The Plattsmouth Journal

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R. A. BATES, Publisher

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THOUGHT FOR TODAY

What know we greater than the soul? On God and God-like men we build our trust.—Tennyson.

:o:

The rain has helped some.

:o:

The dust has been laid, anyhow.

:o:

Plenty of money is the best labor-paving device.

:o:

It is the worry and not the things that we worry about that kills.

:o:

Girls who wear "show through" dresses should remember that men are keen observers.

:o:

The blacksmith's hammer does not always make the loudest noise when it comes to knocking on your next door neighbor.

:o:

The recent statement that hay fever attacks only those of superior intelligence is very likely without foundation. There is too much hay fever.

:o:

John Wunderlick's name will be on the democratic ticket for sheriff. Remember him at the election and vote for this splendid citizen who is well qualified for the office.

:o:

London in war time faces a shortage of nurses and gasoline. In America, however, it is an abundance of gasoline at an increase in price, and a shortage of nurses.

:o:

Monday will be a grand gala day for the Burlington shop boys. Their celebration will be complete in every particular, and a large crowd is sure to be in town Monday.

:o:

Since the outbreak of the European war, many have doubted whether there was such a thing as the brotherhood of man. But there is no doubt about the Brotherhood of the Locomotive Engineers.

:o:

When General Sherman said war was what he said it was, he did a certain old established resort a great injustice. Hell punishes only the wicked, while war punishes the innocent and guilty, good and bad alike.

:o:

"Home Coming" has been all that could have been expected, considering the rain of Wednesday night and all day Thursday. There are many former pioneer citizens present, and they have been enjoying the event visiting among each other.

:o:

Five hundred Topeka women have been lined up ready to receive Mrs. Hughes when the candidate's train arrives there Friday. The capital, however, insists that 500 is not enough. Unless the committee can be raised to 2,000 it would be better to give the poor woman an afternoon off.

:o:

A Fremont man was found guilty of running over a child while speeding, and the judge fined him $10 and costs, at the same time extracting from the culprit a promise never to again drive an auto. Why couldn't the judge be more lenient, and sentence the man to life imprisonment?

:o:

Chairman Langhorst of the democratic state committee, was in the city yesterday attending a meeting of the Cass county committee, and gave The Journal a very pleasant call. Mr. Langhorst feels greatly encouraged as to the campaign, and believes the success of the democratic state ticket is assured. Lou is a great organizer, and his energetic work in the campaign is sure to bring forth golden fruit for the democratic candidates.

MR. HUGHES' OPPORTUNITY.

If Mr. Hughes is going to try eventually to make the railroad labor crisis an issue, he would better be getting on record right now as to how he would settle it.

For Mr. Hughes to refrain from outlining a specific, constructive policy at this time with regard to the rail situation is to reduce all he has said against President Wilson's Mexican policies to the low level of captious criticism.

In its opportunities for the display of genuine Americanism, its potential effect upon practically all phases of industry and the necessity it develops for the employment of good, hard-headed, sensible, fair-minded executive ability, the rail complication is of infinitely greater importance to the national life than the Mexican situation is or ever was.

With characteristic directness, President Wilson has reduced the railroad tangle to its simplest terms and has embodied the crux of the thing in a proposal to the managers that they grant the eight-hour day. He has met their objections to it on both financial and physical grounds by proposing that the plan be introduced experimentally so that careful observation may prove or disprove the validity of their obejctions. If an undue burden for the managements is the result, the president is willing to co-operate in a readjustment of rates which shall afford relief. If it is physically impossible for the roads to operate on an eight-hour basis, the experiment would demonstrate that fact and his attitude up to date has placed him in a position where he could do more than anybody else to win the men over to an adaptation of their demand.

Mr. Hughes now has his chance to get on record with a definite plan which is better than this and fairer to all interests concerned. If he is going to criticise President Wilson for his conduct of the rail negotiations, the republican candidate should now lay the foundation for it by showing wherein his own brains are superior to the Wilson brand. If he contents himself with generalities about "adequate laws" and "true fellowship" and so on, his criticism after the crisis has passed will mark him as having made up his mind in advance that anything Wilson may do is wrong, just because Wilson does it.

That is the sort of criticism that doesn't get far in advancing an argument, but up to this time it seems to be Mr. Hughes' favorite variety.—Omaha News.

:o:

Fine rain, but interfered with the program somewhat yesterday.

:o:

The Omaha News announces in a headline, "Maybe You'll Don a Gown of Pink." Not us, Mary Ann. It costs enough to have the ladies do that.

:o:

Evidently the republican candidate for president don't seem to know exactly where he is at. He makes statements he knows are not true about President Wilson, but let him rip and tear and rant all he wants to, he can never hurt as good a man as our noble president, whom the common people praise very highly.

