

The Plattsmouth Journal.

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JOTTINGS FOR THE JOLLY

Short Paragraphs Prepared and Purlined For the Readers of the Journal.

Here's to the stork,
A most valuable bird
That inhabits the residence district.
He don't slug any tune,
Nor yield any pizms,
But he helps out the vital statistics.

If you would be respected and happy
mind your own business.

Not all women who are proud of
their figures are expert calculators.

The way of the transgressor is to acquaint
himself with the law in his line.

He who considers himself a wit is
apt to be considered a bore by others.

It's impossible to convince a girl
that exercise at a washtub improves
the complexion.

If a man is attentive to his wife it is
either because he loves her or is afraid
of her.

It's enough to make the average
bride blush to recall her strenuous
efforts to become one.

An old bachelor of this city says it is
easier to teach a baby to talk than it
is to teach a woman not to.

Women may be able to make cake
according to directions, but they can't
manage husbands that way.

Never accuse a man of being honest
until you know the amount of money
he has been offered as a bride.

Give the knocker the "shake," be-
fore he attempts to open up. He will
soon "catch on" and maybe quit.

With the coming of the millennium
there will be nothing left to reform,
and a lot of meddlesome people will
be out of a job.

It sometimes happens that a man's
enemies with bad designs do him less
harm than his friends with good inten-
tions.

If a young man's attack of love is
the genuine article, he never thinks of
postponing the wedding until he can
afford to marry.

Rumors of another wedding are
afloat in the city. But we await
further developments ere giving the
rumor credence.

An old maid of this city says "wo-
men should take husbands only for
better—because they couldn't be much
worse." Ain't that awful?

There are some young ladies in this
town who want to get married so bad
that everybody knows, it while there
are a number of more sensible ones who
could get married if they desired but
won't.

There are boosters and knockers in
every community. In some com-
munities one class outnumber the
other, but we are glad to know that
the boosters in Plattsmouth out-
number the knockers.

The saloons were closed good and
tight again Sunday. It is very evi-
dent that saloon men propose to live
up to their instructions. No blinds
were placed in the front windows and
anyone that so desired could see for
themselves.

If there are 1,200 school children in
this city and 800 of them visit the
postoffice twice a day, how long will it
take the postmaster to become an
advocate of race suicide? This is a
problem for parents.

There is one class of people in Platts-
mouth that could move away with the
consent of all. That is the detestable
knocker. And to make their leaving
more demonstrative they would be
attended to the depot by a brass band.

Those young ladies (or rather those
who think they are young ladies) who
preambulate the street every night
and keep up a continued giggling from
one of the streets to another, are lucky
that there are no cows passing through
the streets at that hour.

That young lady who was accosted
on Main street about 9 o'clock the
other night by a fellow, (not a man)
should not have been on the street at
that hour unaccompanied by a pro-
tector. Keep your girls at home after
dark. That's the safest place for them.

The greatest remedy for breach of
promise suits is to keep your girls at
home after nine o'clock at night, or
know that they are not strutting the
street to "catch on" to some trifling
good-for-nothing whelp, who is stand-
ing on the street corners ready and
waiting to be "caught on."

There is some kicking done by pass-
engers who have to wait at the Bur-
lington depot at night to take the
train about boys loafing about the
place and using not the choicest of
language, smoking in the waiting
rooms, and doing many other things
obnoxious to the ladies present espe-
cially. Their behavior sometimes is
ridiculous, and there should be some
means by which loafing about the
depot could be prohibited.

FOUR LOCK- JAW VICTIMS

Four Victims of the Dreaded Malady

AT THE SHEPPARD HOME

Claimed to Have Taken Dis- ease from Afflicted Cow

MURRAY, Neb., Jan. 27.—[Special to the Plattsmouth Journal.]—Four cases of lock-jaw are reported at the Sheppard home four miles south of Murray. Mrs. Sheppard, her son Nelson, and Ed. Wood and Jim Wisdom, two men employed on the Sheppard farm. The four persons afflicted were engaged in administering medicines to a cow that was affected with the disease.

