

United States Land Office, Alliance, Nebr.
 T. J. O'KEEFE, Register.
 J. C. MORROW, Receiver.

The Alliance Herald is an official newspaper for the publication of land office notices. Legal rates are charged for these notices, as follows:
 Final proof notice, payable in advance \$7.00
 Isolated tract notice, payable in advance \$9.00

Land office application blanks for final proofs are kept at The Herald office and will be made out without extra charge. We are pleased to furnish information for Herald readers on land office matters, with the exception of legal advice. There are a number of able attorneys advertising in The Herald's columns who should be consulted on legal business pertaining to the land office. For information call at The Herald office or write,
 Information Department,
 The Alliance Herald,
 Alliance, Nebraska

NOTICE
 Dog licenses are now due and payable to the city clerk of Steve Jackson, official dog catcher. All tax must be paid on or before the first day of June or the ordinance governing the no-payment will be strictly enforced. Dogs must wear tags.
 25-4f-6971

Serial No. 015578.
Notice of Publication
 Department of the Interior, U. S. Land Office at Alliance, Nebraska, July 11, 1916.
 Notice is hereby given that Fredrick P. Brown, of Alliance, Nebraska, who, on January 23, 1913, made Homestead Entry, No. 015578, for W 1/2 SW 1/4, Section 29, and E 1/2 SE 1/4 Section 30, and E 1/2 NE 1/4 and SE 1/4 Section 31, Township 24 North, Range 46 West, 6th Principal Meridian, has filed notice of intention to make Final Three-year proof, to establish claim to the land above described, before the Register and Receiver, U. S. Land Office, at Alliance, Nebraska, on the 15th day of August, 1916.
 Claimant names as witnesses:
 P. J. Sturgeon, Leonard Boyer and D. L. Sturgeon, of Alliance, Nebraska, and F. C. Reeves, of Antioch, Nebraska.
 T. J. O'KEEFE, Register.
 23-7f-750-7319

Serial No. 015471.
Notice of Publication
 Department of the Interior, U. S. Land Office at Alliance, Nebraska, July 20, 1916.
 Notice is hereby given that Owen A. Odell, of Alliance, Nebraska, who, on November 30, 1912, made Homestead Entry, No. 015471, for SE 1/4 SE 1/4, Section 17, NE 1/4, Section 20, and W 1/2 NE 1/4 and NW 1/4, Section 21, Township 24 North, Range 49 West, 6th Principal Meridian, has filed notice of intention to make Final Three-year proof, to establish claim to the land above described, before the Register and Receiver, U. S. Land Office, at Alliance, Nebraska, on the 7th day of September, 1916.
 Claimant names as witnesses:
 William S. Coker, Otto E. Hagaman, George H. Hagaman and James F. Underwood, all of Alliance, Nebraska.
 T. J. O'KEEFE, Register.
 24-6f-755-7324

ORDER OF HEARING
 STATE OF NEBRASKA,
 BOX BUTTE COUNTY, ss.
 At a County Court, held at the County Court Room, in said County on the 25th day of July, A. D., 1916. Present, L. A. Berry, County Judge. In the Matter of the Estate of Sarah A. Smith, deceased.
 On reading and filing the petition of Geo. G. Gadsby praying that Administration of said estate may be granted to R. M. Hampton, as administrator de bonis non.
 ORDERED, That August 18th, A. D., 1916, at 10 o'clock a. m. is assigned for hearing said petition, when all persons interested in said matter may appear at a County Court to be held in and for said County, at County Court room in the City of Alliance in said County and show cause why the prayer of petitioner should not be granted; and that notice of the pendency of said petition and the hearing thereof, be given to all persons interested in said matter by publishing a copy of this order in the Alliance Herald, a weekly newspaper printed in said county, for three successive weeks, prior to said day of hearing.
 L. A. BERRY,
 (SEAL) County Judge.
 34-4f-756-7325

NOTICE
 TO WHOM IT MAY CONCERN:
 After this date I will not be responsible for any debts contracted by my wife, Mrs. John Kaholokula, as she has left my bed and board.
 JOHN KAHOLOKULA.
 Alliance, Nebraska, August 3, 1916.
 35-4f-74753

