

## NO MORE PAY FOR HOUSE MEMBERS

(Continued from page 1 this section) total mileage of rural delivery and star routes in the state.

One-third in the ratio which the population of each county bears to the total population of the state. The ratio of population between the counties shall be determined by the number of votes cast in the respective counties for governor at the general election of 1916.

Sec. 6. The state board of irrigation, highways and drainage shall divide the state into project districts not exceeding five counties in any one district, in such a manner as in its judgment will best utilize the state aid road fund available each year, as well as the money apportioned to the state from the federal government under the federal aid road act of July 11, 1916. Before submitting any project statement to the secretary of agriculture, as provided for in the federal aid road act, the same shall have received the approval of the county board of each county within the project district. The state board of irrigation, highways and drainage, at any time prior to the approval of the project by the county boards of the counties within the project district, may change the boundaries of any project district, as it may deem advisable; provided, the funds available for all of the counties in each project district shall be considered as a unit for such district, and the work of construction or improvement of roads for each district shall begin in any part or parts of such district at the place or places designated by the state board of irrigation, and whenever the work in any project district is completed, the amount of the fund apportioned

to each county shall have been expended in the construction or improvement of roads and bridges within said county, or in the event that all of the apportionment for each county is not used in the construction or improvement of the roads outlined in the project district plans for such county, the unused funds shall be used in the construction or improvement of such other roads within the county as the county board and the state board of irrigation, highways and drainage may agree upon and which receive the approval of the secretary of agriculture.

Sec. 7. Before any of the funds provided in this act shall be expended in any county in this state the county board shall, by resolution in such form as may be prescribed by the state board of irrigation, highways and drainage, accept the provisions of this act and set aside or provide for funds for the maintenance of such roads when constructed or improved and pledge the good faith and credit of the county to provide for the continued maintenance thereof. If at any time the state board of irrigation, highways and drainage shall find that any road in any county constructed or improved under the provisions of this act is not being properly maintained it shall give notice of such fact to the county board of such county and if within two months from the receipt of such notice said road has not been put in proper condition of maintenance then the state board of irrigation, highways and drainage shall thereafter refuse to approve any project or proceed with any road construction or improvement in said county until it has been put in a proper condition of maintenance.

Sec. 8. Any county desiring to use a greater sum of money upon the roads within the county than is made available under the provisions of this act and the federal aid road act

of July 11, 1916, may use other available county road funds or proceed to vote upon the question of issuing bonds or making a special levy of not to exceed 5 mills for such purpose in the same manner as is provided in sections 2997, 2998, 2999 and 3000 of article V of chapter 28 of the revised statutes of Nebraska for 1913, in voting for bridge bonds. Subject to the approval of the state board of irrigation, highways and drainage, any other funds, whether in the form of donations, inheritance taxes, license fees, special assessments or otherwise, may be used in conjunction with the funds in this act provided for.

Sec. 9. Section 9 of chapter 54 of the session laws of 1915 is hereby repealed.

Under the provisions of section 5, outlined in the bill, Box Butte county will receive approximately \$10,000 and Sheridan county \$20,000 from the federal aid fund.

Another important bill passed by the House on the same day was the bill providing for a new east wing for the capitol building. The vote on this was 67 for and 28 against. This bill reads as follows:

A bill for an act to provide for the construction of a new wing to the capitol building, and providing for a building commission therefor and to provide by taxation for the expenses thereof.

Sec. 1. That for the purpose of building a new wing to the state capitol building on the site of the present state house, there is hereby created a board to be known as the building commission. The governor shall be ex-officio member and chairman of the commission, and, as soon as practical after the passage of this act, he shall nominate, and, with the consent of the senate, appoint four men of known integrity and proved financial responsibility to constitute the commission aforesaid. No more

than two of the men thus named shall reside in the same congressional district, nor shall more than two be of the same political faith. They shall receive no compensation for their services, but shall be reimbursed for all personal expenses, and no oath or bond shall be required of them. No member of the legislature, nor any other state officer shall be eligible to the commission nor be in any way interested in any work or contract in this act provided for.

