



Lloyd's Legislative Letter

Pertinent News Items Regarding Happenings at the State Capitol, in Lincoln, Written by Lloyd C. Thomas, State Representative from Box Butte and Sheridan Counties

Our new governor, Keith Neville, is starting out by being "his own boss" and those who predicted that he would be controlled by certain politicians have so far failed to make good their promises. The Norfolk Press of November 30 had the following to say regarding the new governor-elect, at that time:

The Nebraska State Service Bureau, of which Fred Carey of the Omaha News is representative, is offering a feature story on Governor-elect Neville and his family to the newspapers of the state. But if Fred Carey and the News had had their way Keith Neville would not be governor-elect. The pen pictures of Keith Neville before election day in the Omaha newspaper were not such as to warrant that gentlemen's friends to feel pleased. The Omaha News did good work for President Wilson, but it got off on the wrong foot when it let its prejudice blind it to the merits of the young man from North Platte, and tried in the name of the prohibition cause to foist on Nebraska as its chief executive an Omaha ward heeler whose very presence in the upstate communities turned votes to Neville. The Press has produced a few word pictures of Keith Neville and expects to produce many more, for we are frank in saying we expect that young man to make a glowing record as Nebraska's governor. Keith Neville is going to surprise his best friends,

his closest intimates. He has the fire the exuberance of youth, the independence of the man who has never had to weigh things on the financial scales. Keith Neville has made no promises, he owes nothing that can't be paid in real service to the state that he was born in. He is educated, broad, thinks quickly, deeply, correctly. And if he makes a mistake it will be one he will not be ashamed to acknowledge, afraid to correct. There is no limit to that young man's possibilities unless it be his own desire for limitations. The Press editor was in Lincoln the other day and had the pleasure of a personal visit with him, the opportunity of observing him at close range. Surrounded by those who would help him "save the state," hailed as their chief by "deserving democrats" from every corner of the commonwealth, he is already the seasoned, well poised man of affairs, clean-cut, democratic, eager to do the thing that is right, to live up to an ideal that seems to shine out in his strong young face. Keith Neville is not going to be a disappointment unless it be to those who may have falsely estimated that young man. His appointments, we believe, will be based on merit, but he will be able to find merit within his own party lines. A rich young man, elevated to the highest political position in the state, he is not the least bit spoiled. Instead of going to the luxurious dining room of his

hotel, he quietly found a place in the more democratic "lunch," where he was just as approachable (and as frequently approached) in the big lobby where from every corner could be heard, "Hello there, governor!" "Come here, Keith!" "There is Neville!" "Neville! Neville!" "Right here, governor!" But whether it was a plain citizen wishing to express good wishes for the new chief executive, or office seeker, a friend with "advice," a fellow going out because Neville is going in, a football player from his own home town, a leading democrat, a friendly republican or an eager "newsie" with the latest papers, there was a friendly greeting from Keith Neville, a hearty hand-clasp and that wonderfully boyish smile that changes his whole face and makes you think of the football fellow who sees when he can make a play that will save the game to his team. Keith Neville sees his opportunity, feels his responsibility, and the Press is proud to see him going into office representing the party that he does and with the deep-seated conviction he holds. Every individual and every newspaper that maligns him will have to admit before many months the Keith Neville is nobody's man.

Found a Sure Thing
I. B. Wixon, Farmers Mills, N. Y., has used Chamberlain's Tablets for years for disorders of the stomach and liver and says, "Chamberlain's Tablets are the best I have ever used." Obtainable everywhere.
Adv.—Jan

McFALL TRANSFERRED TO CHADRON STORE

T. M. Hampe, in charge of the Haddorff interests in western Nebraska, Idaho and the west and manager of the Haddorff store in Alliance has made two changes in his sales organi-

zation during the past week. J. R. Payne, at one time a salesman for the Alliance house but until last week manager of the Haddorff Music House at Chadron has been transferred to the Omaha store. He Haddorff's opened a store at Chadron in August and placed Mr. Payne in charge at that time. Both Mr. and Mrs. Payne have already gone to Omaha.

George McFall of this city, and until the past week a salesman for the Haddorff Music House here has been transferred to Chadron and is now in active charge of the Haddorff store there. Mr. McFall is a gentleman whom it is a pleasure to meet. He has a smile and a greeting for everyone and is a man who thoroughly understands the piano business, having been selling pianos for years.

Mr. Hampe was at Chadron the first of the week in company with Omaha representatives of the firm and states that the indications are not promising for a record breaking business at the Chadron store during the coming year.

SAM SHELDON GIVES UP JOB AT ELKS

Sam Sheldon is no longer custodian of the Elks club, having given up his job to devote himself to his duties as city scavenger. Sheldon is succeeded by Jess Selby. Mr. Sheldon has added new equipment to his business and will hereafter give it his full time and attention, and states that he wants to give genuine service.

