Early History of Plattsmouth is Recounted

Continued from page one.

1866. Passengers and freight going east from the western territories could reach Burlington by four-horse coach. Pacific City, immediately across the Missouri river from Platts- Plattsm'th Roller Rink mouth, was a depot for the stage coach lines and Chicago could be States Express Company operated | 1872. uables were being carried.

method of making connection with steadily toward the Pacific coast. the railroad was continued until the | The Plattsmouth Herald, like most

and was created by a consolidation of our hopes are built.' the Peoria & Burlington and The Even prior to this, there were intral Military Tract Co. and The Chi- tol stock was set at \$5,000,000 and 1852 from the Aurora Branch.

completed July 9, 1856. In April, that "was destined to be ere long, 1864. The Chicago, Burlington & the great highway to the Indies." Quincy bought at foreclosure the Another memorial of March 7, 1855, Quincy & Chicago and also absorbed to the Nebraska Territorial Delegate

consolidation which developed The would be greatly advanced by the was located chiefly in eastern Illi- Plattsmouth by way of Ft. Kearney nois. The Burlington & Missouri was and Laramie to the South Pass. . . a different corporation and operated through a country unsurpassed by

The first railroad to come into Plattsmouth was this original Burlington and Missouri River railroad although the same financial interests promoting the Chicago, Burlington desire for a railroad in the develop- ton & Missouri at Burlington. A few & Quincy were also promoting the ment of the west, the record does days later, the council also authorter were filed at Burlington, Iowa, January 17, 1852, and amended June the same sort of rivalry which had county. 23, 1869, to provide for a railroad previously manifest itself in the from Burlington to a point on the struggle for the Territorial capitol Missouri river so as to pass through between the north and south Platte Red Oak, Hamburg and Plattsmouth. Citizens of Burlington and persons lative efforts to secure a railroad. living along the proposed route across This may be seen in the vote on a ington in May, 1854 and by January, mouth-Kearney route which was de-1857 thirty-five miles had been com- feated by a vote of 7 to 5 and of the pleted. The stock subscriptions were seven negative votes, four were from small but the counties were very gen- Douglas county and the other three erous in voting bonds. The bonds of from the north Platte side. The Burlington & Missouri River were sold under two mortgages and lative assembly were speculating and in 1856, Congress passed an act mak- passing memorials and resolutions ing a grant of lands through Iowa to aid four companies to build across the state and the Burlington & Missouri River company was one of the four benefiting from this legislation. This land grant was for alternate odd numbered sections of adequate financial assistance proved to be an inducement for the Boston money interests who had made possible the construction of The Chicago, Burlington & Quincy to a point across Chapter 5 of Serial, Comedy, News. the Mississippi river from Burlington in 1855. The acquisition of a western line would be a valuable asset to their lines west. Accordingly, the backers of The Chicago, Burlington & Quincy began to invest in the securities of the Iowa company and with this financial aid, the Burlington & Missouri River was extended to Ottumwa by September, 1859. Here building operations ceased on account of the Civil War. In July, 1865. work was resumed and was completed to East Plattsmouth Jan- & Hardy Comedy, Fables and News. uarv 1. 1870.

Permission to extend the Burlington & Missouri River into Nebraska was obtained under acts dated May

GRACEFUL **Skating Contest**

Friday Night PRIZE Wrist Watch Free to the Winner

reached on the fourth day from 12, 1869 and a connection with the Plattsmouth. The Western Stage Union Pacific was contemplated. Company coaches came into Platts- Construction from Plattsmouth to mouth from the east twice daily and Kearney Junction was begun at with the rush of population to Ne- Plattsmouth in July, 1869. Rails braska in the late sixties, were load- were laid through Louisville, Ashed to capacity with sometimes "four land and Lincoln in 1870 and to the or five on the outside." The United Kearney ferry transfer September 3,

