

# The Plattsmouth Journal

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## THOUGHT FOR TODAY

When tillage begins, other arts follow. The farmers therefore are the founders of civilization.—Daniel Webster.

You may be homely, but your own mirror always holds out some hope for you.

Don't blame the other fellow for thinking that you are wrong—you might be.

The members of the Nebraska legislature seem bent upon loading up the statutes with a number of useless and senseless laws.

The approach of the British army on Bagdad will make the sultan of Turkey, the real sick man of Europe in every sense of the term.

There are more than 100,000 licensed automobiles in Nebraska. What do you think of that? More than any other state of the same size in the union.

The farmers of Cass county are getting in the good roads movement with both feet, and certainly will make it a winner in this locality. It's a good thing, keep on boosting.

The state's metropolis seems to be on the verge of a moral house cleaning that will close up the bright spots in the underworld of that city as the result of the activities of Rev. Savidge and Sheriff Mike Clark, and the scene in the half world of Omaha is described as a "deserted village."

The prospects for a bi-partisan organization of the national house of representatives looks very bright at present. All parties agree that if this is carried out the grand old statesman, Champ Clark, will once more preside over that body in his accustomed fair and unbiased manner.

It is strongly hinted in a dispatch from San Francisco that Joe Stecher has about made up his mind to remove to California in the near future. We would hate to lose Joe, but we must abide by his own will. We will hunt up another to take his place. Good wrestlers grow on trees in Nebraska.

That was a slick scheme of Germany to get Japan and Mexico into a compact for war against the United States. With such a scheme revealed it shows to what desperation Germany is placed, and solidifies more than ever the Germans of this country for America and against the fatherland. The prosperous Germans of America, and there are millions of them, while naturally possessing a warm feeling for the land of their birth, are not going to give up the pleasures of their homes in this country, and relentlessly give up everything to be whittled away in war.

Will Maupin, of the York Democrat, says: "Seventy-six bills aimed at the revenues of the railroads, and seventeen aimed at regulation of service, have been introduced into the Nebraska legislature. Yet some people wonder why the railroads decline to build extensions and invest huge sums in betterments." Yet at every session of the legislature there are generally forty or fifty members present who imagine that it will prove a popular streak with them to introduce bills that reflect upon the railroads. But in both the house and senate there are those who favor letting the railroads alone. Hammering at the railroads eternally is not destined to help matters in Nebraska.

## INTERURBAN DEVELOPMENT.

The legislature is once more wrestling with a bill to facilitate interurban railway development in Nebraska. Now as heretofore there is a widespread demand for proper legislation to accomplish that end.

The demand is well grounded. Nebraska is a quarter of a century behind its sister commonwealths in electric railroad building. If one legislature after another continues to consider the problem listlessly and then dismiss it as too difficult for solution, Nebraska will be completely distanced by the other states.

We have reached a stage where the building of interurban electric roads is as important to the welfare of the state as was the building of steam railways thirty and forty years ago. It is hardly less important than the development of good wagon roads at the present time. The two projects, indeed, should go hand in hand.

States like Illinois, Indiana and Ohio are criss-crossed from end to end by electric railways. They have had much to do with the growth of cities, with the improvement of rural life, with bettered marketing conditions, with the extension of truck farming, with increased farm values. Over in our sister state of Iowa the amazing growth of Des Moines is largely attributed to the electric roads which radiate from that capital in every direction. And not only Des Moines but all the smaller cities and towns which the electric reach have profited greatly.

That electric railways are wanted in Nebraska because they would contribute to Nebraska's growth and development and riches and social welfare all are agreed. But it must be recognized that Nebraska will not obtain these railways until its laws are so changed as to make it possible to attract capital for that purpose. There are so many ways in which capital can be profitably invested in these flourishing times that it is not going to take any risks in Nebraska if held down rigidly to a cheese-paring basis.

It ought to be easily possible for the legislature to find a solution for the problem. Nebraska has a railway commission that can be charged with the duty of seeing to it that while the new enterprise is liberally compensated it is not permitted to gouge the public to make exorbitant profits. The commission can be vested with the power to regulate stock and bond issues so as to make reasonable allowance for promotion and risks and yet guard against speculative watering.