:o:

A North Carolina paper observes: "We've been a payin' road taxes for over a hundred years. But where in h—ll are the roads?" Perhaps they're under the mud, down there, when they are above water. The same progressive publication also remarks: "We would rather help make good roads than help to make millionaires out of grafting politicians." All of which shows that the south is going to get in on the good roads proposition if possible.

Friendships are a part of life.

:o:

When a man talks about personal rights he only refers to certain privileges he desires.

:o:

President Wilson is to urge the passage of laws by congress to stop strike, set for Labor day.

:o:

Arbitration may not be perfect, but it beats any other system of settling controversies as yet been devised.

:o:

Let the trainmen run the railroads and the officials run the engines a while. How would that do, gentlemen?

:o:

There are quite a number of early pioneers here but the probable railroad strike interfered with many at a distance from coming.

:o:

August 25th was the anniversary of the earliest killing frost ever recorded in Nebraska. On August 25th, 1863, the state was visited by a killing frost, and never since then has a killing frost come so early, says the Beatrice Sun. The average date for first frosts in the state is October 2d.

:o:

In order to stop a run on a savings bank at East St. Louis, Ill., a pile of currency, totalling $50,000, was placed on the paying teller's counter in full sight. As a result, a feeling of confidence inspired the hearts of the timid ones, and the receiving teller was soon busy taking the funds of those who were ready to deposit. It was a plain case of money talking.

:o:

Many stories have been told regarding the lack of gratitude often displayed by individuals of the human family. But another good Samaritan is wondering whether it pays to be one. He brought a man from Stanton, Neb., into Omaha, and stopped down town to telephone home. What was his surprise and chagrin when he returned and found the car speeding up the street driven by the man whom he had befriended. When will the human family reach the point where the members thereof invariably possess the instinct of appreciation?

:o:

A MILLION DOLLARS SAVED.

Nebraska democrats are making good their platform pledge to administer state government in an economical and business-like manner.

Notwithstanding a $20,000,000 increase in the assessed valuation of property, $212,000 less of state taxes are to be levied and collected than last year. And last year the tax was reduced $403,000. The total saving, in two years of democratic administration, is more than $1,000,000.

In 1913-14, when the republicans controlled the state government, the total state taxes were $7,352,470.

In 1915-16, under democratic administration, the total is $6,334,325.

This saving of more than a million dollars to the taxpayers has not been at the cost of decreased efficiency. The state institutions were never in such good physical condition as they are today. Their management was never in more competent hands. And for the first time in the history of the state they are being administered in the same business-like manner as any successful private enterprise of the same magnitude.

Under republican rule state taxes were steadily increasing, the maximum 5-mill levy allowed by the constitution was collected for the general fund and nevertheless a floating debt of $800,000 was piled up.

Business-like and economical democratic administration wiped out that deficit in the first year, and in two years has reduced taxes a million dollars.

In the state as in the nation, when democrats ask for the confidence of the voters, they have a record to point to as a basis for their claims.

The republicans have a record, too. But it is not one they are fond of pointing to. The discriminating voter will note that republican candidates, from Mr. Hughes down, are addicted to viewing with alarm—but not to pointing with pride. They feel that, for the party's good, the less pointing in the direction of the republican record the better.—World-Herald.

PRESIDENT WILSON AT WORK.

(Special Dispatch to the New York Evening Post.)

Washington, D. C., Aug. 29.—A gray-haired man, his eyes drawn and his face almost haggard from lack of sleep, the lines about his mouth deeper than usual, his hand a trifle unsteady, sat at his desk today writing his signature four times, while a group of a hundred persons looked on. Other men might have been happy in his place for even so brief an interval, for he is the president of the United States. But Woodrow Wilson was not happy; he seemed dazed, worn out, and fatigued. He showed his burden.

The occasion was historic. Mr. Wilson was attaching his name to four bills which became laws at once. The first two measures, the army and navy bills, appropriate more money for national defense than ever has been authorized in time of peace in the nation's history. The Philippine bill gives the Filipinos virtual autonomy, a notable step toward ultimate independence. The fourth measure relates to laws governing bills of lading and commercial transactions.

Army and navy officers, senators and representatives, the resident Philippine commissioners, and cabinet officers gathered in the president's office while he signed the bills. Most of the night Mr. Wilson had been awake. Until 4 o'clock this morning, he had worked on his message to congress about the strike situation, this after an exceptionally arduous day of conferences and discussions on all kinds of public business besides the strike problem. He had no soner finished breakfast and glanced at some urgent communications on foreign affairs when Senator Newlands, chairman of the senate committee on interstate commerce, was at the White House ready to discuss a bill he had framed the night before to meet one of the knots in the strike tangle. For nearly an hour they had conferred, until it was time for the president to take up his regular schedule of engagements. James Keeley, a Chicago editor, came to urge the president to stand for the principle of arbitration in the railroad dispute. They talked a half hour, Mr. Wilson explaining that it was not a theory but a condition that he was facing; that arbitration had failed and that some other means of averting the strike peril must be utilized.