Sec. 2. Appointments to fill vacancies shall be made in like manner as provided for the appointments of members of the board of commissioners of state institutions, as provided by section 7182, revised statutes, for 1913. Members of the commission may be removed for like causes and in like manner as provided for the removal of members of the board of commissioners of state institutions, as provided for by section 7183, revised statutes, 1913. The term of members of the commission shall end with the completion of the wing herein provided for.

Sec. 3. Immediately upon appointment, the commissioners shall meet with the governor and organize by electing one of their number vice chairman, who shall preside in the absence of the governor. They shall select a secretary and employ such assistants as may be necessary. The commission is empowered to employ a consulting architect and construction engineer to assist in the work.

Sec. 4. The commission is authorized to cause to be prepared a suitable design and shall issue to competing architects printed schedules of all requirements for the wing, including a list of the number and approximate area of the compartments, rooms, halls and such other general information as may be necessary.

Sec. 5. From the design and plans submitted, the commission shall select the one deemed best, and shall proceed to the construction of a said wing according to such plans and specifications and to that end the commission is hereby authorized and empowered to enter into necessary contracts therefor. No plans shall be considered unless accompanied by a complete detailed and explicit specification of the estimated cost of materials, labor and other necessary expenses.

Sec. 6. For the purpose of meeting the expenses and costs of the work herein provided for, there shall hereafter be levied for the years 1917 and 1918 on all taxable property in the state, the sum of sixty-seven hundredths of a mill on each dollar's valuation in property, the same to be collected and assessed as other state taxes, and the tax thus collected shall be placed to the credit of the building commission. The fund thus created is hereby appropriated for the preparation of plans and the construction of the wing as herein provided. The commission is authorized to tear down the present east wing of the capitol building and to use any salvage obtained therefrom in the construction of the new wing and at their option include the same in the specifications or contracts in this act provided for.

Sec. 7. All contracts shall be in writing, and shall be signed by the contractor and the chairman and attested by the secretary of the commission, with the seal of the commission, which seal the commission is hereby empowered and directed to procure. The commission shall reserve the right to cancel any and all contracts for good cause shown, in which event the commission may make allowances to the contractor in such sums as it may deem equitable for labor and material furnished, deducting any expense or loss occurring to the state by reason of the act of the contractor. The commission shall secure the best workmen and materials possible without regard to location, or residence, but preference shall be given to residents of Nebraska where other considerations are of equal weight.

Sec. 8. Bonds for the faithful performance of their signed obligation shall be required of all contractors in such amount and on such conditions as the commission shall require.

Sec. 9. All bills, claims and demands against the commission shall be made in duplicate by the claimant and shall be audited and approved by at least four members of the commission. Upon the allowance of any claim, a proper voucher approved by the chairman and secretary shall be issued and paid as provided by law.

Sec. 10. No claims shall be allowed by the commission unless with the vote of at least four members. A complete record shall be kept of the allowance and vote on each bill, and all claims shall be given a numerical number in the order of their filing, which number shall be preserved on the statement, and also on the records of the commission.

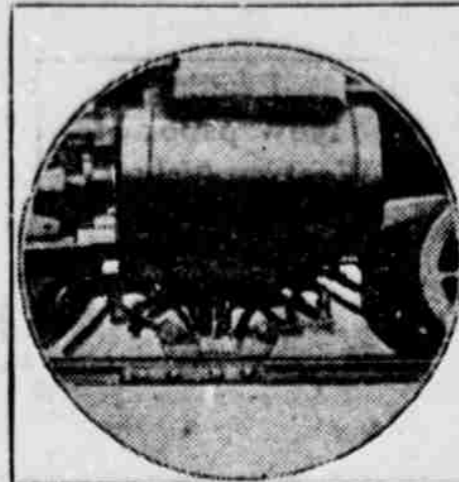
Sec. 11. The commission shall, if plans can be so arranged, provide fire-proof space in the new wing for the supreme court library.

Sec. 12. All contract bids for construction of the proposed capitol wing shall be in writing, sealed and signed and filed with the chairman of the building commission, and shall be opened for consideration of same, at a public meeting of said board, after the specific time set for all bids to be in has elapsed.

There is some talk that the Senate may amend the bill to provide for an entire new capitol building. The bill is still in the hands of the Senate Ways and Means committee.