An interurban railway law that was fair to the public and fair to the corporation would prove, in a very few years, an enduring monument to the progressiveness and intelligence of the legislature that enacted it.—World-Herald.

The Irish in the British parliament are demanding a showdown on the Home Rule question. They have done their part to save England and should have local self-government for the Emerald Isle.

Don't be unhappy if you are not able to own an automobile. The man who hoofs it several miles a day will live considerably longer than the man who rides all the time.

Motorcar manufacturers say they are looking forward to a great year. Furthermore, it is impossible to find a gasoline dealer who is down in the mouth.

It won't be long now till the legislature will adjourn. When their pay stops, they are not going to stay much longer, you can bet your sweet life on that. The taxpayers are willing for them to quit any time.

Lots of people talk charity who never practice it.

A good loser may be all right in some respects, but he isn't much of a comfort to his family.

There is no question about it—Germany has risked war with the United States for simply nothing.

If the divorce law now before the legislature becomes a law—a divorced person cannot marry for two years.

Every intelligent attempt to cut the cost of living seems to end in a mess of problems that nobody understands.

A Pittsburgh dentist says onions are great for preserving teeth. But we would hate to patronize a dentist who preserved his that way.

Another surgeon has turned an imbecile boy into a normal youth, but the need of the day is an operation to cure plain everyday foolishness.

They are telling us again that mistletoe is a fungus and a nuisance, and we suppose it is when it is attached to a tree instead of to a chandelier.

It won't be long now 'till the baseball season opens. Are you organized and ready for it, boys; and is the park in good condition? Think of these things before the season opens.

A North Carolina man says that if we are to have the 2½-cent piece, which we need very much, the logical name for it is "twofer," but that's the name of a cigar.

Many great men are suggesting methods of avoiding future wars, but few, if any, appear to have any substantial suggestions for bringing about peace during war.

They say that the late Madame Thebes of Paris possessed no secrets. It is pretty hard to believe that. She lived seventy-two years and no woman can live so long on a diet of secrets.

Both political parties have decided that the endless methods of debate, and the red tape of senatorial rules that has prevailed in the United States senate for the past 100 years, will have to be abolished if the senate is to do business.

It looks like the insurance men were going to get it in the neck before the legislature adjourns. They evidently need a little side step or two. There must be something wrong with the insurance companies when they are able to provide so many high-priced lobbyists.

Another week has gone by, and Governor Neville has not recognized Cass county by placing one of its citizens on his staff. We would advise the governor that he is pursuing the wrong course to carry Cass county, in case he is a candidate for re-election two years hence.

From the activity displayed in Mexico the government in power there seems to have succeeded in getting next to the treasury of the central empires with a view of making trouble in our back yard. The Mexicans ought to have profited by their experience in 1867 with foreign monarchs.

Don't be in a hurry to bring out your candidate for United States senator. The man who can win the democratic nomination two years hence, is Willis E. Reed, the present attorney general, who has so faithfully served the people of the state in that capacity. And he can be elected.

The broad prairies of Nebraska and Iowa are filled with German farmers who are as good citizens as ever breathed the breath of life. They are loyal to their adopted country and have reared families here, and in their declining years, with prosperity surrounding them, they are greatly in hopes that nothing will occur to mar the pleasure that they are justly entitled to. That is not only the case in Nebraska and Iowa, but is the same in every western and northwestern state.

## DISAPPEARING PARTY LINES.

Competitive examinations to "guide" the president in making appointment of postmasters will be conducted by the government, it is announced, beginning April 1. Whether significance attaches to the particular date designated is not stated.

It is intended, probably, that the result of the examination in any particular case is to be accepted by the president as an all-sufficient "guide." Because, obviously, such a guide would be far from sufficient. An applicant for appointment as postmaster might write a beautiful hand; he might be a first-class speller; he might be up in geography and mail routes and arithmetic and all the arts and sciences; in addition to all this he might pass gloriously such an examination into his technical qualifications as the ingenuity of the inquisitors could devise—and yet, with it all, he might be exceedingly poor timber for the job.