NOTICE TO CREDITORS
 In the Matter of the Estate of Ferdinand Basting, Deceased.
 In County Court for Box Butte County, Nebraska.
 Notice to all persons interested in said estate is hereby given that Samuel B. Otto, executor of said estate, will meet the creditors of said estate at the County Court Room in the City of Alliance in said County on the 11th day of February, A. D. 1917 at 9 o'clock a. m. for the purpose of the hearing adjustment and allowance of claims against said estate. All persons having claims or demands against said estate must file the same in said court on or before the 11th

day of February, A. D. 1917, or said claims will be forever barred.
 Dated August 9, 1916.
 L. A. BERRY,
 (SEAL) County Judge.
 34-4f-761-7330

ORDER OF HEARING
 In the County Court of Box Butte County, Nebraska,
 State of Nebraska,
 Box Butte County, ss.
 To all persons interested in the estate of Charles A. Clark, deceased:
 On reading the petition of Calvin J. Wildy, praying a final settlement and allowance of his account filed in this Court on the 27th day of July, 1916, and for an order assigning the residue of said estate to such persons as are entitled thereto. It is hereby ordered that you and all persons interested in said matter may, and do, appear at the County Court to be held in and for said County, on the 18th day of August, A. D. 1916, at 10 o'clock A. M., to show cause if any there be, why the prayer of the petitioner should not be granted, and that notice of the pendency of said petition and the hearing thereof be given to all persons interested in said matter by publishing a copy of this order in the Alliance Herald, a weekly newspaper printed in said county, for three successive weeks prior to said day of hearing.
 L. A. BERRY,
 (SEAL) County Judge.
 34-4f-757-7326

BACKACHE IS A WARNING
 Alliance People Should Not Neglect Their Kidneys
 Backache is often nature's most frequent signal of weakened kidneys. To cure the pains and aches, to remove the lameness when it arises from weakened kidneys, you must reach the cause—the kidneys! If you have pain through the small of your back, urinary disorders, headaches, dizzy spells, or are nervous and depressed, start treating the kidneys with a tested kidney remedy.
 Doan's Kidney Pills have been proved good and are especially for weak kidneys. Doan's have been used in kidney trouble for over 50 years. Read Alliance testimony.
 Mrs. J. T. Austice, 614 Mississippi ave., Alliance, says: "I have recommended Doan's Kidney Pills to many because I have found them so good. I had been having backache and bladder trouble as well. The aching was steady and wearing and I was about used up. Doan's Kidney Pills drove away these symptoms, so I know they are a fine medicine."
 Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Austice had. Foster-Milburn Co., Props., Buffalo, N. Y. Adv-au

NOTICE OF SHERIFF'S SALE
 Notice is hereby given that by virtue of an order of sale issued by the Clerk of the District Court of Box Butte county, Nebraska, in an action wherein Belle Cladene Gaddis, Executrix of the Estate of George D. Gaddis, Deceased, is Plaintiff and Prude Broyles, Robert B. Broyles, Graye Broyles, James Durham, James W. Durham, J. G. Redinbaugh, Chenia A. Newberry, were Defendants; I will at 10 o'clock A. M. on the 8th day of September, 1916, at the west front door of the Court House in the City of Alliance, Box Butte County, Nebraska, offer for sale at Public Auction the following described lands and tenements, to-wit:
 The South Half of the Northeast Quarter (S 1/2 NE 1/4) and Southeast Quarter of Section Twenty-four (24) in Township Twenty-four (24) North of Range Forty-nine (49), West of the 6th Principal Meridian. Also a tract of land described as follows:
 Commencing at the northwest corner of the northwest quarter of Section thirty (30) in Township Twenty-four (24) north of Range Forty-eight (48) west of the 6th Principal Meridian thence east along the north line of said quarter section to the right of way of the Nebr. Wy. & Western R. R. right of way; thence southwest along the west line of said right of way to south line of said quarter section; thence west along the south line of said quarter section to its southwest corner, thence north along the west line of said quarter section to the point of beginning. All in Box Butte County, Nebraska.
 Given under my hand this 9th day of August, A. D. 1916.
 C. M. COX, Sheriff.
 S. G. Gilman, Attorney for Plaintiff.
 36-5f-760-7329

