extreme.

It is strange logic, indeed, that suggests meeting an increase in the hourly rate of pay by abandoning the principal means by which the railroads have increased the efficiency of their operation. As a matter of fact, the shippers and the employees have profited more from the reductions in operating expenses that have been made possible by handling freight in larger trainloads than have the railroads, because rates have been steadily reduced and wages have been steadily increased while the net return on the capital invested to make the improvement possible has been diminished.

It is declared that "railroads are loading their locomotives with every car that they can possibly pull" and that "car containing merchandise are held up at terminal points until enough other cars show up at that terminal point to make up a long train."

But the trains that take the longest time to run between terminals are not the longest and heaviest trains, but the way-freights which stop at every local station to deliver or receive freight, and which consume so much time because of the number of stops. Many of them are very lightly loaded. The only effect of the application of the basic eight-hour day to this service would be to increase the pay of the employees in this class of service, who are now paid the highest wages of any in freight service because their work is arduous and their hours long.

The statement of the brotherhoods refers especially to merchandise freight, which, it says, is held up at terminals in order to make up long trains. The fact that merchandise cars are not held at terminals for tonnage and are not moved in "drag" freights but go forward in "time" freights on regular schedules which are rigidly adhered to, and which are usually adjusted after conferences with the commercial interests.

The only freight trains whose speed might be increased by reducing the tonnage are a part of those in through freight service. Many of these trains now run at a speed of 12 1/2 miles an hour or even faster. As the train employees are paid by the trip they would like to have the speed of all trains increased to 12 1/2 miles an hour so that they could earn a day's pay in less time. But, a speed equal to this is not maintained on all trains because economic and commercial conditions have made it necessary for the railroads to classify their traffic. Some commodities, such as livestock, dressed meats and fruits and vegetables, are highly perishable and require fast movement. They are also, like some other articles, such as dry goods, so valuable that shippers can better afford to pay high rates for having them moved on fast schedules than to have them moved slowly at low rates. Especially valuable or perishable articles are frequently shipped by express, on passenger trains, at rates higher than are charged for freight.

On the other hand, such commodities as lumber, coal and sand, do not require rapid movement and on account of their relatively low value per ton cannot stand high rates. The railroads therefore haul freight which is valuable or perishable in short and light trains on fast schedules, while the low-grade, bulky commodities must be handled in long heavy trains at a slower speed. Comparing the two years of heavy traffic, 1907 and 1913, the increase in the tonnage of low-grade, heavy commodities which take low rates was five times as great as the increase in the tonnage of all other commodities.

By greatly increasing the loads of their slow freight trains the railroads have increased the average number of tons per train from 309 in 1904 to 452 in 1914, while the reductions in grades, the increases in the power of locomotives and other improvements which have been made at great expense to make the heavier trainloads possible, have also made it possible to handle them without decreasing the average speed of trains. The Interstate Commerce Commission referred with approval to this policy in its 1914 decision in the five per cent advance case, saying: "In certain departments of railroad great advances have been made in efficiency in recent years, for instance, by increasing the trainloadings." Aside from the large economic waste involved in only partly using the capacity of locomotives, the shortening of trains would obviously require more trains and more crews to handle the same amount of traffic. This would mean more congestion and consequent delays. Most of the western roads are still largely single track and every additional freight train means more meeting points at which trains must stop to allow one to pass the other.

If more trains were run it would be necessary to provide more main tracks, more passing tracks and additional yard facilities. In other words, it would not only increase operating expenses of almost every kind, but would require additional investment and an increase in fixed charges. The policy of the American roads in steadily increasing their trainloads is the principal reason for their ability to pay higher wages while receiving lower freight rates than the railways of any other country, as well as one of the principal reasons why their capitalization is so much less than that of the railways

of most other countries. To reduce the trainloads now in order to enable the train crews to get over the road faster and thus increase their wages per hour for doing less productive work would be a strangely retrogressive policy. The economic benefits which have been conferred on employees, shippers and the public by the increase in the average trainload are indicated by the following facts:

In 1890 the average number of tons handled per train in the United States was 175.12. The average rate of the railways per ton per mile was .941 cent. In some sections of the country it was as high as 1.651 cents. At the average rate per ton per mile and at the average tonnage per train in 1890, the railways received \$1.65 per freight train per mile. In 1914 the average number of tons of freight hauled in a train was 451.8. The average rate per ton per mile had been reduced to .733 cent, yet the earnings per freight train per mile at this lower average freight rate were \$3.31, or twice as great as they were at the higher average rate charged in 1890. These figures indicate clearly how the increase in the length and capacity of trains has enabled the railways to make greatly reduced rates to the shipper, pay greatly increased wages and at the same time steadily improve their service. Without the increase in the length and capacity of trains either rates could not have been reduced, or wages could not have been so increased.

The demands of the brotherhoods of train service employees for the "basic eight-hour day" were not formulated for the benefit of the shippers. They were framed solely for the purpose of increasing the pay of the train employees. To accede to the demands would increase their wages by approximately \$100,000,000 a year, which would add that much to the cost of operation which the shippers and passengers pay in freight and passenger rates. The gratuitous suggestion that the railroads would not have to pay their train crews higher wages per day if they would shorten their trains and run them faster is made for the purpose of giving the public the impression that the employees are asking for a reduction in hours rather than for the increase in pay for which their demands provide.

There is more Catarrh in this section of the country than all other diseases put together, and for years it was supposed to be incurable. Doctors prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Catarrh is a local disease, greatly influenced by constitutional conditions and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is a constitutional remedy, is taken internally and acts thru the Blood on the Mucous Surfaces of the System. One Hundred dollars reward is offered for any case that Hall's Catarrh Cure fails to cure. Send for circulars and testimonials. F. J. CHENEY & CO., Toledo, Ohio.