A veterinarian was summoned from Weeping Water and pronounced the case as lock-jaw, and the cow was killed but not until the four members of the family were suffering with symptoms of the dread disease. A physician was summoned and anti-toxine is being administered with a hope of saving them.

The above was received just as we were going to press, and just how the afflicted member are getting along we are unable to tell, but hopes are entertained for the best.

Later news from the four cases of lock-jaw near Murray, Mrs. Sheppard, her son Nelson, and Ed. Wood and Jim Wisdom, is to the effect that they are still in a very dangerous condition, and their recovery is extremely doubtful at this time.

We learn Monday that the four victims contracted the disease from ulcerous places about the hands and face, one of the men placing his hand to the animal's mouth and then to his face, and almost instantly contracting the dreaded malady from the saliva of the animal's mouth; and the other three were effected in a similar manner.

The attending physician, Dr. Gilmore, says it would be difficult to state just what the outcome will be, as it will take several days before the cases are fully developed.

BOATS ON THE MISSOURI

Movement to Establish River Navigation From Omaha to St. Joe.

A dispatch sent out from Rulo says: There is a movement on foot to establish a boat line service between Omaha and St. Joseph. The promoters of the scheme are Fred Tichman of Fargo, and Len Walters of Corning, Mo., and they have the support in their proposed venture of a number of substantial business men. Those interested in the project assert that there is much business in this section that could be handled by boat more easily than by rail. There is an immense amount of corn and livestock that now has to be hauled overland to the railroad stations that would go by boat. If this is started there will be grain and livestock markets all along the river at every town, and these river towns will thrive better than they did years ago, because of the more thickly settled population. Fargo would have the handling of the farm products of several thousand acres on both sides of the river. The cost of transportation would be less than it is by railroad and the difference in handling would be immense. It is worth from five to eight cents to haul a bushel of farm products to any railroad station from the vicinity of Fargo. The value of land up and down the river would rise wonderfully, especially that which now is far from any shipping point.

In Poor Health.

J. B. Meisinger, one of the best farmers in Cass county, living west of town was in Plattsmouth Saturday and while here paid the Journal office a short call, enrolling his name for the Daily Journal for the year of 1906; also renewing for the copy of the weekly he sends to his son, J. B., in Lincoln. This is Mr. Meisinger's first visit to town since Christmas, having been confined to his home with an attack of rheumatism; the old gentleman has also been troubled with diabetes for the past few years, and with the two he has not been in very good health this winter. If we only had a few more such liberal readers we could buy more printer's ink.

THE MATRIMONIAL NOOSE

The Hostetter-Newman Wedding Near Weeping Water, Jan. 18, 1906.

The following particulars of the marriage of Mr. Claud Hostetter and Miss Jesse Newman, which occurred last week is taken from the Union Ledger.

"On Thursday, Jan. 18, at the home of the bride's parents, Mr. and Mrs. Wm. Newman, northwest of Weeping Water, a very pretty wedding took place, the contracting parties being Claud Hostetter and Miss Jesse Newman. The ceremony was performed in the presence of only the relatives and a few friends, Rev. Hanford of Weeping Water officiating. The bride is a popular young lady who has the friendship and highest esteem of all who have formed her acquaintance. People in Union and vicinity are somewhat interested in this social event for the reason that the groom is so well known here, being a son of John Hostetter who resides a few miles northeast of here. The young man is known as a gentleman of excellent character.

"An elegant wedding dinner was served, and in the evening a pleasant reception was given at the residence of Mr. and Mrs. Breckinridge, uncle and aunt of the groom, guests at the wedding and reception being Ida Newman, Ola Newman, Mr. and Mrs. Chas. Pittman, George Pittman, Charley Newman and Gale Pittman, of Weeping Water; Belle Newman, and J. Hatt Jr., of Plattsmouth; Dee Hostetter, John Hostetter, Mr. and Mrs. James Darragh, of Union; Mr. and Mrs. Wm. Breckinridge, Misses Ethel Rockwell, Ella Hostetter, Vera Rockwell, Mattie Breckinridge and Vena Rockwell, Mrs. Akerson, Mr. and Mrs. James Breckinridge and Howard Johnson, of Mooney; Mr. and Mrs. William Chapman, of Nehawka."