stage lines west from Plattsmouth. Having outlined the chief points Each coach was equipped with a in the growth of the Chicago, Burlstrong-box so that no messenger was ington & Quincy and its westward extaken to indicate that money or val- tension in a general way, we are now ready for a specific examination of Between 1866 and 1870, the Burl- the events which moved the people ington lines were completed westward of Plattsmouth to believe that the from Burlington, lowa, through Al- railroad meant a new era for them. bia, Chariton, Osceola, Corning, Red In a previous chapter we have seen Oak to East Plattsmouth on the lowa river transportation wax and wane. side of the Missouri river, a distance Then stage coach service was inauof 289.3 miles. In 1869, when Crom- gurated between Plattsmouth and well was the western terminus, four- points in Iowa to connect with the horse coaches operated between railroad which, with the irresistible Plattsmouth and Cromwell and this growth of the west was pushing

rails were laid in to East Platts- other frontier journals, was a leadmouth, with the stage coach route ing agitator for business opportunigradually decreasing until it was no ties and institutions which might longer needed for travel in an eastern | contribute to the material prosperity direction. A more extensive investi- and growth of a town. In this regation of the stage coach lines oper- spect, these pioneer newspapers were ating through Plattsmouth would not without the services of such propabe an extraneous digression in this ganda organizations as the chambers work but no records of these com- of commerce and other civic clubs for panies have been found outside of the hey-day of these had not dawned. the meager references made to them But those hardy western papers were in the Plattsmouth papers. Their ex- outspoken heralds for their respecistence was short-lived, extending tive communities and were possessed over a period of about five years and of an editorial vigor and enthusiasm during this time they were constantly that would outshine many country from decreasing in importance as the rail- newspapers of this modern day. As railroad should come. The same week road pushed steadily westward. But early as May 3, 1865, The Herald be- as the two propositions just referred they made it possible during their wailed the fact that the people of to were brought up for consideration, brief existence to make rail connec- Plattsmouth showed so little excite- the council at a special session passtion to eastern points from Platts- ment over railroad prospects. The ed as Ordinance No. 69 the right to mouth and tended to accelerate the editor pointed to the certainty of a "acquire The Paul Wilcox' and right demand and desire of the Missouri rail connection with the east and em- of way of the ferry company." It was river country for an east and west phasized its probable effect on Platts- reported that the council could ob-The present Burlington system is soil . . . that is looked upon as our in cash or \$9,000 in city bonds. The

Chicago, Burlington & Quincy, June dividuals in the Nebraska Territory matter of railroad and ferry bonds 24, 1864. The Peoria and Burling- who hoped for a railroad and even to a special election. It was suggestton was formed by a re-organization translated their aspirations into leg- ed that \$50,000 be voted the Burof The Peoria & Oquakwa which was islative resolutions. In the first ses- lington & Missouri railroad company 1849. The name was changed in 1855, articles of incorporation were The ferry bond election carried by 1861 to Logansport, Peoria & Burl- asked for a proposed Missouri River vote of 183 for the bonds and 1 ington railroad. The original Chi- & Platte Country railroad originating against. A levy of 18 mills to retire cago. Burlington & Quincy was cre- at Plattsmouth with its western the bonds was passed by the council ated by a consolidation of the Cen- terminus at Ft. Kearney. The capi- as ordinance No. 71, June 17, 1869. cago. Burlington & Quincy July 9, William Canfield and J. L. Sharp more responsible for the successful 1856. The latter having been form- were appointed on the board of died in 1855 by a change of name from rectors for Cass county. A joint res- Plattsmouth had to offer the Bur-

the Chicago & Aurora, organized in olution and memorial to congress was lington & Missouri than Dr. Robert made March 14, 1855, asking for a R. Livingston, previously referred to To summarize, the Chicago, Burl- land grant for the Platte Valley & in reference to his services in the ington & Quincy was a consolidation Pacific railroad. Plattsmouth was Civil War, frontier Indian fighting of The Central Military Tract Co., not mentioned but Bellevue, Florence and the Nebraska Surveys. He was The Chicago & Aurora, The Northern and Omaha City were designated as an educated man, of commanding Cross and The Peoria & Oquawka, possible terminal points for this road personality and possessed with the the Jacksonville & Savannah in 1861 in congress asked favorable consid- at Burlington. The city council was and The Peoria & Hannibal in 1862. eration for "the interests of the Ter-Thus we have traced briefly the ritory and nation at large which Chicago, Burlington & Quincy which construction of a railroad from for the railroad that it handed him a

