



**Robert Ramsey Livingston, Pioneer Physician**

Noted Figure in Nebraska History as a Physician, Soldier and Leader of Community

The beautiful drive that leads to the Missouri river bridge is to be named in honor of one of the most striking figures who has had a part in the life of Nebraska and particularly of Plattsburgh—General Robert Ramsey Livingston, physician, healer of the sick, soldier, civic leader and distinguished figure in the history of Nebraska history.

General Livingston gave freely of services to the community in which he settled as a young man, and his family that has followed after him, has also served in the life of Plattsburgh and its surrounding community as members of the medical profession and two of whom, Dr. T. P. Livingston and Dr. J. S. Livingston are still prominent in the practice of their profession in this city.

Robert Ramsey Livingston was born in Montreal, Canada, on August 10, 1827, received his early education in the grammar schools of that city, later attending the McGill college in which he pursued the study of medicine and from where he graduated in 1849. He later attended lectures and took training at New York City, in the medical schools of that great city. He came to Plattsburgh in 1850 and started the practice of his profession, interspersing his work as the healer of the sick in the little frontier settlement with that of his community work and which included his interest in the newspaper work, the Platte Valley Herald at that time being the paper that served the needs of the residents of this locality.

It was while the editor of this paper was absent in 1861 that Doctor Livingston was acting as editor, when the news came from St. Joseph, Missouri, that the first shot of the great Civil war had been fired at Charleston, South Carolina. On the receipt of this news, the old time hand press on which the edition of the Herald was being printed, was stopped, a circular was set up calling a mass meeting of the men of the community for that night to prepare to enter into the defense of their country.

That night in a hall over the printing office there assembled a group of the men of Cass county and the first organized group of Nebraskans to join the union cause in the war was formed. Dr. Livingston started the list as the first private to enter the service, but as the members enrolled he was elected captain and Cass county and Plattsburgh offered the first company of men to serve in the Union army from the territory of Nebraska. It being designated later as Co. A, First Nebraska, on June 11, 1861, and was sent south to be a part of the force that was to participate in the Mississippi valley campaigns that permitted the cutting of the lines of the southern

**Burlington Shops an Aid to City Building**

Industry Established in 1869 in This City as First Shop of B & M Still a Great Asset

The Burlington railroad shops has been the main industry of this city for all of the years since 1869 and in this great plant many of the men of the community have served as boys and now as gray haired men are still a part of the force that in their daily tasks serve to keep the reputation of the local railroad shop up to the standard long since established and religiously lived up to, that of turning out the best in workmanship of any shop on the entire Burlington system.

The railroad organization in the early days as the line of the Burlington was extended across the state of Iowa, planned the time when the road would be able to stretch its miles of steel across the soil of the great west and through Nebraska, where its great rival, the Union Pacific, had already carried its line and was operating trains, and accordingly in the year 1869, through the negotiations of General Robert R. Livingston, tentative agreements were made by the officers of the railroad company and the city of Plattsburgh for the bringing to this city of the headquarters and shops of this young railroad organization, culminating in April, 1869, when the city voted the sum of \$50,000 as well as a large number of town lots as a bonus for the location of the railroad.

On June 15, 1869, ground was broken at the foot of Main street for the line of the new railroad and in September of the same year, the first locomotive, "The American Eagle," was landed here from the transfer boat, to carry on the work of pulling the trains of the road on west to the ultimate destination which was the Rockies and the city of Denver, although many years were required to complete the task.

The first shops here were frame structures located along the vicinity of the present Richey street, and these were later swept away by fire and replaced by the brick structures that have housed the operating plants of the various departments since that time. The headquarters of the railroad here furnished the start of many of the men who were later called to high places. As the road expanded the general offices of the company were taken to Omaha

and with them George W. Holdrege, loved figure in the railroad history of the west and who for his lifetime was a firm and warm friend of Plattsburgh and its people whom he had known in the days of his youth. All lines of railroad shop work were carried on here until the early nineties when the locomotive department was located at Havelock, leaving the car work at the local shops and which they have since continued and which serves to make a livelihood for the employees of the company who serve earnestly and faithfully in the interest of the railroad company.

The local shops at this time are largely devoted to the handling of mail and baggage cars, business cars of the officials as well as the way cars with more or less coach work being carried on at this point. The coach and paint departments constitute with the way car department the main portion of the shops and here some 280 men are engaged.