Railroad Tax Case Taken Up.

The State Journal says that Attorney General Norris Brown has received notice that the Burlington railroad will appeal the tax injunction case to the supreme court of the United States. C. J. Green, representing the road, telephoned the attorney general that his company intended to appeal and asked if the state would insist on written notice. The attorney general anxious to hasten matters, replied that he would accept verbal notice. The case could be appealed either to the circuit court of appeals or to the United States supreme court direct. As the railroad company has chosen the latter court it is believed that it did not desire the more circuitous route to secure a final decision. The federal court has not yet decided the Union Pacific case, but it is believed that this case will undoubtedly be appealed to the United States supreme court. A final decision is expected in one year.

ACCIDENT AT PLATTE BRIDGE

Axel Carlson Falls a Distance of Twelve Feet and Lights on His Head and Shoulders.

HAD JUST RETURNED FROM HOSPITAL

A very serious accident occurred at the Platte river bridge Friday shortly after noon, in which Axel Carlson might have lost his life. The Peterson B. & M. bridge crew were making some repairs on the Platte bridge, and the injured man and a companion were engaged in raising a rail from the bridge with a "jack" when the rail slipped and young Carlson lost his balance and fell from the bridge to the ice below, a distance of about twelve feet, striking on his head and shoulders. The balance of the crew were considerably scared over the accident as the young man lay on the ice as though dead, but when they reached him he was conscious, and was immediately brought to town and medical aid summoned. It was found that no bones were broken, but he was bruised about the head, shoulders and arm.

Young Carlson has only one brother and sister in this country, his parents residing in the Fatherland. The young man is resting very well at the car on the B. & M. siding, and from present indications will be all right in a few days.

Mr. Carlson had been in the hospital and at times it was a life and death battle, since last September, and odd returned to work on last Tuesday, and again being laid up he is certainly receiving his share of hard luck.

THE LATE FRED MICKELWAIT

Claimed to be First White Child Born in Plattsmouth.

DIES IN ARKANSAS FROM DROPSEY.

Was a Conspicuous Figure on the Streets of Plattsmouth on Account of His Size.

A special from Jonesboro, Arkansas, refers to the late Fred Mickelwait, who death occurred at that place a few days since:

"Fred Mickelwait, one of the oldest railroad men in the country and the oldest in point of service on this division of the St. Louis & San Francisco, died in this city last night of dropsy. Mr. Mickelwait has lived here since 1892, coming from Nebraska. Mr. Mickelwait's immense size made him an object of much interest. His usual weight was 350 pounds, but at one time it was 386. He was a conductor on a road in Nebraska when only 18 years old. He was the first white child born in Plattsmouth, Nebraska, and afterwards lived in Lincoln, where he was a friend and neighbor of W. J. Bryan."

Since the announcement of the death of Mr. Mickelwait reached this city numerous are the many incidents told of him. He was the first white child born in Plattsmouth, and in days gone by was known by every citizen, from the yearling babe to the oldest inhabitant, and greatly to his credit, he was most highly respected by all. He was of that jovial, kind disposition, that attracted the attention of strangers with whom he met, and they immediately become his friends.

Notwithstanding his enormous size, Fred was one of the most graceful dancers in Cass county, and it is said he could get around with the ease of any youngster of 120 pounds. For years he was a conductor on the B. & M. and then on the Missouri Pacific. The little fellows at every station along these railways knew Fred, and he was never too busy to give them a kind word. These boys are now young men who always had a kind word for him in return.

