

TONIGHT, JANUARY 31  
COSMOPOLITAN PRODUCTION  
"THE PASSIONATE PILGRIM"  
USUAL COMEDY Adm. 10 and 30c and W. T.

WED., FEB. 1 IMPERIAL THEATRE  
BROWN'S SAXOPHONE SIX  
THIS IS ONE OF THE BEST MUSICAL COMPANIES TOUR-  
ING THE COUNTRY.

WED., FEB. 1  
PHOTOPLAY  
"Little Miss Hawk Shaw"  
"Winners of the West"

SPECIAL—THURSDAY & FRIDAY  
"THE MAN FROM LOST RIVER"  
A Powerful Story of the North

RANDOM SHOTS

"I can hold my breath for two minutes," he bragged to his girl. "You don't say," she cried in amazement, "and it's so strong tonight, too." Stolen.

TODAY'S BEST STORY.

Two negroes were lying behind a packing case on the docks at Brest taking the labor out of the alleged Labor Battalion. Said one boastfully: "Boy, Ah comes f'um a tough breed. Mah ole man done cut his nails wif a ax an' brash his teef wif a file."  
"Huh, ain't so tough. Mah ole man am a plumber, an' twice a week he done shave hisself wif a blow torch."

SOCIETY DIPLOMACY.  
(Denver Post.)

A young matron here is devoted to "twenty for twenty cigarettes." Whenever she draws out her little gold cigarette case, by way of teasing her for such low-brow taste, her friends sniff: "Mercy! What a dreadful odor! What is it? Ragweed or garlic?"

A short time ago, the matron returned home smoking a very delightfully and highly scented weed. "What a luscious odor!" they all cried as they sat about the bridge table. "Adelaide, where did you get it? And what kind is it? It's wonderful," they all cried in one breath.

"I got it in New York, of course." Which put them to silence.

"And what kind is it?"

"It's a Camille. The latest Egyptian brand." (Loftily.)

"A Camille? Wonderful? How romantic! May we try one? Just a puff at one?"

"Here's where I 'fess up," laughed the matron. "They're really 'twenty for twenties,' but I grew so tired of hearing you high-brow them that I've doused them all with cologne and renamed them 'Camilles.'"

JOY TO THE WORLD.

Old Man Weeks: A Kansas philosopher opines that if hoopskirts come back and cheek-to-cheek dancing continues the world is going to brighten up a whole lot for the masculine wall-flower.

A NEW FEAST DAY

Mr. Callahan was discovered standing before a window displaying a large sign, "Nut Sundae," and was heard muttering reflectively:

"Ash Wednesday, Shrove Tuesday, Good Friday—say, this is a new wan on me."

The newest thing is golfing togs for lady players, and the minute the season opens the Country Club links should be as good as a musical comedy. However, to a mere male, the suits look a trifle warm for summer wear. Oh, well, furs are warm, too, but the dear girls wear 'em.

A garage in a Mississippi city was robbed by bandits the other night, and loot amounting to \$180,000, in cash and securities, was secured. This is a case for the grand jury. A garage has no business to have that much money on hand unless it is headquarters for a bootleggers' trust.

That sort of a haul is just like finding \$10 in a print shop after the hands are paid off.

LOYALTY!  
(Ravenna News)

Mr. Roosevelt once pointed out that the flabby internationalist who says, "I love all countries as well as I do my own," is just like the man who says, "I love other men's wives as much as my own." "America First," does not mean a disregard for others. But what shall we say of the loyalty to his race of a Hebrew who was taken fatally ill with smallpox, and sent for the priest because he didn't want to pass the smallpox to the rabbi?

A companion to Vance Thompson's "Eat and Grow Thin" man was discovered on a ship out of New York for Cuba. The man, who appeared to be in ill health, was looking forward to the three-mile limit. He said his system needed beer. He had had enough of Prohibition hooch.

"It nearly ruined me," he said. "All I need is a chance to drink and grow sober."

It's pretty hard to get ahead of J. Hyde Sweet of the Nebraska City Press. The flopping galoshes have made their appearance on Nebraska City streets, and J. Hyde suggests that the rest, in order to keep up with new developments in style, allow their Boston garters to slip down on their shoe-tops.

An Omaha man was up in police court, charged with drunkenness, but he declared that he supported his family, even when most intoxicated. The family admitted that this was true. It seems that when he got liquored up, he also got obstreperous, and the entire family had to sit on him to hold him down.

The young man who boasted that there were three brothers in his family, and that none of them had even been licked, is now forced to correct the record.