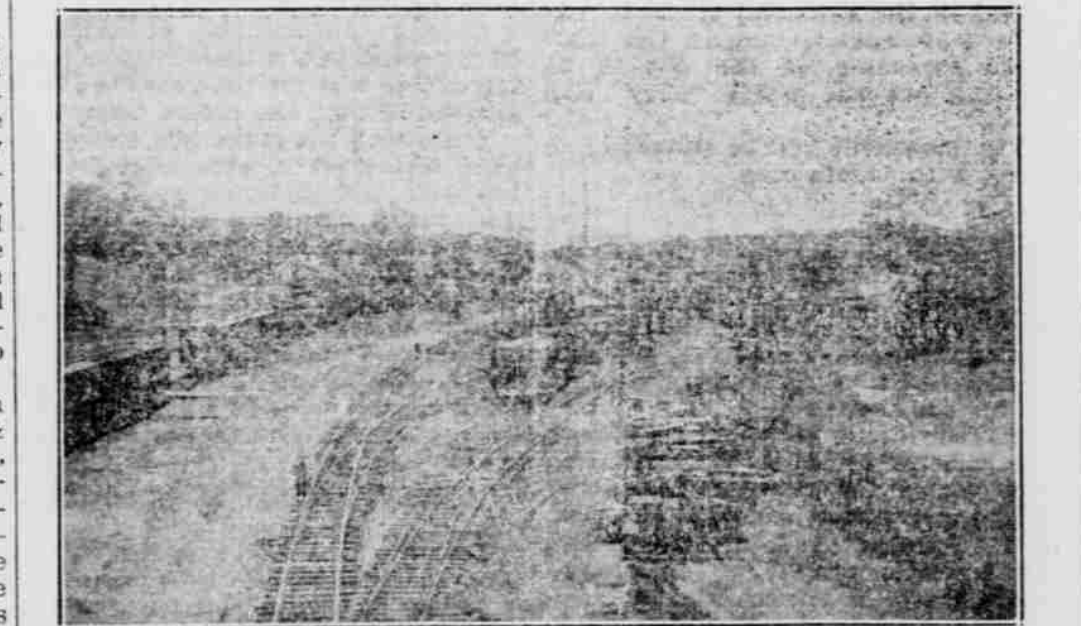
The Plattsburgh shops have since 1908 been under the superintendency of William Baird, who has served the company most efficiently and insisted that the high standard of work the local shops is noted for throughout the past 22 years of his superintendency, his efforts along this line being upheld by the force of workmen under his direction, and working together they have been able to keep the reputation of the local shops for the highest standard of work, unswayed.

In the past month the entire shops here have undergone a thorough renovation, the buildings being repaired and repainted and placed in the very best of shape, while throughout the entire shop yards a very elaborate system of landscaping has been carried out with the placing of crushed rock driveways and walks, grass parkings and floral decorations, all cared for by a system of special watering pipes that will keep the parks in the best of shape throughout the entire summer season, no matter how dry the weather may be. In fact the shops here are the most attractive that can be found on the entire Burlington system and reflect the pride of the railroad in their first shops on their system.

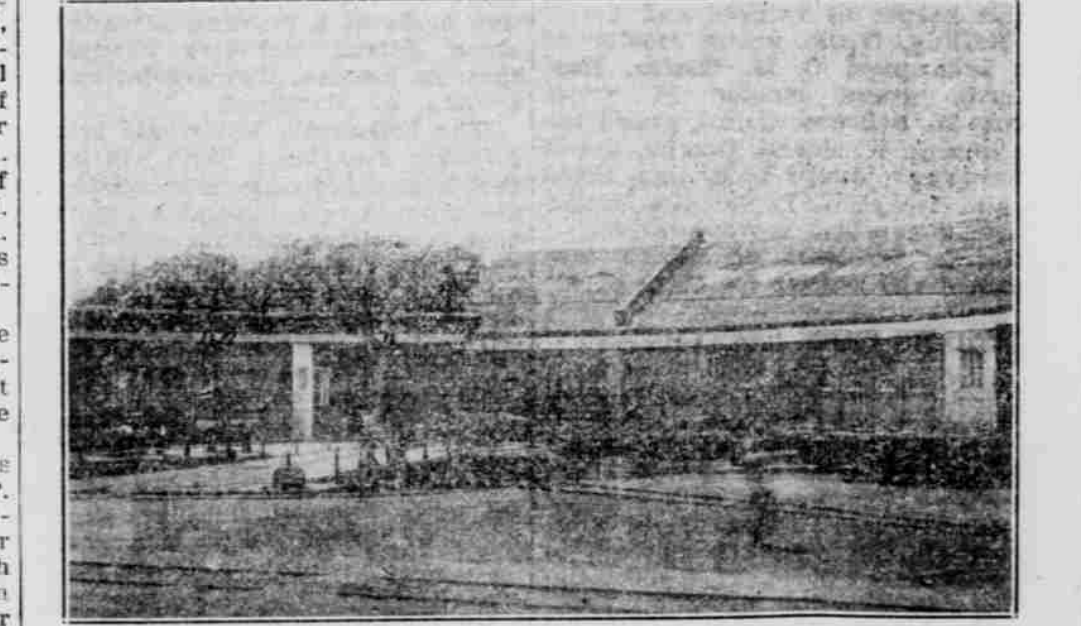
The fine water supply of this section, the pleasant surroundings and home relations—all are most adapted to the use of the company in removing many of the problems that come from larger centers and providing comfort and contentment to the workmen of the railroad.