in Iowa and later Nebraska and it any other in peculiar natural advanwas the absorption of these lines tages which make it susceptible of which made the Chicago, Burlington being one of the most desirable and & Quincy the extensive western sys- important sections of the great Mistem which it is today. The present souri river containing an inexhausti-Burlington railroad was organized ble field of coal of a most superior with all its companies October 18, quality, which, coupled with the other great advantages must soon render it the most densely populated

portion of our territory. While this verbal activity in the early legislature was indicative of a the population sparse. In addition, the company would expect from Cass sections, also appeared in the legisresolution in the Council by Nuckolls

While the members of the legis-

RITZ Friday and Saturday

Richard Arlen and Fine Cast in CAUGHT All-thrill talkie of the lawless west

Three Shows Saturday Night Adults, 30¢ Children, 10¢

Sunday, Monday, Tuesday Elissa Landi and Lionel Barrymore in

The Yellow Ticket Powerful in plot-sweeping in action

Sunday Matinee at 2:30 Matinee Prices Evening Prices mouth got into action.

through Plattsmouth. This motion them to the County Treasurer.

by the council. The Civil War halted railroad ex- lows: pansion in as west as previously pointed out, but at its close, Plattsmouth began to take a more active and energetic part in trying to induce the Burlington & Missouri to cross the Missouri river at Plattsmouth. On May 21, 1867 a petition of citizens was received and passed by the council asking that \$70 be appropriated to defray the expenses of a delegate to go personally to the offices of the Burlington & Missouri at Burlington, Iowa, and present the considerations which Plattsmouth had to offer. But as far as the record shows, the delegate did not go and it was not until the next year that

the council again took action. On January 23, 1868, the council voted to authorize the city to borrow money to grade, bridge and tie the first railroad from Plattsmouth to some point on the Pacific railroad in Sarpy county. Further than this, the council took steps to acquire a ferry boat to operate between Plattsmouth and the Iowa side of the Missouri river to transfer passengers East Plattsmouth when the mouth. "Ours is the country, the tain "The Paul Wilcox" for \$8,000 a corporation of the state of Illinois sure foundation, the rock upon which latter course was decided upon be-

cause the city did not have \$8,000. Now it was proposed to submit the

Probably no single individual was ability to present a cause tactfully, yet forcefully. He was the logical person to represent the city at the offices of the Burlington & Missouri so grateful to Dr. Livingston for the influence he was using in favor of voting the bonds and his enthusiasm deed to six city lots because "his efforts were for no individual inter-

est but of the city." The council now agreed to make the Burlington & Missouri a definite proposition through Dr. Livingston as its spokesman. Bonds to the amount of \$50,000 would be voted to the railroad company upon consideration that the road would be built west from Plattsmouth within sixteen months after the date of the acceptance of a contract with the city. On February 19, 1869, Dr. Livingston was formaily commissioned to visit the directors of the Burlingnot show that they got beyond this ized T. K. Hanna to confer with the stage because capitol was limited and | President of the railroad as to what |

> On March 23, 1869 the council approved by unanimous vote, a call for a special election to vote bonds to the amount of \$50,000. On April 26th, the poll books were examined by the council and it was found that the bonds had carried by a vote of 188 to 2. Now that the city had agreed to bond itself for the railroad to the extent of \$50,000, Mayor D. H. Wheeler called a special meeting From Tuesday's Baffly of the council to consider an ordifunds for depot grounds and a rightof-way. In addition to the induceconsisting of Mayor Wheeler and estate of his brother, John Quinton. Aldermen Murphy, Wintersteen and Heisel was appointed to present a petition to the County Commissioners asking them to call an election in Plattsmouth precinct to vote bonds. Another committee of eight: White, was appointed to ascertain mouth phone 3730. what prices would be asked by property owners for lots needed by the j21-3td-2tw. railroad. Still a third committee was appointed to lend its influence in securing a favorable right-of-way west through the county. It was composed of Heisel, Mickelwait, Amison and Maxwell or Chapman.