At 10:30 the president was ready to sign the four bills which had come from congress, but the railroad executives wanted an interview, and after a brief telephone conversation he asked them to come to the White House. The cabinet meeting was scheduled for 11 o'clock, but by the time the president got through signing the bills, giving the gold pen to the interested senators and representatives, and shaking hands with the committees which had put the legislation through congress, it was after 11 o'clock. Then came the railroad executives.

The cabinet meeting had to wait a half hour. Then, shortly before noon, Mr. Wilson read to his cabinet the address he had prepared to deliver to congress at 2:30. A few changes were made, the proofs rushed to the printer and the cabinet meeting resumed a discussion of the strike situation, Mexico, blacklist, the mail situation, and other pressing matters. At 1 o'clock, the president had arranged to have Ambassadors Page and Sharp take luncheon with him in the White house. Both had come on vacations, and had matters of delicate interest to communicate to him. They had been here several days, but not a moment had the president found to talk with them. At 2:15, the president was ready to start for the capital. Beyond that time he had no plans, but conferences with senate and house leaders were expected as in order to rush through legislation that it is hoped will make impossible a tie-up of the railroads.

And with all the worry over public business, the president is distressed over the serious illness of his youngest daughter, Mrs. Eleanor McAdoo, who is wrestling with typhoid fever at Spring Lake, N. J.

Under such circumstances is Woodrow Wilson working nowadays.

:o:

Near the end of festivities.

:o:

Hurrah for our noble president.

:o:

It might be a good idea to pull down the blinds if you live in a glass house.

:o:

Democratic prosperity is here, but the republican leaders don't like to say so.

:o:

There are just as good fish in the sea, but they are older than the others were.

:o:

While the high cost of living continues to soar, the price of automobiles keeps right on coming down.

:o:

Two newspaper associations are after the paper house. No trouble to find them, but "a duced hard job to catch 'em."

:o:

"Anything to beat Wilson—anything but the truth," says the New York Times, commenting on republican tactics.

:o:

Argentine has elected a president withour a platform. What a hard proposition he will be to attack when he runs for reelection.

:o:

The railroad heads promise that while the service, of course, will not be normal after the walkout, it will be fair. That will be better than we hoped.

:o:

Government ownership of railroads is as sure to come as two and two make four. And the railroad men themselves are doing more to bring this on than anybody else.

:o:

Dame fashion now rules that only very slender women will be in style this winter. However, large women need not fear. They will be packed in both balls and tenderly laid away until Fashion changes her mind again.

:o:

The selection of Dr. G. H. Gilmore for the head of the democratic county committee, is a good move, and The Journal is glad to see it. Dr. Gilmore is alive to the interests of the party, and is an active worker and organizer, and we expect to see him advice and and we expect to see him advise and use good judgment in conducting the campaign.

:o:

John Murtey, the democratic candidate for member of the legislature for Cass county, who lives and does business at Alvo, is well versed in the duties as a member of the house. He is one of the best posted men in Cass county, and is a gentleman who will command a great deal of respect and confidence with the leaders of the legislature.

:o:

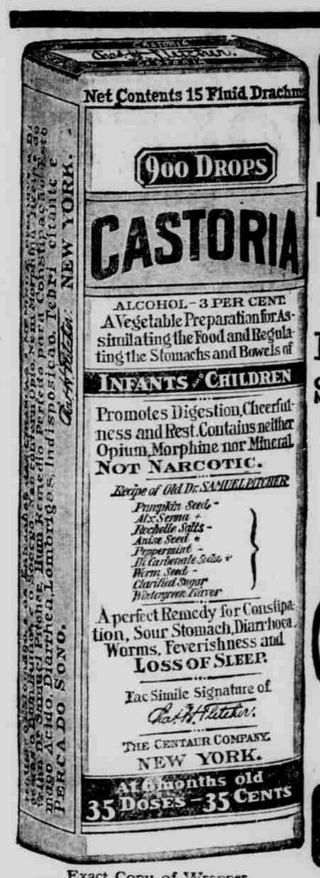
"I would not," declares Mr. Hughes, "hesitate to go to war to protect the interest of Americans abroad;" in other words Mr. Hughes as president of the United States would sacrifice the life of every American boy, if need be, to help John D. Rockefeller corner the oil production in Mexico. Is that the sort of a president the American mothers are seeking?

