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LEWIS J. CUTLER, Marietta, Ohio.

SAFETY DEMANDS FEDERAL CONTROL OF THE RAILROADS

Only Way to Meet Emergencies of Nation, Says A. P. Thom.

STATES' RIGHTS PRESERVED

Principles Which Railways Hold Should Govern Regulatory System in Interests of Public and the Roads—Compulsory System of Federal Incorporation Favored.

Washington, Dec. —That the interests of national defense require that control of railway lines should rest with the federal government and not with the states was the claim advanced by Alfred P. Thom, counsel to the Railway Executives' Advisory Committee, in concluding his preliminary statement of the case for the railways before the Newlands Joint Committee on Interstate Commerce.

"We must be efficient as a nation if we are to deal successfully with our national emergencies," said Mr. Thom. "and we must appreciate that efficient transportation is an essential condition of national efficiency. If we are to halt and weaken our transportation systems by state lines, by the permanent imposition of burdens by unwise regulation, we will make national efficiency impossible."

States' Rights Would Not Suffer.

Mr. Thom cited many instances in which shippers in one state were injuriously affected by selfish regulations imposed on the railroads by neighboring states. He pointed out that federal regulation would be no invasion of the rights of the states but would be the means of preserving the rights which they acquired when they entered the Union, one of which was the right to the free movement of their products across state boundaries.

What the Railroads Advocate.

The principles which the railroads believe should be incorporated in any just system of regulation were summarized by Mr. Thom as follows:

1. The entire power and duty of regulation should be in the hands of the national government, except as to matters so essentially local and incidental that they cannot be used to interfere with the efficiency of the service or the just rights of the carriers.
2. As one of the means of accomplishing this, a system of compulsory federal incorporation should be adopted, into which should be brought all railroad corporations engaged in interstate or foreign commerce.
3. The Interstate Commerce Commission under existing laws has too much to do and is charged with conflicting functions, including the investigation, prosecution and decision of cases. The latter duties should be placed in the hands of a new body which might be called the Federal Railroad Commission. Regional Commissions should be established in different parts of the country to assist the Interstate Commerce Commission by handling local cases.

4. The power of the Commission should be extended to enable it to prescribe minimum rates and not merely maximum rates as at present. This would increase their power to prevent unjust discriminations.

Justice to Public and Roads.

5. It should be made the duty of the Interstate Commerce Commission, in the exercise of its powers to fix reasonable rates, to so adjust these rates that they shall be just at once to the public and to the carriers. To this end the Commission, in determining rates, should consider the necessity of maintaining efficient transportation and extensions of facilities, the relation of expenses to rates and the rights of shippers, stockholders and creditors of the roads.

6. The Interstate Commerce Commission should be invested with the power to fix the rates for carrying mails.

7. The federal government should have exclusive power to supervise the issue of stocks and bonds by railroad carriers engaged in interstate and foreign commerce.

8. The law should recognize the essential difference between things which restrain trade in the case of ordinary mercantile concerns and those which restrain trade in the case of common carriers. The question of competition is not the only fair criterion.

9. The law should expressly provide for the meeting and agreement of traffic or other officers of railroads in respect of rates or practices. This should, however, be safeguarded by requiring the agreements to be filed with the Interstate Commerce Commission and to be subject to be disapproved by it.

"My legal proposition," Mr. Thom said, "is that the Constitution as it now is gives full authority to Congress to regulate the instrumentalities of interstate commerce in all their parts. If the power of regulation is to reach the public requirements, it must be co-extensive with the instrumentalities of commerce."

Mr. Thom explained that the roads are not asking either of the Committee or of Congress any increase in revenues, but that they are merely asking the perfection of a system which will be responsible to any need that may arise.

ORGANIZE LOAN ASS'NS

Agricultural extension service receiving many inquiries regarding long-time loans

The prospect of long-time loans at low rates of interest has aroused much interest among Nebraska farmers in the Federal Farm Loan Act, and large numbers of queries for information as well as applications for loans are being received at the Agricultural Extension Service offices at the University Farm, Lincoln.

The Extension Service has also received some 20 applications for meetings at which Extension speakers will explain the workings of the new law. County agents, especially in western Nebraska, are receiving a large number of inquiries from farmers and are holding many meetings for the purpose of establishing loan associations.