On May 31, 1869, the committee on Lots and Grounds reported progress and asked for further time. The committee to confer with the Commissioners relative to a bond issue in missioners relative to a bond issue in dolph Meisinger.

Wednesday, January 27th, the fore presperity will again return to the producers.

Prof. Gramlich quoted the results of a recent survey completed by Dr. Lloyd Arnold, Bacteriologist of the Lloyd Arnold, Bacteriologist of the little department of Public Health. gress and asked for further time. The committee to confer with the Commissioners relative to a bond issue in Plattamouth precinct reported that a petition to submit a bond referendum had been presented to the county board. The Commissioners grant-

and groups were hoping to start a 3d the petition and the voters of the railroad in their own particular town precinct were empowered to vote on and county, the city council of Platts- a proposition to issue \$50,000 in bonds to the Burlington & Missouri On November 29, 1858, council- This election was held July 3, 1869. man T. N. Marquette moved to ap- A canvass of the votes July 7th showpoint a committee to confer with the ed that the bonds had carried by a president of the Burlingon & Mis- vote of 198 to 23. The president of couri in regard to deeding lots to the the Board of Commissioners was orcompany as an inducement to come dered to sign the bonds and deliver

failed to pass but on another motion At its meeting on June 3, 1869, by Councilman Marshall, Mr. Simp- the Council drafted in written form son was authorized as a committee of the proposition it wished to make to one to confer with the president of the officials of the Burlington & Misthe railroad company. But results souri. The preliminary work of floatwere slow in coming and the pro- ing a bond issue and securing lots presented a series of charts showing ing is generally recognized. Many ceedings of the council record no and a right-of-way had been taken a ten year growth in Extension work factors are responsible. Better meth- of the Chadbourne plan to restore further report of Mr. Simpson's ac- care of and with these inducements in the county to the Pleasant Ridge tivities. But some lots had evidently together with the Plattsmouth pre-Community Club, Friday evening, tion of perishable foods is one while been pledged, for some dispute on cinct bonds, the city was now in a About fifty people attended the regthe title of the property which had position to make a definite proposal ular monthly meeting. souri was reported in the Council posed that in order to bind the rail-January 16, 1860 and a committee road to certain agreements, that a January 16, 1860 and a committee road to certain agreements, that a team, Keithel Norton and Milford of three was appointed to investigate contract be drawn up between the Smith, of Weeping Water, was one and the Mayor was enjoined from city and the company. This contract interesting feature of the evening's deeding any further lots to the rail- was drawn up and recorded on the road company without authorization pages of the Journal of the Council. The text of this contract is as fol-

> Resolved by the City Council of Plattsmouth, Cass county,

Nebraska: That in consideration of the Burlington & Missouri Railroad company remitting two years interest upon the bonds voted to the said Burlington & Missouri railroad company by the people of the City of Plattsmouth on the 24th day of April, A. D. 1869 to aid in the building and constructing of the said Burlington & Missouri railroad through said City of Plattsmouth and said county of

And in further consideration of said Burlington & Missouri railroad company agreeing by their authorized agent to build, construct and maintain a depot and the necessary warehouses, turntable and machine shops within the present corporate limits of Plattsmouth and further to build, operate and maintain said railroad from a point on the Missouri river and within the present corporate limits of said city of Plattsmouth. through said city of Plattsmouth westward and through the County of Cass within (16) sixteen months from this date and in said time of 16 months, to have said railroad in complete running order and to have the cars running thereon and further agreeing in case of a failure so as aforesaid to have said railroad in complete running order in the said sixteen months, to re-deliver to the city of Plattsmouth, all bonds which may have been delivered to the said Burlington & Missouri railfoad company by virtue or reason of aforesaid virtue or reason of aforesaid vote so taken as aforesaid on the 24th day of foril. A. D. 1869, or by virtue this resolution and agreement under a penalty in the sum of eventy-five thousand dollars to paid by the said Burlington & Missouri railroad company to the city of Plattsmouth aforesaid.