:o:

A meeting of dairymen held at Pawnee City recently, organized a cow-testing association. The plan is to test each cow one day a month as to milk production and butter fat. There have been cases noted where the milk production was arbitrarily "increased" in volume, by the cow owners after the gentle bovine animal should have been released as to any further possibility in the matter.

:o:

Editor Clark Perkins is absolutely correct when he says that "anyone who does not subscribe fully to the republican national and state platforms had better get off," the republican ticket. So say we. And the time to do it is right now, before the disgruntled candidate sinks the rest of the ticket in his frantic efforts to save himself.—Hastings Tribune. This is a drive at Sutton, the deceitful republican candidate for governor.



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CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

IN THE DISTRICT COURT OF THE COUNTY OF CASS, NEBRASKA.

Joanna Baxter, Plaintiff.
vs.
Clara E. Young, also known as Clara Ellen Young et al., Defendants.

Notice of Suit to Quiet Title.

To the defendants Clara E. Young also known as Clara Ellen Young; John Doe Young, first real name unknown; husband or widower of Clara E. Young also known as Clara Ellen Young; Clara E. Young Doe, real name other than Clara E. Young unknown; John Doe, first and real name unknown, husband or widower of Clara E. Young Doe; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Clara E. Young also known as Clara Ellen Young, otherwise described as Clara E. Young Doe, real name other than Clara E. Young unknown, deceased; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of John Doe Young, first real name unknown, deceased; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of John Doe, first real name unknown, deceased; Samuel H. Jones, also known as S. H. Jones, Mrs. Samuel H. Jones, first real name unknown; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Samuel H. Jones also known as S. H. Jones, deceased; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Mrs. Samuel H. Jones, first real name unknown, deceased; Packard & Miller, a partnership composed of Spencer Packard and Jason G. Miller; Spencer Packard, Electa Packard; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Spencer Packard, deceased; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Electa Packard, deceased; Jason G. Miller, Mary P. Miller; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Jason G. Miller, deceased; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Mary P. Miller, deceased; John R. Clark; Amelia B. Clark; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of John R. Clark, deceased; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Amelia B. Clark, deceased; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Susanah Drake, deceased; Louis F. Cole also known as Lewis F. Cole; Clara E. Cole; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Louis F. Cole, also known as Lewis F. Cole, deceased; the unknown heirs, devisees, legatees, personal representatives and all other persons interested in the estate of Clara E. Cole, deceased; William L. Gray; Mary E. Moore, Etta Moore, Isabelle Moore and the unknown owners and the unknown claimants of fractional lots six (6), and seven (7), in the northeast quarter (NE1-4) of the northwest quarter (NW1-4) of section twenty-four (24), township eleven (11), north range thirteen (13), east of the 6th P. M. in the County of Cass, Nebraska.

You are hereby notified that on April 19, A. D., 1916, plaintiff filed her suit in the District Court of the County of Cass, Nebraska, to quiet plaintiff's title to the above described lands, to-wit:—fractional lots six (6), and seven (7), in the northeast quarter (NE1-4) of the northwest quarter (NW1-4) of section twenty-four (24), township eleven (11), north range thirteen (13), east of the 6th P. M. in the County of Cass, Nebraska, because of her adverse possession by herself and her grantors for more than ten years prior to the commencement of said suit and to enjoin each and all of you from having or claiming any right, title, lien or interest, either legal or equitable, in or to said lands or any part thereof; to require you to set forth your right, title, claim, lien or interest therein, if any, either legal or equitable, and to have the same adjudged inferior to the title or plaintiff and for general equitable relief. This notice is made pursuant to the order of the Court.

You are required to answer said petition on or before Monday, October 2, A. D. 1916, or your default will be duly entered therein.

JOANNA BAXTER,
Plaintiff.

W. A. ROBERTSON,
Attorney.

FOR SALE.

Seven lots and eight-room brick house; eight blocks south of Main street, known as the Tutt place. For particulars, see Robert Richter.

NEBRASKA

-STATE FAIR-

LINCOLN, NEB.

SPECIAL Burlington Route TRAINS

From Plattsmouth and Louisville

September 5, 6 and 7

Tuesday, Wednesday and Thursday

Lv. Plattsmouth	7:00 a. m.
Oreapolis	7:10
Cullom	7:21
Cedar Creek	7:30
Louisville	7:45
South Bend	8:00
Ashland	8:20
Greenwood	8:30
Waverly	8:42
Havelock	8:55
Ar. Lincoln	9:10 a. m.

Going Specials will stop opposite Fair Grounds to unload passengers; Return Specials will leave Lincoln Depot at 10:10 p. m., but will not stop opposite Fair Grounds; passengers should board Return Specials at Lincoln Depot.

Round Trip Tickets Will Be Sold Sept. 4 to 9 Inclusive.

L. W. WAKELEY, General Passenger Agent