Sold by Druggists, 75c.
Hall's Family Pills for constipation.
Adv—May

ELEVEN MILES OF PAVING GOING IN AT HASTINGS

Hastings, Nebr., April 26.—Mayor Evans and eight members of the North Platte city council were in Hastings today gathering information regarding the eleven-mile paving project which starts here next week. North Platte has just voted to construct \$45,000 worth of new paving. Reports of the \$100,000 in savings made by Mayor Madgett and the city council in letting contracts here brought the visiting delegation.

Rheumatism

If you are troubled with chronic or muscular rheumatism give Chamberlain's Liniment a trial. The relief from pain which it affords is alone worth many times its cost. Obtainable everywhere.
Adv—May

SALOONS AND POOL HALLS GOING OUT AT FAIRBURY

Fairbury, Nebr., April 26.—Six saloons and as many pool halls go out of business Saturday night in Fairbury for at least a year. By a majority vote of 217 votes the people ruled out the saloons, and by a vote of five to two the city council refused to grant pool hall licenses for the ensuing year. The pool hall men can refer the question if they choose to a referendum vote, but it is not probable that they will do so as several of them took a stand against saloons at the city election, thereby gaining the enmity of the "wets" who were now vote against the proposition, and it is not to be expected that the church people will sanction a continuance of the halls.

A Symbol of Health

The Pythagorians of Ancient Greece ate simple food, practiced temperance and purity. As a badge they used the five pointed star which they regarded as a symbol of health. A red five pointed star appears on each package of Chamberlain's Tablets, and still fulfills its ancient mission as a symbol of health. If you are troubled with indigestion, biliousness or constipation, get a package of these tablets from your druggist. You will be surprised at the quick relief which they afford. Obtainable everywhere.
Adv—May

Planting Poor Corn Thicker

On account of the condition of the seed corn this year there may be a tendency to plant thicker than usual to make up for poor germination. The College of Agriculture says that this is a doubtful practice. Often the germination is better than expected and too thick a stand results. It seems better to use corn that will germinate well if such is to be had in the community and then plant only the usual amount.

Skinner's Macaroni Products, made in Nebraska. Ask your grocer.—Adv

1500 PLANS

We have this many plans, and more, of Houses, Barns, Hoghouses, Poultry Houses, Etc.

in our office that we would be glad to have you call and look over. If you are going to build surely some of these plans will be just what you want.

We will tell you what the lumber will cost for any of these plans—or, if you have plans of your own we will be glad to make estimates for you and give you any other assistance possible.

We carry in stock a full line of well assorted lumber and building materials of all kinds.

Our prices are as low as any lumber dealer's, any place, figuring on the same basis of quality and terms.

IT WILL PAY YOU TO SEE US IF YOU INTEND TO BUILD

Forest Lumber Co.

GEO. A. HEILMAN, Mgr. PHONE 73

Avoid Spring Colds

Sudden changes, high winds, shifting seasons cause colds and grippe, and these spring colds are annoying and dangerous and are likely to turn into a chronic summer cough. In such cases take a treatment of Dr. King's New Discovery, a pleasant Laxative Tar Syrup. It soothes the cough, checks the cold and helps break up an attack of grippe. It's already prepared, no mixing or fussing. Just ask your druggist for a bottle of Dr. King's New Discovery. Tested and tried for over 40 years.
Adv—3

"Chamberlain's Tablets Have Done Wonders for Me"

"I have been a sufferer from stomach trouble for a number of years, and although I have used a great number of remedies recommended for this complaint, Chamberlain's Tablets is the first medicine that has given me positive and lasting relief," writes Mrs. Anna Kadin, Spencerport, N. Y. "Chamberlain's Tablets have done wonders for me and I value them very highly." Obtainable everywhere.
Adv—May

If you want to build a home see J. C. McCorkle and get the money.

The Better the Printing

of your stationery the better the impression it will create. Moral: Have your printing done here.

DRINK HOT WATER BEFORE BREAKFAST EVERY MORNING

Hopes every man and woman here will adopt this splendid health habit.

Says a glass of hot water with a teaspoonful of limestone phosphate in it washes poisons from system, and makes one feel clean, sweet and fresh.

Why is man and woman, half the time, feeling nervous, despondent, worried; some days head-achy, dull and unstrung; some days really incapacitated by illness.

If we all would practice the drinking of phosphated hot water before breakfast, what a gratifying change would take place. Instead of thousands of half-sick, anaemic-looking souls with pasty, muddy complexions we should see crowds of happy, healthy, rosy-cheeked people everywhere. The reason is that the human system does not rid itself each day of all the waste it accumulates under our present mode of living. For every ounce of food and drink taken into the system nearly an ounce of waste material must be carried out, else it ferments and forms ptomaine-like poisons in the bowels which are absorbed into the blood.

Just as necessary as it is to clean the ashes from the furnace each day, before the fire will burn bright and hot, so we must each

morning clear the inside organs of the previous day's accumulation of indigestible waste and body toxins. Men and women, whether sick or well, are advised to drink each morning, before breakfast, a glass of real hot water with a teaspoonful of limestone phosphate in it, as a harmless means of washing out of the stomach, liver, kidneys and bowels the indigestible material, waste, sour bile and toxins; thus cleansing, sweetening and purifying the entire alimentary canal before putting more food into the stomach.

Millions of people who had their turn at constipation, bilious attacks, acid stomach, sick headache, rheumatism, lumbago, nervous days and sleepless nights have become real cranks about the morning-inside bath. A quarter pound of limestone phosphate will not cost much at the drug store, but is sufficient to demonstrate to anyone its cleansing sweetening and freshening effect upon the system.