A rate of interest not to exceed 6 per cent (probably much lower) is the outstanding advantage to be gained for the borrower who makes use of the loan association. Inasmuch as the average Nebraska farmer now pays 7.1 per cent for the money he borrows, this low rate of interest will do much to make the man heavily in debt sleep easier. According to figures furnished by the United States department of agriculture, districts in western Nebraska pay still higher average rates, one district reaching 8.5 per cent. The long-time loan with small annual payments will also make matters much easier for the borrower.

Loans can be secured for one-fifth the value of the land and for one-fifth the value of improvements. No loan can be less than \$100 or more than \$10,000. As soon as ten farmers in one locality desire loans amounting to \$20,000, a local association can then be formed.

If further information is desired, the following blank filled out and mailed to the Extension Service will bring full particulars for the organization of a loan association: Agricultural Extension Service, University Farm, Lincoln.

Gentlemen: Please send me information regarding the Federal Farm Loan Act, and tell me how farmers may take advantage of it by organizing National Farm Loan associations.

Name

Address

NOTICE

To all automobile owners—You can pay your 1917 license now. Engine number and make of car must accompany application. All licenses delinquent January first, 1917.

E. M. MARTIN,

County Treasurer.

1-41-7867

FEEDING MOLDY CORN

Feeding moldy corn to horses often causes blind staggers or similar diseases, says the college of agriculture, Lincoln. Several fungi are known to be responsible for mold, according to the agricultural botany department. As moldy kernels are lighter than water, they may be separated from the sound ones by placing the grain in water and skimming off the kernels that rise to the top. Mixing moldy corn with bran and oats appears to lessen danger to animals that consume it. Specimens of moldy ears may be sent to the agricultural botany department, University Farm, for examination.

DECEMBER BULLETIN OF WINTER TOURS

SOUTHERN CALIFORNIA invites you. Every winter makes this locality more popular; every year brings a more holiday aspect to this land of beautiful hotels, perfect auto roads, and out-door life. It is an idler's paradise. Burlington tickets route you via Denver in Personally Conducted through tourist sleeper parties via scenic Colorado or via Denver and the Santa Fe Grand Canyon Route.

TEXAS, GULF COAST, AND FLORIDA: Here is the other of America's winter playgrounds—the historic Southland. The cold weather will send there thousands of northern people in the various palatial through trains, via Chicago, St. Louis, Kansas City or Denver. Burlington circuit tickets include all these routes through the South.

Ask for Winter Tours leaflet and Southern Lines illustrated literature. Let me help you plan one of the finest "See America" Tours. **J. KUIDELBAUGH**, Ticket Agent, Alliance, Neb.

L. W. WAKELEY, General Passenger Agent.

1004 Farum Street, Omaha, Nebraska



Hot Water Each Morning Puts Roses in Your Cheeks



To look one's best and feel one's best is to enjoy an inside bath each morning to flush from the system the previous day's waste, sour fermentations and poisonous toxins before it is absorbed into the blood. Just as coal, when it burns, leaves behind a certain amount of incombustible material in the form of ashes, so the food and drink taken each day leave in the alimentary organs a certain amount of indigestible material, which if not eliminated, form toxins and poisons which are then sucked into the blood through the very ducts which are intended to suck in only nourishment to sustain the body.

If you want to see the glow of healthy bloom in your cheeks, to see your skin get clearer and clearer, you are told to drink every morning upon arising, a glass of hot water with a teaspoonful of limestone phosphate in it, which is a harmless means of washing the waste material and toxins from the stomach, liver, kidneys and bowels, thus cleansing, sweetening and purifying the entire alimentary tract, before putting more food into the stomach.

Girls and women with sallow skin, liver spots, pimples or pallid complexion, also those who wake up with coated tongue, bad taste, nasty breath, others who are bothered with headaches, bilious spells, acid stomach or constipation should begin this phosphate hot water drinking and are assured of very pronounced results in one or two weeks. A quarter pound of limestone phosphate costs very little at the drug store but is sufficient to demonstrate that just as soap and hot water cleanses, purifies and freshens the skin on the outside, so hot water and limestone phosphate act on the inside organs. We must always consider that internal sanitation is vastly more important than outside cleanliness, because the skin pores do not absorb impurities into the blood, while the bowel pores do.

Women who desire to enhance the beauty of their complexion should justify this for a week and notice results.

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