

WILSON'S WAY OF GETTING THINGS DONE

Thirty-four Million Dollars Spent in Reclamation Work in Three Years Means Results

Washington, D. C., Aug. 24.—Irrigation work under the reclamation laws has been pushed more rapidly by the Wilson Administration than ever before. The determined policy of Secretary Lane has been to push to completion as rapidly as possible all projects under way, to finish the work undertaken and bring into productive use the largest possible available area in the shortest possible time. During three fiscal years of his term there has been expended in pursuance of this policy \$36,165,420.16, an average of over twelve millions a year. During the preceding ten years the total gross expenditures amounted to \$81,750,288.80, an average of less than nine millions a year.

In 1910 Congress provided an appropriation of twenty millions "to enable the secretary of the interior to complete government reclamation projects heretofore begun." Not one dollar of this appropriation had been put to the uses for which it was made, when the present administration came into office, but it has been so largely drawn upon for the purposes intended that the projects appropriated for are rapidly nearing completion and will soon be completed if the policies of the Wilson administration are adhered to. The accompanying table shows by states receipts and expenditures from the reclamation fund from March, 1913, to May 31, 1916. The total of expenditures is less than for the period above stated because the period covered is shorter.

Work on reclamation projects has been pushed forward since 1913, nearly doubling the area watered and cropped until today almost a million acres of arid lands are thus being irrigated and yielding crops already worth upwards of twenty million dollars per year, a production exceeding that of a number of eastern states.

These large projects, built through the medium of the United States

Reclamation Service, includes some engineering achievements unexcelled throughout the world. Two mammoth dams are among the recent works, were completed in 1916. The Arrowrock dam on the Boise river, Idaho, is the highest in the world. The Elephant Butte dam on the Rio Grande, New Mexico, forms the largest of all irrigation reservoirs.

The Arrowrock dam is a massive concrete structure rising 350 feet from its connection with bed rock and spanning the river in a slight curve 1,075 feet long at the crest. Despite the inaccessibility of the site which made necessary the construction and operation of a seventeen-mile railroad, the dam and appurtenant works were built with economy and despatch, saving over two million dollars and a year's time under the estimates for the work. The dam stores the floods of Boise river for use as needed on the irrigated lands near the capital city of the state. Nearly 200,000 acres are covered by the canal systems in the vicinity of Boise.

On the historic Rio Grande another engineering monument has been erected by the government engineers. Here the Elephant Butte dam, 300 feet high and 1,250 feet long at the crest, forms a reservoir with a capacity of 2,638,800 acre-feet, or over 850,000,000,000 gallons. This great volume of water will irrigate 155,000 acres extending along the river in New Mexico to El Paso and beyond in Texas.

Thirteen millions will be expended during 1916 in this great work and the appropriations for 1917 provide for nearly nine millions more. This policy of hastening the work of reclamation so as to make the lands productive is clearly justified by the results. The annual product of lands reclaimed has been nearly doubled in three years, making an increase of almost ten millions a year in the agricultural yield. Each year shows like startling results. And when it is considered that the creation of this new wealth will continue for generation after generation, long after expenditures for irrigation works has ceased, long after Uncle Sam has collected every dollar he has advanced, the wisdom of the Wilson way of getting things done—finished—completed, will be admitted.

State	Expenditures	Miscellaneous Receipts	Land Sales Receipts
Arizona	\$4,020,043.53	\$1,632,823.86	\$306,208.33
California	587,720.19	158,746.14	948,685.76
Colorado	3,576,449.76	263,857.62	1,302,058.25
Idaho	6,436,762.02	1,846,716.79	662,624.13
Kansas	552.64	191.47	55,360.98
Montana	5,971,531.91	401,711.69	3,191,437.83
Nebraska	1,357,000.72	306,821.76	220,176.68
Nevada	1,115,591.86	276,983.24	132,244.85
New Mexico	2,943,930.01	276,880.55	715,468.42
North Dakota	172,906.59	97,304.43	35,106.33
Oklahoma	8,340.65	20	83,302.92
Oregon	1,273,948.44	320,757.82	583,562.93
South Dakota	461,335.80	212,809.82	520,169.43
Utah	910,461.76	119,404.77	438,666.00
Washington	2,738,222.27	1,072,235.68	578,462.94
Wyoming	1,254,462.20	367,908.67	769,757.72
Texas	1,745,650.43	120,866.92	
TOTAL	34,574,974.78	7,476,021.43	10,852,288.50

DEATH OF YOUNG LADY

Daughter of Well Known Western Nebraska Editor Died by Own Hand Saturday

Miss Dessie Westervelt, eldest daughter of Editor E. T. Westervelt of the Scottsbluff Republican, was found dead in the Republican office Saturday morning when the office was opened for work. The Herald joins in extending sympathy to Editor Westervelt and family.