Plattsburgh has maintained a great pride in their shops and the community has loyally supported the Burlington in every way possible in the sixty-one years that it has been a part of the community life.

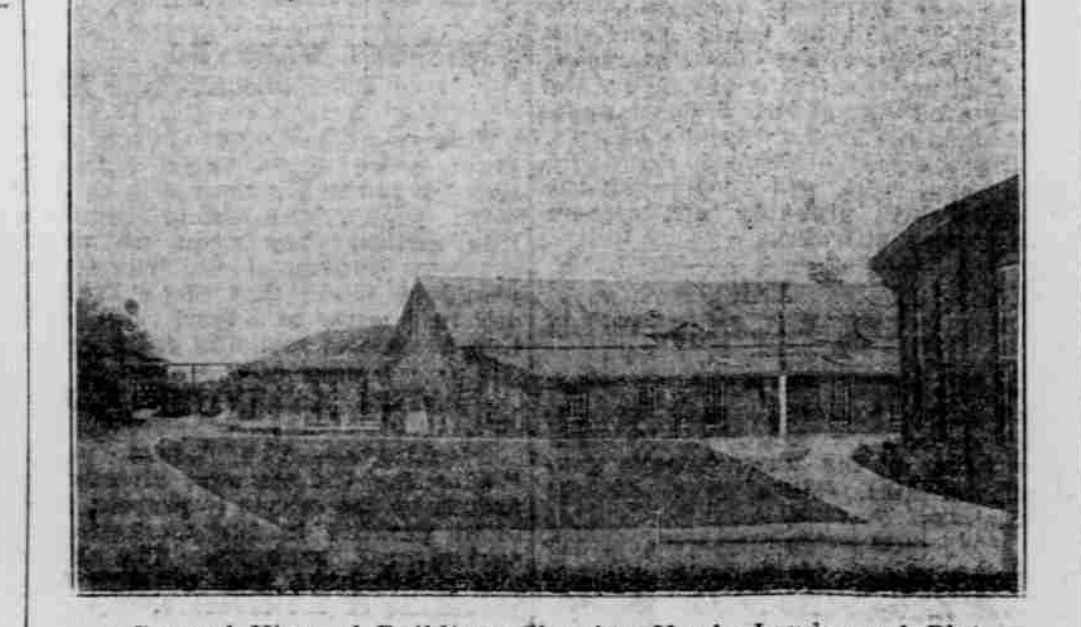
**Three Views in Burlington Railway Shops**



Entrance to Shop Yards (From New Viaduct)



Coach Shop Where Passenger Coaches are Overhauled



General View of Buildings Showing Newly Landscaped Plat

**RAILROAD MEN ARE ROBBED**

Galesburg—Three bandits got \$2,500 from fifty railroad men in a pool-room holdup here Thursday and missed \$5,400 more. The railroad employees are paid by check, which they cash at the poolroom. About fifty were standing about talking after getting their money when the bandits entered and compelled all to lie on the floor. Two stood guard while one collected the money. C. W. Kellaway, one of the proprietors of the poolroom, was starting from the bank with \$5,400 more in cash when he saw the men lying on the floor. Instead of entering he ran back to the bank, put the money in the vault and called police.

The three left town in an automobile headed toward Peoria, with motorcycle policemen in futile pursuit.

**Admiral Jones Fires Some Guns at London Pact**

Makes First Emphatic Objection to It From Official Quarter; One of Advisers at Conference.

Washington, May 15.—Two gray-haired admirals of the American navy, each with upwards of a half century of distinguished service behind him, disagreed pointedly today over the merits of the naval treaty of London.

Sounding the first note of protest from an official quarter, Rear Admiral Hilary P. Jones, long an outstanding figure among navy men, told the senate foreign relations committee that he not only disagreed with many of the decisions of the London conference, but thought a different settlement would have been entirely possible.

At the same time Admiral William V. Pratt, commander of the battle fleet, was advising the senate naval committee that the treaty suited him, that he was satisfied to have fewer eight-inch gun cruisers than the navy previously had asked, and that in any case the American delegation at London got the best it could.