Now therefore in consider-

Now therefore in consideration of the above stipulations and agreements, the Mayor and Recorder of said city of Plattsmouth are bereby duly authorized and required to make and execute to the said Burlington & Missouri ranged company or its authorized agent, the said bonds of said city of Plattsmouth so valued as aforesaid to the amount of fifty thousand dollars in bonds of one thousand dollars each and drawing interest at ten per cent per annum with interest payable annually at the office of the City Treasurer of said city of Plattsmouth (said bonds having interest coupons, attached) and to deliver said bonds to the said Burlington & 'Missouri railroad company or their duly authorized agent upon condition that the said Burlington & Missouri railroad company or their duly authorized agent accept this resolution and agreement in writing thereby agreeing to remit the said interest for the said two years as aforesaid and to build and maintain and said depot, warehouses, turn-table and machine shops in perfect and full compliance with the provisions of this resolution and

> D. H. WHEELER, W. G. WELLS, Recorder. (To Be Continued)

W. L. Hobson of Weeping Water, nance to vacate certain streets and was in the city for a short time toalleys for the use of the railroad and day, attending to some matters of to call a special election to raise business and visiting with friends. C. D. Quinton, former sheriff of Cass county, was, here from Lincoln ments which the city was now defin- today to attend to some matters in itely prepared to offer, a committee connection with the settling of the corn?

NOTICE TO PUBLIC

Having taken over the managership of the Farmers Elevator Co., of Wintersteen, Gass, White and Mur-Cullom, parties desiring to reach me phy of the council and four citizens, for service at the elevator call the corn are best? Pottenger, Billings, O'Neil and M. L. residence of Charles Stochr, Platts-LEONARD STOEHR.

EIGHT MILE GROVE

Sunday, January 24th. 10:30 a. m. English service.

LUTHERAN CHURCH

Cass County Farm **Bureau Notes**

Copy furnished from Office of County Agent Wainscott

Discuss Extension Progress.

D. D. Wainscott and Jessie H.

program and Miss Betty Moritz was called back for an encore number after her reading. "Der Four O'Clock several miscellaneous numbers provided by home talent.

The-Agents had sent out about the same summary of work, together with the Christmas Greetings of the Cass County Farm Bureau, to all farmers in the county. The number of method and result demonstrations given. acording to their figures, has increased from 400 in 1920 to 840 in 1921, and the attendance has accordingly risen from 4500 to 11,017. The number of bulletins distributed from the Farm Bureau office has jumped from 5100 in 1920 to 21,000 in 1931.

The majority of women interested in Extension Work are enrolled in project clubs. Three hundred and two were enrolled in 1920 while in mentioned feed stuffs, will be greatly 1931 there were 662 receiving training under the supervision of Miss Baldwin. The project for the year was Convenient Home Equipment and stricken area of Northern Nebraska. Accounts.

Another outstanding development within the county is the growth of 4-H club work. Cass County had 667 members enrolled in 1931 which is almost four times the number enroll-

In connection with the charts, Mr. Wainscott and Miss Baldwin explained some of the major projects of the past few years.

1932 4-H Baby Beeves on Feed. 4-H club boys and girls who had

their beeves on feed January 15. 1932, will be eligible to show their animals at state fair this coming fall. To be shown at Ak-Sar-Ben the animals must have been on feed since March 15, 1932. The county agent expects there will be three baby beefclubs organized in Cass County this year. Already there are as many as 23 boys and girls who are known to be feeding baby beeves. Any boy or girl who has a good grade calf selected, which was on feed January 15, and who desires to cioix a bat; beef club, should get in touch with the county agent at once.