ORDER OF HEARING
 STATE OF NEBRASKA,
 BOX BUTTE COUNTY, ss.
 At a County Court, held at the County Court Room, in said County on the first day of August, A. D. 1916. Present L. A. Berry, County Judge. In the matter of the estate of H. E. MacCray, Deceased.
 On reading and filing the petition of Christina MacCray praying that Administration of said Estate may be granted to R. M. Hampton as administrator de bonis non.
 ORDERED, That August 25th, A. D. 1916, at 10 o'clock a. m. is assigned for hearing said petition, when all persons interested in said matter may appear at a County Court to be held in and for said County, at County Court room in the City of Alliance, in said county and show cause why the prayer of petitioner should not be granted; and that notice of the pendency of said petition and the hearing thereof, be given to all persons interested in said matter by publishing a copy of this order in the Alliance Herald, a weekly newspaper printed

in said county, for three successive weeks, prior to said day of hearing.
 L. A. BERRY,
 (SEAL) County Judge.
 35-4f-758-7327

THE TRAINMEN'S DEMANDS
 Lauck Says Real Problem in Present Demands Is Practical and Deserving One
 W. Jett Lauck, who is an expert upon questions of railway economy and operation, writing in the New Republic, gives some very interesting and conclusive facts concerning the demands of the trainmen for a shorter day. The following excerpts are given from the excellent article, which, but for lack of space, would be printed in full:
 "The real problem in the present movement for an eight-hour day is a practical one. It constitutes a threefold question: (1) from a technical standpoint can the railroads be operated on an eight-hour basis; (2) if that is possible, in view of the fact that the employees are requesting an eight-hour day with the present rates of pay for 10 hours, are the railroads financially able to comply with the request of the engine and train crews; and, (3) if the public approves of an eight-hour day for railroad transportation employees, and if its adoption by the railroads would add greatly to the financial burdens of the transportation industry, would this constitute a valid reason for expecting the public to authorize the carriers to advance their freight and passenger rates?"
 "From a technical standpoint the eight-hour day is practical because it already is in successful operation on a considerable proportion of the railroads of the United States. Locomotive engineers now have an eight-hour day in through service freight service on 55 per cent and firemen on 20 per cent of the railroad mileage of the South. In the territory west of the Mississippi river, about 5 per cent of the total miles of road operated have an eight-hour day for engineers and 3 per cent have the same working day for firemen.
 "Those roads which are now operated on a 10-hour basis will not find it necessary to change existing terminals in order to establish an eight-hour day. It is acknowledged by the employees that it would be impracticable to compel railroads to change their division points so that they would be 100 miles apart. Special provision is made in the first article of their requests that so long as the mileage of an engine crew is equivalent to or exceeds 12 1/2 miles an hour, there will be no increased compensation to employees for overtime."
 "In considering the cost of applying the eight-hour day on transportation systems where it is not already in operation, the significant point to bear in mind is that railroad transportation employees are, as a whole, pieceworkers. They are engaged in producing engine and train miles directly, and indirectly, ton and passenger miles. The movement of so many tons of freight or so many passengers a distance of 100 miles is the standard day's requirement as to output. With this explanation in mind, it is obvious that if transportation employees can maintain their present output of 100 train or locomotive miles in eight hours, or less, as is now the case in passenger service, the transition from a ten-hour to an eight-hour day would cost the railroad nothing. The men would still contribute as much as they do now to the movement of traffic, and rates of pay would remain the same.
 "During the recent arbitration case between the western railroads and their engineers and firemen, the railroads presented elaborate exhibits which showed that the average time of 78 per cent of through or irregular freight service on all railroads west of the Mississippi river in October, 1913, between terminals 112 miles apart, was eight hours and 24 minutes. The transportation employees, therefore, in almost four-fifths of the through or irregular freight service in the West, which constitute about three-fifths of all freight train mileage, do produce their 100 miles, the standard for a day's pay, within seven hours and 30 minutes. It would follow, according to these sworn statements of the railroads, that on slightly less than half of the freight traffic of the West the adoption of the eight-hour day would require no additional labor outlay. Additional outlay would probably be necessary for the adoption of an eight-hour day on only one-fifth of the through freight service in the West. No overtime at an advance of 50 per cent over regular rates, however, would be paid, as the traffic would probably be sent over the heavy divisions in lighter trains at a speed of 12 1/2 miles per hour. Under any change in operating conditions which might occur, the increase in the total payroll of the western railroads would be very small.
 "Approximately 70 per cent of the local freight traffic was handled in the West by engine and train crews which worked longer than eight hours each day. But local or way-freight train mileage in the West constitutes only about 12 per cent of the total train mileage, and as only 70 per cent of this would be below the speed of 12 1/2 miles an hour, the adoption of an eight-hour day in this class of service would not add greatly to labor cost. In mixed and miscellaneous freight traffic and in pusher and helper services, and in work-train service in the West, where hours are long among a large proportion of the employees, any increases in outlays for labor from the adoption of an eight-hour day would not be large, because they would be based on only 5 or 6 per cent of the total compensation to crews.
 "In the case of yardmen, switchmen and hostlers, who have a definite working day of ten hours or more, it would be necessary to reduce the working day arbitrarily, and the railroads would face a theoretical decrease of from 10 to 20