**Spring Colds Are Dangerous**  
Sudden changes of temperature and underwear bring spring colds with stuffed up head, sore throat and general cold symptoms. A dose of Dr. King's New Discovery is sure relief, this happy combination of antiseptic balsams clears the head, soothes the irritated membranes and what might have been a lingering cold is broken up. Don't stop treatment when relief is first felt as a half cured cold is dangerous. Take Dr. King's New Discovery till your cold is gone.

Office supplies at The Herald office. Phone 340.



The two rails of a track are used as wires for telephoning to moving trains—in the circle is shown the shoe by which the connection is made from rail to locomotive.



## BETWEEN FAST TRAINS

TELEPHONIC COMMUNICATION IS MADE AN EASY MATTER.

Rails of the Track Used as Part of the Conducting Medium—Plan is Simple, Though of Much Importance.

By means of the moving train telephone invented by A. A. Macfarlane, communication between fast moving trains may now be possible. Communication has actually been held between the experimental station and New York city. In this experiment the rails of the track were used for part of the conducting medium.

On a sidetrack near the little town of Bridesburg, Pa., experimental work has been carried on with a steel freight car. At one end of the section of track used, a two-volt battery is connected; at the other end a signaling and telephonic device is located between the tracks. The equipment consisted of a "puzzle" box and copper shoes that pick up currents from the rails. The nature and contents of this box are not being given out at present on account of some patents pending. The inventor states that what the device accomplishes is made possible, however, by his furnishing to the current a path of least resistance. Without this device, current would follow the track, run through the wheels and axles and jump to the other rail and produce a short circuit. The current simply avoids its natural outlet, follows the track until it reaches the box and shoes, where it is picked up and taken aboard the train.

Telephoning between moving trains is but a part of the importance of the invention. The real object is to produce a signaling system that will bring the danger and clear signals into the cab of the engineer. An automatic brake has also been added and tested on an engine. The device will light colored lights in the cab of the engine, as well as furnish an automatically operated block for approaching trains. Into each block current will be furnished by batteries along the track. When a train is in this block, it will short circuit the current, so that a train approaching will be automatically stopped by the brake device operated in connection with the system.

In the telephone system it will be necessary to have batteries along the track, and by the use of the shoes and box device with which the train will be equipped current will be furnished it. Then the telephone can be operated, and connection can be had through the main wires along the track, the current being carried out at the ends of the blocks. By this system, the inventor claims a moving train can be in communication with any telephone in the country.—Popular Science Monthly.

## Locomotive Fuel.

W. W. Rittman of the bureau of mines in a recent article objects to locomotives using petroleum as fuel, because "every day there goes up in smoke the gasoline of another generation." What would he have the locomotives burn? If they use coal the coal of "another generation goes up in smoke," and the same statement is true if they use wood or coke, or electricity generated at power plants. Perhaps the saving of these other articles may be as beneficial as the conservation of petroleum.—Oil City Derrick.

## Money From Scrap Material.

In 1914 the scrap material sold by the Pennsylvania Railroad company brought in \$2,157,241.24 or \$1,000,000 less than in 1913. Waste paper alone sold for \$19,211, oil barrels for \$22,439 and old rubber for \$15,222. Locomotives and wooden passenger cars sold for \$114,326. Other odds and ends brought in \$121,997. Old wheels, metals and wrought iron yielded more than \$789,000.

## Definition of Salt.

Rev. Father John Cavanaugh, head of Notre Dame, was discussing with some friends the definition of various words and the difficulty in finding their synonyms.

"All this talk reminds me of a schoolboy's definition of salt," said the priest. "He was asked to define salt. He pondered a moment and then said: 'Salt is something that makes your potatoes taste funny when there ain't any on 'em.'"

## Effect of Sandstorms Minimized.

The French railroad in the Sahara has built locomotives and cars specially designed for passage through sandstorms to offer a minimum of resistance to the metal-cutting sand.

## GOOD ADVICE FOR CHILDREN

Observance of Simple Regulations Will Do Much to Lessen the Long Chapter of Accidents.

More than a thousand children under fourteen years of age, and more than fifteen hundred between fourteen and twenty-one, are killed every year, and as many more are injured in the United States by the following causes:

By using railroad track and yards as "short cuts" instead of using sidewalks and streets.