Collect Home Record Books. by Cass County women during 1931 are ready for summarization by the department of Rural Economics of the College of Agriculture, Lincoln. A few more books are completed and will be collected as soon as the roads permit.

Mrs. Paul Hoff, field worker ir. the research department, assisted Miss Baldwin in checking in the record books at seven scheduled meetings held at Eagle, Alvo, Murdock, Weeping Water, Nehawka, Union and Mynard, the week of December

28-January 2. This is the first year that assistance has been given to home record keepers, through Extension service, although farmers of the county have been keeping books in the farm account project since 1920 and have turned in more books each year than any other county in the state. Nothing flattering is expected from this first year of bookkeeping, however it has been found that the women are vitally interested in improving their own business methods and in cutting the corners where the home record books shows a possibility.

Corn and Heg Day Soon.

P. H. Stewart will have charge of the Crops and Soils part of the coming Corn and Hog Day at Alvo on February 16th. He plans to conduct his part of the meeting as a question box. Mr. Stewart has sent out ten suggester questions. Local farmers can charge them if they want to, or substitute an entirely new list. Below are the suggested questions:

1. Is there an outstanding variety of corn for this county or any part

of it? 2. Is it practical to buy hybrid seed corn? 3. Can a farmer improve his own

corn? 4. Does winning show corn make 5. Does sweet clover in the rota-

tion increase the average yield of 6. How can alfalfa best be handled in a rotation with corn? 7. Will listed corn make more profit than surface planted corn? 8. During this period of low crop

prices and cheap labor, is the use of

larger machinery justified?

9. What methods of cultivating 10. How can we increase the profits from corn?

Meat In the Well Balanced Diet. Citing figures to prove his statement, Prof. H. J. Gramlich of the Nebraska College of Agriculture declar-ed that the livestock industry must let people know about the good qual-ities of meats through advertising be-

of the second years while people of in recent years while peop been eating less meat. The survey, which covered 614 hotels and 790 cafes, showed that the sandwich trade has increased 215 per cent during the past 12 years, the salad trade 110 per cent, fresh vegetables 35 per cent and fresh fruits 39 per cent. There has been a decrease of 45 per cent in meat or-

Unless the per capita consumption of the various foods is shown, the consumption figures mean littl . Gramlich maintains. But the fact Baldwin, County Extension Agents, that American food habits are changods of transportation and distribut sugar prosperity, returned today from canning is another. But prob bly confidence that "another year should advertising of foods competing with woods."

ways will find a place in the diet of declared. the majority of Americans. It is Mr. Chadbourne, a New York lawshould constitute the whole me I. it. is a fact that meat is an esscritial part of a well balanced diet." declares Prof. Gramlich.

The Cass County Farm Bureau is American Legion in sponsoring the loading of a car of hay, corn and oats. Monday and Tuesday, January 25 and 26th. The car will be on the nations, however small, of the above appreciated by the Legion and Farm Bureau, and will help to bring relief to the drouth and grasshopper the new crop season, will have on The present plans are to ship the more than \$116,000,000. If that sucarload to Cedar County, to either gar could be sold at present prices it. Hartington of Fordyce.

A small contribution from each of the many will fill the car and cause unknown rejoicing to enter the hearts ent saturated market, there would of a great number of our own, temporarily stricken Nebraskans .- D. D. Wainscott, Cass Co. Extension Agent. Jessie H. Baldwin, Ass't. Co. Extension Agent.