OPEN UP NEW REAL ESTATE OFFICE IN CITY

The Feagins Realty Co. has been organized in this city. The company is composed of James, Arthur and Chas. Feagins, and proposes to advertise and sell farms and ranches

in this section of the country. The Feagins Realty Co. has rented the north side of the room occupied by the Spon barber shop, at the corner of Box Butte avenue and Second street. Workmen started Monday to build a wall between that portion to be occupied by the land office and the barber shop. One of the front windows has been removed to make way for a door. The company will have two rooms in their new office.

CAR SHORTAGE CURTAILED BURLINGTON EARNINGS
Little New Mileage Built—Capacity for Tonnage Carrying Has Been Overtaxed for Months

Very little new building work has been done by the railroads in Nebraska the past year but it is expected the difficulty experienced in handling the traffic and the strain on capacity may result in a great deal of improvement this year designed to increase the tonnage carrying capacity. With the dire need of improvement to take care of present needs there is also the question of extensions. The extension of the short line from O'Neil to Alliance has been talked of but nothing definite is known as to what the Burlington expects to do in this direction this year. Should the European war come to a close within the present year and with the end of the war a big drop in the price of steel, it is not expecting too much to expect the Burlington to get busy with this needed extension.

Reports from the steel mills indicate that roads operating in this state, as well as all other western roads, have been heavy buyers of new steel and much permanent bridge work and rail replacement may be looked for. The roads have also been liberal buyers of new cars and engines, and it is believed that even with traffic offered in volume equal to that of 1916 the roads will care for it better in 1917.

Some new rail was laid during the year on all main lines, and for the percentage of standard weight rail is growing year by year. More will be laid this year, releasing medium weight rails now in service on main lines for branch line improvement. A number of new depots have been built and placed in use, and several more are being considered for construction during the year to come.

If new mileage is being considered for this state no announcement has yet been made. The Burlington still has a long gap between Kearney and Bridgeport to complete its water grade line from the far northwest to Paducah, Ky., and a shorter gap between Milford and Friend. Whether work on either of these lines will be done during the year is not announced.

The recent death of T. E. Calvert, chief engineer of the Burlington system, it is feared will defer progress in the completion of the low grade line and it may lag. Mr. Calvert was much interested in this plan of the Hill management and he insistently kept it before the present management of the road.

During the early part of the coming year the Burlington will complete its new cutoff between Chalco and Yutan, for which traffic men agree it has about as much use as a wagon has with five wheels. The Chalco cutoff, according to a writer in the Lincoln State Journal, was built as a sop to Omaha business interests, that city having long chafed under the knowledge that Lincoln had a direct Burlington line to Sioux City and that Omaha had not. The new cutoff will shorten the Omaha-Sioux City mileage a little. There is no great amount of business and no heavy tonnage between Omaha and Sioux City, but a good road is being built.

The construction of this short line has involved the bridging of both the Elkhorn and Platte rivers and cutting through a high ridge and making a high fill over a low bottom. The cost of the cut-off will run high in figures and transportation experts see little benefit in its building beyond placating Omaha shippers.

The Burlington is said to be contemplating a new station building at Wymore division offices and passenger station. Such a building is badly needed. While no announcement has been made it is also stated that the Burlington will probably rebuild at least one of its North Platte-bridges, that near Grand Island.

Flood damage during the past year was not serious, yet the Burlington found it necessary to do more rebuilding on its lines south of Nebraska City near Barney. There the river has cut away the farm land and was getting so close to the railroad that it was necessary to move the road bed farther toward the high land.

Just outside Nebraska but at a place affecting Nebraska traffic, the Burlington has found it necessary to execute another retreat from the Missouri river. This is at Folsom, south of Council Bluffs on the Iowa side of the river.

During the past year labor for railroad maintenance and construction work has been scarce, war activities having drained the west of the excess labor supply. The outlook along this line for the new year is no brighter and it is not improbable that the roads will have to bid against the munition factories of the east another year to secure the help needed.

The feature of the year in transportation circles has been the car shortage felt from one end of the country to the other by every road. Alliance has felt this shortage with all other cities and towns although this city has been more fortunate in some ways, due to the fact that Alliance is a division point. The first real effect felt here was when during the potato shipping season, no were available for a week.

There are several things that make certain the continued expansion of the Burlington and also the North-western lines in western Nebraska and Wyoming. There is a great development now going on in western Nebraska. Land is selling as it has never before and there is every indication that with a little effort put work this section will see an influx of settlers from the east that in a very short time will have the effect of increasing the tonnage of the roads effected. Oil fields have been opened in Wyoming and the furnishing a tremendous amount of tonnage. Other industries are being developed. The potato industry of Box Butte county and western Nebraska, the raising of sugar beets and the new sugar factories the raising of stock, and the improvements made in agriculture all go to make up an increased tonnage. Much of this tonnage must move east and moving east must travel over Nebraska rails. Therefore this burden is added to these lines and their freight and passenger carrying capacity must be increased.

Every Day a Sabbath Somewhere.
Every day in the week is a Sabbath for someone. The Greeks observe Monday; the Persians, Tuesday; the Assyrians, Wednesday; the Egyptians, Thursday; the Turks, Friday; the Hebrews and several Christian sects, Saturday, while by far the most Christians observe Sunday.

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