By crawling under or going around crossing gates that have been lowered.

By running across tracks against the stop signal of crossing watchmen.

By running across tracks just after a train has passed without waiting to see if another train is approaching on other track.

By standing too close to moving trains.

By "catching on" moving trains, cars or engines to "steal a ride."

By crawling under, climbing between or going over cars that are standing across streets or sidewalks.

By playing underneath, on top or around, cars standing on side tracks.

By boys chasing other boys in the direction of railroad tracks or trains.

By doing something dangerous, because you were "dared" to do it.

These accidents will be avoided if you will "Stop, Look and Listen" before crossing railroad tracks or yards and never play around trains or cars.—From the Erie Railroad Employees' Magazine.

## Searchlight Signal.

The more I read of railroad accidents and the precautions against them, especially rear-end accidents, the more am I convinced that my proposition made in print several years ago is worth the consideration of railroad managers, writes a correspondent of the New York Times. This proposition was that every train should carry a searchlight somewhere on top of the train, with its rays shooting upward. Such a light, and it need not be a very strong one, would always mark the location of a train, either at rest or in motion, and could be seen under conditions not possible to lights as now used on a level with trains. At night and in heavy weather such a light would be a sure mark always, and even on clear days it could be seen at a safe distance, if not as far away as at night or in foggy weather. The application would not be difficult, nor would the cost be great. Engineers discussed it a little at first, but it was soon dropped, because, I suppose, there was not sufficient power behind the idea to push it. Maybe before the twentieth century ends it will be adopted.

## Do Without March.

In Mark Twain's epic of boyhood Tom Sawyer sighs, "Oh, if I could only die temporarily!" On that convenient arrangement most of us would elect to have our temporary deaths fall in the month of March.

March is neither hay nor grass; it is neither fish nor flesh, nor good red herring. When it ought to rain it snows; when it ought to snow it freezes; when it ought to freeze it thaws. Where a road should be a muddy slough of despond. Where the sky should be a tin-colored sheet of metal, or a hostile sector belches sleet and icy wind, says Boston Globe. Why not a bill in the legislature to abolish it?

## Spending It All.

"Of Booth Tarkington the anecdotes are legion—almost as numerous as they are about O. Henry. It remained, however, for Jesse Lynch Williams to tell this story in connection with his comment on Tarkington's ever ready repartee:

"After 'The Gentleman From Indiana' had made its hit," he says, "and Mansfield had put on 'Beaucaire,' and that made a hit, I said to him one day, 'Now, I hope you're going to stay in New York for a while.'"

"His reply was a most charming satire upon himself—'Oh, I'll stay here till I get it all nicely spent.'"

## Was It War or Tennis?

No more can it be said that English people do not know that war is raging somewhere on the continent. Two girls going to work the other morning discussed the prospect of tennis this year—probably by way of contrast to the arctic weather.

"There will be no one to play with, all the men being away," said one. The other acquiesced, and added: "It is too horrible to think about." We hope that she referred to the war, and not to the Adamesque state of the tennis courts, as her observation indicated.—London Globe.

# EASTER--- One Week From Next Sunday

The Fashion Event  
of the Entire

Year



¶ THAT NEW SPRING SUIT OF YOURS—YOU WILL WANT PHOTOGRAPHS OF YOURSELF IN IT, FOR YOUR RELATIVES AND FRIENDS.

¶ AND OF COURSE THE PICTURES SHOULD BE FINISHED IN THE VERY LATEST MODE—THE WAY WE FINISH THEM IN OUR STUDIO.

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# FARMERS-DAIRYMEN

## The Unheard of Has Happened

The price of cream generally drops at this time of the year—you expect it and so do we—but the unheard of has happened—the price of cream is up again. The Alliance Creamery is this week paying

For Churning  
Cream

42c

For Churning  
Cream

Delivered at the Creamery

Deliver your cream where you get the top price and where you can get your cream cans well steamed out and thoroughly sterilized. This is important and is just a part of a regular service—it costs you nothing.

Cream paid for same day as delivered where requested

22c  
Cash

EGGS

22c  
Cash

We are paying 22 cents a dozen in cash  
for eggs

How many dozen have you?

Alliance Creamery Co.