Ray Ryason, the bachelor end of the Bridgeport Herald, won't be invited any more by the Bridgeport girls to visit in the food annex—not if they have any such spirit as our Alliance maidens. Listen here how Ray gives his hostesses away in the last issue: "You've probably observed that most Bridgeport girls eat like a canary when there's company in the house. But they make up for it when they get to the kitchen."

The Railroad Column

(By W. S. CARTER, President Brotherhood of Locomotive Firemen and Enginemen.)

Effects of Decrease in Railroad Traffic Upon Railroad Corporations and Employees

In their strenuous efforts to maintain existing passenger and freight rates, in accordance with the transportation act, the representatives of the railroads have, at great length, communicated to the senate committee information as to the effect of the depression in business, beginning in December, 1920, upon the profits of the railroads. At no place, however, in the printed proceedings of these hearings has been noticed any effort on the part of the representatives of the railroad corporations to explain that this great decrease in railroad business has already resulted in an enormous decrease in the aggregate wages paid to railroad employees. If the railroads would present tabular statements comparing the aggregate earnings of railroad employees in 1921 with 1920, it would show that the losses sustained by the employees because of such a depression in business have been almost as great as the losses accruing to the railroad corporations.

In their statistical exhibits great increases in wage costs are shown for 1920, when compared with preceding years. These statements were introduced, no doubt, for the purpose of convincing all that heard or read such testimony, that labor was largely responsible for the financial condition of the railroads. If such railroad officials would revise these tabular statements, comparing the present year with the preceding year, they would "prove" that the railroad employees' wages are 50 per cent lower at the present than in 1920. The enormous labor costs of 1920 and the greatly decreased labor costs of 1921 prove nothing except that the volume of business and the extraordinary expenses of 1920 greatly exceeded those of 1921.

**Purpose of Railroads.**  
Evidently, it is the purpose of the railroads to create the impression that when business is greatly depressed, the sole remedy is to reduce wages and therefore prevent any effect of a depression in business falling upon the railroad corporations.

If this theory is to be sustained, then in any industry or mercantile enterprise, there would be a constant change in the compensation of employees from month to month and from season to season, as the business fluctuates. It is a known fact that merchants usually enjoy a heavy business during certain months of the year and then, usually after the holidays, there is a great depression in business. If the policy of the railroads is to be accepted as the proper one, the merchant who probably had done a successful business all other months of the preceding year, would immediately reduce the wage of his employees during the few months of depression in business which usually follows the holiday trade. In most industries, and in mercantile undertakings, the business is presumed to so adjust its income and expenses that the surplus profits of the busy months will tide over the commercial undertakings during the lean months. Whatever is the cause of the inability of the railroads to meet such situations, it is unfair to railway employees to reduce wages simply because there is a decrease in business. The usual method of reducing the

expense of operation in most industries, when business is depressed, is to curtail the operations of the plant and lay off large numbers of employees when their services are not needed. This has already been done by the railroads and hundreds of thousands of railway employees are out of work entirely and to this extent the labor costs of the railroads have been greatly reduced. Not satisfied with this method of deflating labor, the railroads are insistent that those employees who remain in the service must also be "deflated" in order that the railroad corporations may not suffer during periods of depression.

Locomotive Fireman Out of Work.

It is believed, from information secured through a special investigation, that for all the railroads in the United States there were approximately 38,000 locomotive firemen out of employment on the first day of May, 1921. This would indicate that, so far as locomotive firemen are concerned, the depression in railroad business resulted in the complete loss of earn-