The following contributed article, telling of the young lady's death, is taken from the Republican of Tuesday:

Again has the fiat of death gone forth calling from our midst one of our fairest flowers as well as one of our beautiful characters. The calling was sudden and terrible to mortal sense and an entire community was shocked and stunned when the intelligence was flashed over the city Saturday morning of the death by her own hand of Dessie Westervelt, eldest daughter of Mr. and Mrs. Eugene T. Westervelt, prominent and influential citizens of Scottsbluff and pioneers of Scotts Bluff county.

The causes leading up to this act are attributed to nervousness and a fear of possible mental collapse. It has been known for some time that she was in poor health and resigned her position at the postoffice but a few months ago on account of her extremely nervous condition, but owing to an outward show of happiness and pleasantness she was able to cover up her real mental condition and none realized that Dessie had other thoughts than those of happiness and good cheer and an ambition to be of service to her fellow beings. Even the members of the family failed to note her falling condition beyond attributing her few unusual actions to a nervous condition of long standing, never realizing that she might be on the verge of a nervous breakdown.

Saturday morning she arose and remarked to her sister Muriel that she was going for a walk. She was not seen alive again and when the printers arrived at the Republican office at about 7:30 a. m. one of them discovered her lifeless body lying behind the composing stone with a bullet hole through her right temple and a .38 calibre revolver lying on her breast. Death had been instantaneous. What mad thoughts had prompted the act or the mental anguish she had suffered before committing the deed none will ever know. She left no word, no message. Being of rather a reticent nature concerning herself she gave no hint of her intentions but passed on leaving a mourning and bereaved household and a host of acquaintances and friends to form such conclusions as they may. While possibly she did not realize it, yet a sympathetic community considers that an almost blameless life, filled with deeds and acts of kindness and love and tender sympathy for others is a

greater vindication of this one act than any words or message she might leave or could possibly express. Her home environments were most pleasant. Her father, mother, brothers and sisters are all of the liberal, agreeable and indulgent class, entertaining and always pleasant, and she was always very devoted to her home and relatives.

Dessie May Westervelt was born at Gering, Nebr., September 2, 1889, and passed away August 19, 1916, at Scottsbluff. She was a member of the Presbyterian church of this city, and gave freely and liberally for the support of all beneficent projects. She graduated with honor from the Scottsbluff high school after which she entered the civil service and was appointed a clerk in the postoffice here, which position she filled creditably up to the time of her resignation on account of failing health a few months ago. She was agreeable, pleasant and ladylike, very popular and deserving, a beautiful character with a pleasant greeting and glad smile for all, and we know of no one who would be more sadly missed from among us. The pall bearers were the members of her graduating class, and the floral offerings were beautiful beyond description. The funeral services were held from the home, being in charge of T. C. Osborne, assisted by Rev. E. L. Baker, and the remains laid to rest in Fairview cemetery. The deceased leaves to mourn her loss, beside her parents, four brothers, James W. McKinley, Lawrence and Mendie, and two sisters, Muriel and Catherine Westervelt.

BEST PAID MEN MAKING DEMANDS

Railroad Officials Claim that Eight-Hour Demands Would Increase Wages \$100,000,000

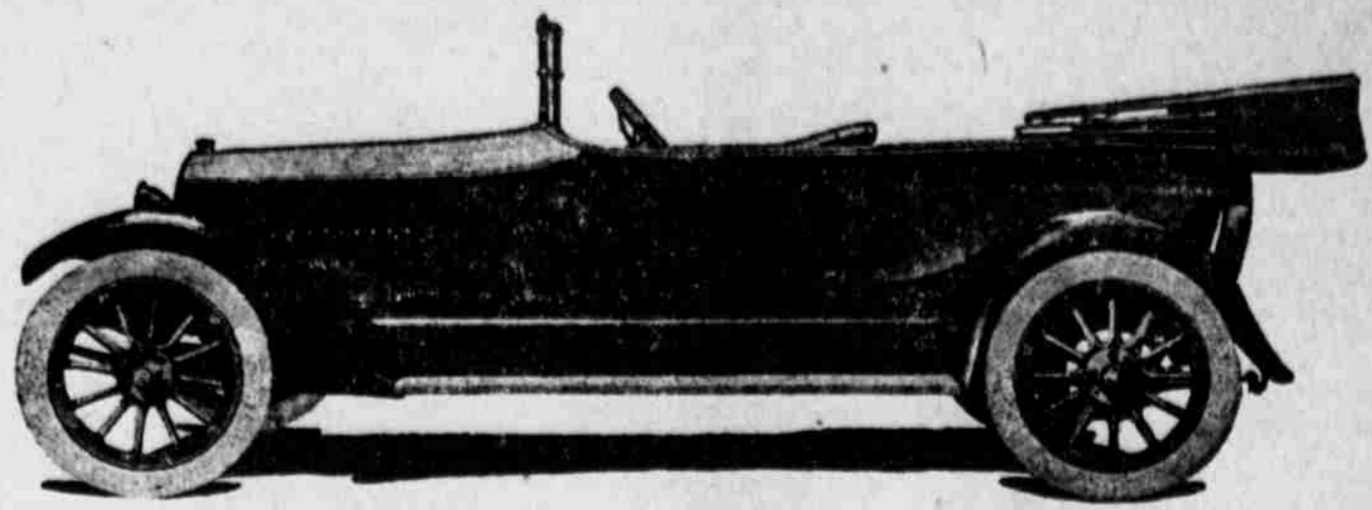
(Statement issued by publicity department of the railroads and submitted to The Herald for publication by the Burlington Railroad.) The train and engine service employees who are threatening to tie up the commerce of the entire country by a general strike unless the railroads will grant their demands for increases in wages amounting to \$100,000,000 are already the highest paid class of employees in railway service and are among the best paid men in any line of industry.