The postmasters of our larger cities hold positions paralleling in importance and in difficulty those filled by the captains of commerce and industry. They are high grade jobs calling for high grade men of much more than usual executive and organization and administrative ability. How is a competitive examination to determine what qualifications of will power, strength of character, tact, personality, initiative, faithfulness, persistency, diligence and the like are possessed by the applicant who passes ahead of his competitors? He might, as a matter of fact, be sadly lacking in all these and yet be able to turn in, very much the best "examination paper." There have been, and are now exceptionally successful railroad presidents, bank executives, captains of industry, merchant princes, who in almost any kind of a competitive examination that could be utilized would show up vastly inferior to their private secretaries, or some of their clerks or advisers or other subordinates.

So it is safe to presume that ability to pass an examination will not be the controlling guide in the appointment of postmasters under the new rule. But that it is the intention of the president to remove the postmaster-ships from the classification of political spoils is apparent. Hereafter, we take it, it is not the best party man, not the one who has worked the longest and hardest for the good of the cause who is to be chosen, but the man who, after examination and upon inquiry, appears the best qualified for the job. Efficiency, and not party expediency or party gratitude at the public expense, is to be the touchstones of the service. That this will make for better service requires no demonstration. The bank, or the railroad, or the department store, that named its heads of departments and important employes on the basis of political faith and service, would not long survive. The government has been able to do it and get away with it only because the government is a law unto itself, with a bottomless purse, and enforced clientele and no creditors.

The new rule will have another important effect. It will tend still further to weaken party cohesion and organization. The postoffice, from Jackson's time, has been among the most coveted rewards of the active partisans and a powerful incentive to service. With the loss of the incentive there will be still less inducement for the faithful old "party worker" and the task of the campaign manager will be made correspondingly harder. But party organization has been growing more and more debilitated in recent years. Partisanship itself is at a low ebb. Party responsibility and the power and authority of the party leaders have shrunk and withered. One can see the effect in our legislatures and congresses, where there is no longer either party organization or accepted party leadership worthy the name. The effect is observable, most of all, among the people who make up the "parties." Eliminating a few venerated stock phrases and a shibboleth or two, who could tell, by the reading, a republican platform in Nebraska, say, from a democratic platform in Nebraska?

Who could distinguish in any vital way between a republican and a democratic speech? How many who read this can give the reason, in detail and by contrast and distinction, for being a democrat or republican? Who felt anything but a languid interest when a "bi-partisan organization" of the house of representatives was recently suggested? What, really, would be the difference? What important role, calls of recent years have not crossed party lines? Isn't it a fact, in Nebraska as in every other state, that there are many nominal republicans who feel more at home when voting democratic tickets, and conversely many nominal democrats whose controlling alliances are with their republican co-laborers?

The old-time hard and fast line between the republican and democratic parties has been broken. It has shifted as the muddy old Mizoo shifts, until we will soon have to have commissions like the Nebraska-Iowa boundary commission to determine the boundary. And the commissions will have to give it up as a bad job.—World-Herald.

## LINCOLN IN 1917.

When Abraham Lincoln advised his fellow countrymen to study the incidents of the war, not as wrongs to be revenged, but as philosophy to learn wisdom from, he was preaching precisely what he practiced. His speeches will be searched in vain for a single sentence which attacked the southerners with harsh, bitter, or intemperate words. He not only felt kindly toward them, but in thinking about them he was scrupulously considerate and fair. Because they had by their own aggressive acts brought this war on and because they were fighting for the perpetuity of legalized human bondage, he was not tempted, either to outlaw them or condemn them to punishment. He foresaw the futility of drawing up an indictment against a people with the intention of making them suffer for their transgressions. Mr. Lincoln was, consequently, sharply criticized for vacillation and hesitation, for allowing his policy to be dictated by expediency and for his refusal to cut all political knots with the sword of a moral imperative. But he knew better than his critics. They were condemning him for his most salutary quality. He was, only seeking to grasp the situation as a whole, to keep all of its complicated aspects in his mind at the same time, and to arrange them in the order of their relative importance. Surrounded as he was by the passions and obsessions of a desperate war, he never budged from his ordinary practice of patiently waiting until he possessed all the available facts and then of applying to them the searchlight of cool, disinterested and purposed thinking.—The New Republic.