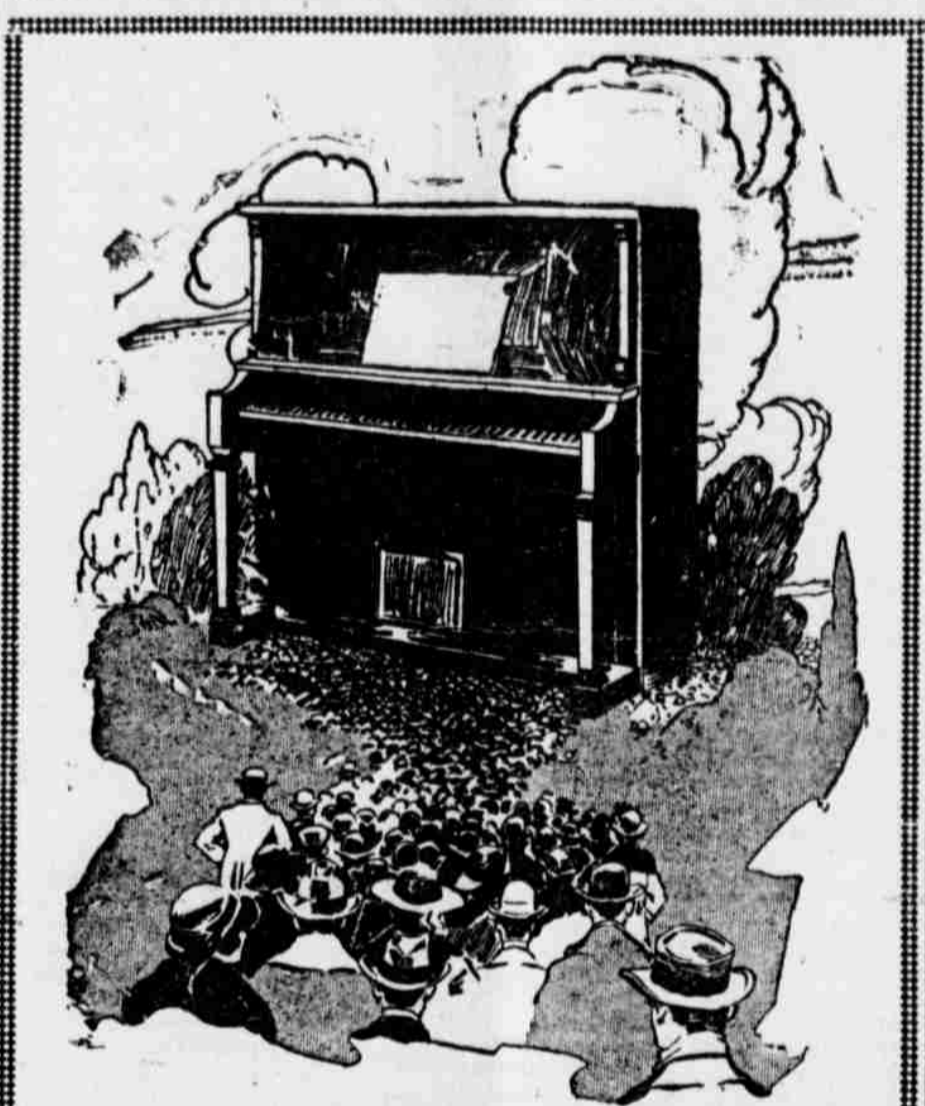
ing power of approximately one-half of the firemen who were in service in October, 1920. This also indicates that to a great extent, the labor costs which seem to have been so burdensome in 1920 have already largely eliminated without the necessity of reducing wages of those firemen who are so fortunate as to yet remain in the service.

It should be remembered that employees in train and engine road service are paid upon a "mileage basis," which is, in effect, nothing more or less than a piece work system of payment, which appears to have been strongly advocated by some of the railroads. Under this piece work system, or mileage system of wage payments, there is a premium placed on excessive hours of employment, or excessive mileage, with the result that some employees whose seniority in the service entitles them to preference of runs and continuity of employment may acquire abnormally high earnings in a month or period of months.

Employees in the road service are

employed at a given rate per hundred miles for transporting trains, and the profits accruing to railroads are approximately the same during periods of prosperity and of adversity. Having succeeded in securing a reduction of wages on July 1, 1921, and assuming that there has been little decrease in the tonnage of trains or of the number of passengers carried in a train, it is conclusive that already the railroads are earning a greater profit upon labor and services of such employees.

Not content with wage reductions recently enforced, the railroads now insist that another reduction in the wages of these road employees be granted them by the United States railroad labor board. May railroad employees hope for justice from railroad corporations when we remember that almost 300 years ago Coke said of corporations: "They cannot commit treason, nor be outlawed, nor excommunicate, for they have no souls."



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DON'T WORRY  
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Start a savings account TODAY. There are dozens of things that could happen to you, that will stop your earnings. The sensible thing to do is:  
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As Simple As Can Be  
A complete, practical, bookkeeping outfit for the small business. No bookkeeping experience required to handle it. Entries can be made in a few minutes each day.  
Supplies Tax Return Data  
Each year Uncle Sam is calling for more facts in regard to business profits. It is dangerous and costly to guess. The ABC System not only takes care of tax returns but is a valuable guide to successful management.  
It Tells You At a Glance  
Whether you are making or losing money  
What your expenses have been  
What you have paid out for merchandise  
How much cash you have  
How much you owe  
How much is owed to you  
How much you have in fixtures, etc.  
CASH RECEIVED RECORD  
CASH PAID OUT RECORD  
RECORD OF CASH BALANCES  
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