As these men already get 28 percent of the wages paid out by the American railroads although they constitute only 18 percent of the total number of employees, the managers of the railroads felt that they could not grant these demands without doing injustice to the stockholders of the railroads, the 82 percent of the employees whose earnings are not so high as those of the men now making these demands, and to the public which must pay the bill for

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Owners report securing from 18 to 26 miles per gallon of gasoline, according to driving conditions and drivers. The high standard of materials used, honest care in assembling and years of experience have produced a big, powerful, sturdy car, and at the same time a car of light weight, economical on tires.

FEATURES
Wheel Base—112 inches.
Motor—35 horsepower, 4 cylinders enbloc.
Electric Equipment—Dyneto 2 unit, 6 volt system, starting and lighting, Willard storage battery.
Carburetor—Zenith.
Ignition—Connecticut.
Clutch—Multiple disc, 7 plate, Raybestos lined.
Rear Axle—FULL floating.
Body—Full streamline, 5 passenger, beautifully upholstered—Instruments on cowl.
Weight—2,040 pounds.



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whatever increase in wages is granted, either in increased freight and passenger rates, or in decreased ability on the part of the railways to give the service which is demanded by the public and is necessary if proper facilities for handling the constantly expanding business of the country are to be provided.

In form the demand of the men is for an eight-hour basis for computing the pay for a day's service and for time and a half for overtime. This if granted would either give the men the same pay for fewer hours than they are now working or would give them greatly increased pay for the same number of hours they are now working. Either the men now in service would get more money in their envelopes or they would work shorter hours and the railways would have to employ additional men—which, either way you look at it, means a very material increase in the operating expenses of the railways.

The demand of the men is in no sense a demand for the adoption of a real eight-hour working day. The demand relates altogether to compensation and has no bearing on the number of hours the railways may work the men, provided they are willing to pay for it. In many cases under the rules now in effect the men get a day's pay for less than eight hours' service and in the conference held between the Brotherhood leaders and the committee of managers it was clearly brought out that the men expect such conditions to continue. They are not seeking a working day of eight hours in which no one would work more than eight hours and every one would work that much.

Under existing rules employees in train and engine service have most favorable working conditions. If they do any work at all in a day they are given a full day's pay, no matter how short a time they may work or how few miles they may run. If they are called on to work overtime they are paid for it at the regular hourly rate. They are paid extra for every mile over 100 they may run. They cannot make less than a full day's pay and if they do anything extra they get extra pay.

The committee of managers offered to submit the controversy to the Interstate Commerce Commission or to arbitration under the Newlands Act. The Brotherhood leaders refused both offers and went back to the men for a strike vote. The railways were so convinced of the justice of their position that they were willing to abide by the decision of an impartial tribunal. This the leaders were unwilling to do.

That long hours in train service have been reduced to a minimum is shown by a report issued by the Interstate Commerce Commission. Only one employe in five on the average last year was compelled to remain on duty more than sixteen hours during any one day in the whole year. Stated in another way, the chance of an engineman or trainman remaining on duty beyond this prescribed limit was reduced to once in five years.

Every time a train is so delayed by a blizzard, washout or other cause that any part of the train crew is on duty longer than sixteen hours the railroad company must report the occurrence to the commission.

The reduction of nearly 80 percent in such cases in three years shows that the working of men for long stretches of continuous service has practically disappeared except in rare cases of unavoidable delay.

Sometimes A "Fill" Makes A Lot of Difference

YOU WANT THE WEIGHT AND THE PRICE—HERE ARE THE PEOPLE THAT GET 'EM

AMONG THE VERY BEST

MR. GEORGE ASHBURN, assistant to Mr. McPHAIL in the hog yards—has been actively engaged in this line of the business for over ten years, and is considered among the VERY BEST. He knows every valued point that is in favor of the shipper when it comes to watering, feeding, weighing and caring for hogs. He is on the JOB before 6 A. M. each morning, and the INTER-STATE are of the opinion that he has no EQUAL. He is 27 years old, born in Douglas County, Nebraska.



ALWAYS ON THE JOB

Another native Nebraskan! Doesn't it beat all? And he's always on his job, too. They say you can lead a horse to water but can't make him drink. But if that horse was a hog and was going to be sold by The Inter-State Live Stock Commission Company, George Ashburn would see that he drank before being weighed. It depends upon knowing how. Perseverance and the know how accomplishes great results.

The Inter-State Live Stock Commission Company, South Omaha

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