Both admirals were naval advisers at London, but Jones left before the conference ended because of illness, and he came to the committee table today leaning heavily on a cane. His disability did not diminish the vigor of his replies to questioning senators.

"I disagree fundamentally with Admiral Pratt," he said. "I cannot understand Admiral Pratt's position."

Great Britain, Jones said, always had tried to beat down the American strength in the eight-inch cruisers most desired by the navy and at London had brought about such a reduction.

Japan's Gain in Strength.

The Japanese cruiser strength as against the United States under the treaty, he placed at "5-8 plus."

When the witness concluded, Chairman Borah said that while he was not ready to indicate whether he would support ratification of the treaty, he agreed with Jones in respect to the need for more eight-inch cruisers.

Rear Admiral Jones said the new classification of cruisers into six-inch and eight-inch ships "is contrary to the consistent policy we have maintained always heretofore."

He likewise criticized the battleship provision, saying that France and Italy, who had been parties to the Washington treaty, but not to the limitations of the London pact, would not be restricted, and adding that while "it does not particularly affect us, I wonder what effect it may have if Great Britain feels alarmed by building by France and Italy."

The speed of 20 knots allowed for the unlimited class of ships also was opposed by Jones. He said this speed "will make very formidable any commerce raider or anti-submarine craft, particularly in the Pacific or in the Mediterranean."

Meantime, before the senate committee, Admiral Pratt, commander of the battle fleet, was declaring that the United States "went into this conference with no assets at all so far as cruisers were concerned," and "got the best agreement possible."

No Parity for Several Years.

Secretary Adams of the navy, before the foreign relations committee, also defended the treaty, although he had disclosed that the American delegation at London really favored a larger allotment of big 10 thousand-ton eight-inch cruisers than it got in the final agreement. He also admitted, in answer to a question by Senator Hiram Johnson, that under the treaty it is impossible to attain parity during the life of the treaty. He said: "We must leave two ships to be built after the life of the treaty."

In each committee, a small group of members continued to ask questions, indicating many doubts as to the fairness of the pact to American naval interests.

In large measure, the testimony of both Adams and Pratt was a repetition of that given by them yesterday, when the secretary was before the foreign relations and the admiral before the naval committee. Today they had just crossed the street and exchanged witness chairs.—World-Herald.

**HORSE'S KICK PROVES FATAL TO MAN, 75**

Humboldt, May 15.—The kick of a horse, resulting in peritonitis, caused the death of Edward Dorland, 75.

Your ad in the Journal will be read, and they sure do get results.

**Navigation on Missouri in Few Years; Federal Engineers Conducting Surveys Here**

Whistle of the Steamboat will Again be Heard Bringing Advantages to Middle West, Agriculturally and Industrially

**DEMAND FOR DOCKS AND HARBORS**

Plattsburgh Ideally Located to Become Transfer Point for Rail Shipments to Boats and Barges—Has C. of C. Dock and Harbors Committee



The picture shown above is an actual photograph of an old time river scene on the Missouri just below the mouth of the Platte, that will be reproduced within the next few years.

The bringing of Missouri river navigation to the great middle west and the securing of adequate docking and transfer facilities at Plattsburgh will be the next big objective of the Chamber of Commerce which center its efforts on. In fact, already there is an active Docks and Harbors committee on the job, occupying the lookout post and thinking and planning today of the things that will come tomorrow.

With the Missouri river bridge, in the securing of which the Chamber of Commerce has played no small part, now completed and being dedicated today, the energies of the civic body can be diverted to this next big project that may now look as hazy and far-distant to some as did the bridge, when meetings were first being held to discuss it some four or five years ago.

Every day from atop this new bridge government engineers have been taking soundings, measuring the pressure of the flow, securing test samples of the water at varying depths and computing other valuable data that will be useful in laying out the plans for making the upper Missouri navigable.

And when that time comes, within the next three or four years, instead of small packet steamers like the one pictured above, there will be massive deep water vessels passing under the bridge and up stream a few hundred feet to dock at the wharves the Chamber of Commerce visualizes as being located east of the Burlington tracks. And with them will come barges carrying massive products of all kinds that must now be shipped by rail.

Like autos, trucks, aeroplanes and other modern transportation methods that have come to pass, there is bound to be a return of the oldest and least expensive system known—river navigation, only with it will

some improved methods and facilities never dreamed of in the days when this packet steamer made its way perilously up the Big Muddy, dodging the bars that rise up almost over night as a result of shifting currents in this, one of the greatest silt carrying streams in the world.