per cent in hours of service. Manifestly, there would be no overtime penalty payments, however, for work necessary beyond eight hours a day would be done by additional shifts.
 "In the East the proportion of freight trains which operate at a speed greater than ten miles an hour would be probably smaller, and in the South larger, than in the West. These illustrations from western operating experiences may be said, therefore, to be representative of operating conditions in the country as a whole, and would indicate that the financial aspects of the request for an eight-hour day need not cause serious apprehension.
 "The attitude of employees in requesting an eight-hour day is thoroughly consistent with their previous arguments for higher rates of pay. One of the fundamental claims advanced in the past for greater compensation has been that their output has constantly increased. To the extent to which the railroads may find it necessary to reduce train loads in order to maintain a speed of 12 1/2 miles an hour, or an eight-hour day, it is now acknowledged that there may be a decline in train-mile earnings, and in the output of employees. There will be earnings remaining, however, arising from the increased work and productivity of transportation employees in the past, sufficient to compensate the railroads fully for any difference in labor costs. Although employees have in recent years received some wage advances, they have by no means had a fair share in the revenue gains arising from their increased productivity. They have given to the railroads in increased work and productive efficiency, or in lower labor costs, more than they have received from the railroads. The movement for an eight-hour day is, therefore, a consistent request by transportation employees to share in past gains in productive efficiency for which they have not been remunerated—not so much to share in actual money as to gain in improved working conditions and general well-being."

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 The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is catarrh. Catarrh being greatly influenced by constitutional conditions requires constitutional treatment. Hall's Catarrh Cure is taken internally and acts thru the blood on the mucous surfaces of the system thereby destroying the foundation of the disease, giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in the curative powers of Hall's Catarrh Cure that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.
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BOYS' AND GIRLS' CLUB WORK IN BOX BUTTE COUNTY
 The seventy boys and girls in club work for the most are going at their work to win. In club work every member wins by the knowledge gained. In this work there are twenty-one members in the sewing club, twenty-six in the cooking club, fifteen in the potato club, three in the poultry club, two in the garden club, three in the pig club. These boys and girls will exhibit their products in competition with one another and in free for all contests at the County Fair. Everyone who finishes will receive a membership badge and winners receive medals, cash prizes, profits, etc.
 Three clubs, the Blue Bird, the Pleasant Prairie, and the Hemingford Club, have been organized with Miss Opal Russell, Miss Lura Hawkins and Mrs. W. T. Ragan, respective local leaders. These clubs meet regularly each month to discuss the work and render a program on the forenoon of the third Thursday, the afternoon of the third Thursday, and the afternoon of the third Friday, respectively. Everyone interested or desiring further information on Boys' and Girls' Club work are invited to attend these meetings.
 F. M. SEIDELL,
 County Agricultural Agent.

LADIES! SECRET TO DARKEN GRAY HAIR
 Bring Back its Color and Luster with Grandma's Sage Tea Recipe.
 Common garden sage brewed into a heavy tea, with sulphur and alcohol added, will turn gray, streaked and faded hair beautifully dark and luxuriant. Mixing the Sage Tea and Sulphur recipe at home, though, is troublesome. An easier way is to get the ready-to-use preparation improved by the addition of other ingredients, costing about 50 cents a large bottle, at drug stores, known as "Wyeth's Sage and Sulphur Compound," thus avoiding a lot of fuss.
 While gray, faded hair is not sinful, we all desire to retain our youthful appearance and attractiveness. By darkening your hair with Wyeth's Sage and Sulphur Compound, no one can tell, because it does it so naturally, so evenly. You just dampen a sponge or soft brush with it and draw this through your hair, taking one small strand at a time; by morning all gray hairs have disappeared. After another application or two your hair becomes beautifully dark, glossy, soft and luxuriant and you appear years younger. Wyeth's Sage and Sulphur Compound is a delightful toilet requisite. It is not intended for the cure, mitigation or prevention of disease.

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