UNION DRIVERS ARRESTED

funeral cars who refused to drive sible moment, and before further when privately owned automobiles stocks accumulate. There is no doubt joined the cortege were arrested and accordingly, that all of the countries police took their places at the wheels. concerned will adapt their future Those seized belong to a chauffeurs' production, and particularly their union which recently promulgated a 1932 exports. It is because of the driven car would be allowed in a tries involved to take the necessary funeral procession in which union members drove hired cars.

tries involved to take the necessary additional steps, in the light of changed conditions, to bring supply

They had proceeded several blocks from the Economakos' home when they noticed four private cars following them, and stopped at the curb. Locking their cars, the drivers announced they would drive no further. Forty-five home record books, kept and started to leave. A police squad arrested the drivers and deprived afternoon and then sent a but them of their keys.

lation of state law.

Sugar Business Revival is Seen by Chadbourne

Author of the Plan Expects Year to Find the Sugar Business "Out of Woods."

Mr. Thomas L. Chadbourne; author conferences in Europe expressing the greatest influence has been the see the sugar business out of the

meat for a place on the American "I am quite certain that further table, the College of Agriculture man limitations upon both export and production, which the situation now ob-"Meat is a healthful food. It al- viously requires, will be made," he

easily digested, nutritious, comins yer, went to Europe for the meeting Train." The program also included beneficial vitamins and is alterether of the International Sugar Council desirable in the diet. Although it in Paris, Last month the council adshould not be interpreted that meat journed "to assemble additional data required to enable the council to make decisions on the vital questions remaining unsettled."

Mr. Chadbourne said these questions revolve around the problem of what further dimitations of sugar Will Ship Carload of Grain and Hay. production is necessary, in view of the present economic situation, in cooperating with the Weeping Water order to establish and equilibrium between world supply and demand.

He said Java is the crux of the planting problem. He declared the council would, Missouri Pacific tracks in Weeping meet again, probably between Feb. 1 Water on those dates and any do- and Feb. 15, and he would attend if

> Commenting on the present sugar situation, he said that "Java and Cuba together, at the beginning of hand sugar to produce which cost would yield only \$72,000,000, a loss of at least \$44,000,000. If this same sugar were to be dumped on the presbe such demoralization in prices that the greater part of the whole of this huge cost-investment would be lost.

"It is clear," he said, "that the only way by which Java and Cuba can save itself from further disastrous losses is by restricting new production to a point which will make possible the marketing of these Chicago-The chauffeurs of four unsold surpluses at the earliest pos-The drivers were engaged for the into actual equilibruim with drivers of Mrs. John Economakos. that I am optimistic at the

YOUR MAN TAKES WWW LIFE

York Chester Frazier forty-five called a mortuary ambulanc a .22 rifle thru his head. He died a Police charged the four men ar- short time later. Frazier, a truck rested, William Libal, Arnold Laus- driver for a bakery here, was found chka, William Foy, and Frank Foy, on the kitchen floor of his home, with disturbing a funeral in vio-nearly dead, by the ambulance driver. He is survived by three children.

Our Clearance Sale Is Now On!

Here are Listed just a Few of the Hundreds of Bargains You will Find thruout our Store

Unbleached Muslin, per yard ... A Limited Quantity Heavy part Wool Blankets, 70x80...\$2.49 Children's Stockings, 3 pairs for ... Boys' 2:20 Denim Overalls, all sizes 59¢ Men's Covert Cloth Work Shirts Blue. Gray and Tan Men's Trainmaster Overalls, all sizes . \$1.09 Men's Blue Chambray Work Shirts . . . 39c Jersey Gloves, at the low price of, pair . 10¢ Men's fine Yarn Hose, per pair 10c Assorted Solid Colors Ladies' Slippers, Straps and Pumps. \$1.98 Regular \$3 to \$5 Values Ladies' fine Straps and Pumps, pair ... \$2.98 High and Guban Heels \$5 Values Children's Shoes and Oxfords, per pair . . \$1 Ladies' Galoshes, small sizes, pair 51 Choice of Cloth or All-Rubber

Visit Our Electrical Department A COMPLETE LINE OF ELECTRICAL SUPPLIES

AT NEW LOW PRICES Tungsten Bulbs, 25, 40, 50, 60-watt . . . 10c

SOENNICHSEN'S

Star Brand Shoes are Better