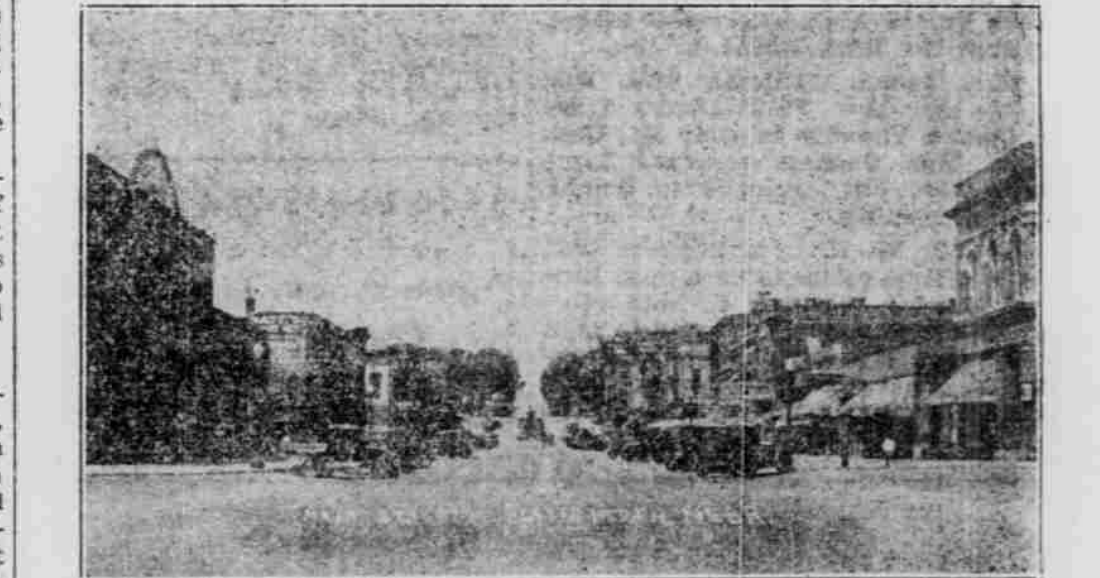
Congress is appropriating necessary money; already the widening and straightening of the channel has been completed as far as Kansas City and soon the great middle-west is to come into its own with a low shipping rate that will enable us to compete with the heretofore favored industries on the Atlantic and Pacific coasts, Mississippi and Ohio rivers—and give our agricultural folks a direct world-wide market that has heretofore been denied them because of high transportation costs.

Visualize Cement Plants

And when that time comes, the Chamber of Commerce hopes to be instrumental in making this a great docking center. Its officials reason, and justly so, that the congestion of river front in Omaha already would make it well nigh impossible to locate ground of adequate size for docking and transfer facilities close in, while here the Burlington railroad could find the ideal place to place its thousands of cars of grain, brought in from Iowa and Nebraska, at water's edge for easy loading onto the steamers.

South of Plattsburgh in sander hills that border the river, tests are being made of limestone deposits with a possible view to locating one or more cement plants there, from which the raw material could be made into finished product and loaded onto steamers with great ease and a minimum of expense, enabling Nebraska industries for the first time in history to compete with the favored coast states of the nation.

These are some of the things the Chamber of Commerce committee visualizes will come with river navigation and it is alive and alert to promote the interests of Plattsburgh in becoming more than a whistling place for "ships that pass in the night."



MAIN STREET SCENE

**Governor Refuses to Notice Maupin Story**

Phil L. Hall Denies Intention to Contest With Bryan for Democratic Nomination.

Governor Weaver declined to comment upon an editorial emanating from Will Maupin of Hastings boomer James A. Davidson of Omaha, president of the Nebraska Power company, for governor on the republican ticket.

The proposal to run a power company candidate for governor was regarded by state officials generally as bordering on the romantic, and as playing into the hands of Senator Norris, who is looking for opposition from the power interests. The entire

story was regarded as being based on a false premise that Governor Weaver intends to run for senator and state officials generally declined to discuss it. Governor Weaver is expected to make known his political plans sometime next week.

Phil L. Hall, banker, now residing in Lincoln, who has been mentioned in an Omaha newspaper as a probably democratic candidate for governor to contest with former Governor Bryan for the nomination, said Thursday he had no intention of being a candidate.

T. J. McGuire of Omaha was a caller Thursday at the office of Governor Weaver. He said he was in Lincoln on business and his call was merely personal. He was assistant under former Attorney General Spillman.

W. C. Anthes, who has been making his home since November with his son, Charles W. Anthes and family, returned this morning to his home at Clay Center, Nebraska.