## New Arrivals!

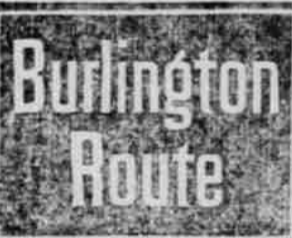
New arrivals in our Dress Goods Department. Self Striped Voils. Self Striped Organdies. Satin Stripe Voils. Satin Stripe Organdies. Kobeco Stripe Pongees. Plain Colored Voils. Tissues of all the latest Stripes and Plaids. We have a good line of wash fabrics to offer at per yard.....28c Ask to see them. We offer a small lot of ladies' shirt waists, white, sizes 38 to 44 at \$1.25 One lot of ladies' shirt waists, carried over we offer each ..... 39c One lot ladies' shirt waists, carried over we offer, each ..... 29c We have just received a nice lot of bed spread to sell at each .....\$1.25 to \$5.00 We offer a small lot of table linens at prices before the advance. Our new Curtain Swisses and Window Drapes are in. They will be displayed on Monday. We offer a good lot of Towel faces at per yard..... 31-2c Also a good lot of embroideries at per yard..... 7c

Zuckweiler & Lutz

The real neutral these days is the munition maker, who does not care a darn who is hit by the shells. If it were not for the divorce courts a good many women would not be able to enjoy husbands of the 1917 model.

## WELCOME NEWS For Yellowstone Park Tourists!

Commencing this Summer all tourists transportation within Yellowstone Park will be by automobile. The White ten-passenger cars that were so serviceable during 1916 over the Cody Scenic Road will be used throughout the Park. Park tickets will cover a complete five-day tour,—in and out the same gateway, or in one gateway and out the other, whether via Cody, Gardiner or Yellowstone. All Park tourists, whether patrons of the hotels or the permanent camps, will be carried in automobiles. Touring the Yellowstone Wonderland by automobile will, indeed, be a combination of efficiency and luxury. Nothing in the travel world could be more scenic and satisfying than touring Yellowstone by automobile in connection with the Cody scenic route.



This early news is given to the public that has long waited for it. Illustrated publications will later be furnished on request by the undersigned. R. W. CLEMENT, Ticket Agent L. W. WAKELEY, General Passenger Agent.

## The Celebrated Percheron Stallion



## JALOUX

COMMENCING APRIL 1ST. Will make the season of 1917 as follows: On Mondays, Tuesdays and Wednesdays at the Adam Stoehr farm five miles west of Plattsmouth; on Thursdays, Fridays and Saturdays at the George Kraeger farm, three miles west and one-half mile south of Mynard. Jaloux is a beautiful black Percheron, weighing 1950 lbs., foaled March 5, 1909. Bred by M. Durand, Department of Orne. He is a good foal getter, standing seventy per cent breeding test.

JALOUX (83599) was imported October, 1911, by E. J. Heisel, Fremont, Iowa, and is recorded by the Percheron Society of America No. 17879. Sire—Buffon (66472), by Artiller (52035), by Regulator 25027 (43441), by Jules (37987), by Villers 13169 (8081), by Mirard 5317 (4639), by Brilliant 1271 (755), by Brilliant 1899 (756), by Coco III (774), by Vieux Chaslin (713), by Coco (7122), by Mignon (715), by Jean le Blanc (34952), Favorite (4727), by Nectar 21994 (42505), by Buffalo (34952), by Lavator 11412 (14575), by Champeaux 6218 (2248), by Iago 995 (768), by Utopia 780 (731), by Superior 454 (730), by Favori I (711), by Vieux Chaslin (713), by Coco (712), by Mignon (715), by Jean le Blanc (739). 2d Dam—Malice (36208), by Rodrigues, 9220 (10626), by Valliani (401) by Prosper (839), by Decide (892), by Vieux Pierre (894), by Cecoc (712), by Mignon (715), by Jean le Blanc (739). 3d Dam—Sophie (23568), by Marquis 808 (544), by Superior 454 (730), by Favori I (711), by Vieux Chaslin (713), by Coco (712), by Mignon (715), by Jean le Blanc (739). 4th Dam—Bijou belonging to M. Duval.

TERMS—\$15.00 to insure colt to stand and suck. Care will be taken to prevent accidents, but will not be responsible for any that may occur. If mare is sold or removed from county service fee becomes due and payable immediately.

AUGUST KLEMM