His father, Wheatley Mickelwait was the first mayor of Plattsmouth, and he was a nephew of Mrs. L. C. Sharp, now living in this city. The news of his death was received with considerable surprise by his friends. It has been several years since he visited the old home, and was always warmly welcomed by everyone. Peace to his ashes.

In speaking of the death of Mr. Mickelwait, the Belle Fouché (S. D.) Northwest Post says:

"His first pair of pants, made for him when four years of age, were cut from a pair worn by the senior editor of this paper at six years of age. He had at one time weighed 386 pounds. At the time of his death he weighed 350 pounds."

Schlieske Deserts Wife.

A report came to the county commissioners from neighbors, that Gust Schlieske abandoned his wife and family about six weeks ago, and has not been heard from since. Before leaving he disposed of all his property and with the exception of some food stuff left his family in destitute circumstances.

His wife is a worthy German woman with five children, of whom some are now sick with the scarletina. This is the same Schlieske who was arrested and fined some time ago for cruelty to his wife. Provisions have been made by the county commissioners to supply the wants of the family.

Does Him An Injustice.

It was not fair for the Weeping Water Herald to insinuate that County Clerk Rosencrans entered into a conspiracy with a delegation of Louisville business men to capture the board of county commissioners. Had there been any truth in the assertion it would show the clerk to be a mighty poor detective to permit the commissioners to get away right under his nose. Rosey was not in the deal; there was no deal put up and the insinuation of the Herald did Mr. Rosencrans an injustice.—Louisville Courier.

Turner's Mask Ball.

The Plattsmouth Turn-verein will hold their annual mask ball at their hall on Saturday evening, February 17. Prizes will be given to the best character and finest costumes. You know what a fine time the turners have, so remember the date and don't fail to attend.

THE BURLINGTON SYSTEM

Efficiency of Nebraska Lines Greatly In- creased in the Past Few Years.

While the railroads have increased the amount of money paid to employees and have been compelled to pay more for material purchased during the past ten years, yet they have effected a saving in the cost of transporting freight by increasing the efficiency of their roads.

In a time card for the Lincoln division of the Burlington issued December 7, 1902, just a little more than three years ago, says the Lincoln Journal, the heaviest engine rating shown was 2,100 tons. In the current time card the highest engine rating shown is 2,855 tons. This is a difference of 755 tons that one train may haul more than the same train hauled in 1902. This does not mean that every train operated may handle that much more tonnage, or shows even that percentage of capacity increase, but it does mean that in the past three years, even, the Burlington has wonderfully increased the capacity of main line trains for handling tonnage.

The difference in the manner of handling trains is shown by the fact that seven years ago the Burlington found the condition of its local yards crowded and it was then a problem to get business through the yards. Since that time the traffic has increased wonderfully, yet the same switching yards are in use, and the conditions have not grown a great deal worse, barring a short period late last year when the next thing to a blockade of business was experienced here. A yard man says it would be impossible to handle the present every day tonnage through the Lincoln yards if trains of the same size pulled in 1897 were now the rule on the lines out of Lincoln. Instead some of the trains run out of Lincoln now are twice as heavy as trains out of the yards over the same lines then.

Practically the same number of men care for the larger trains that were required to care for the smaller trains. The men are paid more than they were when rates were at the bottom level, but the equipment used is made to earn more than it did then. The volume of tonnage has increased wonderfully, and railroad men have claimed in the past that it is possible to handle a great amount of tonnage for less cost per ton than where only a small amount of tonnage is yielded by the territory traversed by the roads. That argument has been used for a number of years to explain why rates in Iowa should be less than rates in Nebraska. Eastern Nebraska is now yielding approximately as much tonnage as any part of Iowa, barring the coal mining districts, and the product of the coal mines is handled at a much lower rate than most other kinds of freight.

In passenger traffic larger trains are handled, cars of greater size, and the number of people which a single engine may haul over a division is much greater than it was seven years ago. Larger engines have been bought, better track has been laid, and heavier trains are hauled. While it is not the rule, it is common enough to pass without remark for a train to leave Lincoln with eleven and twelve baggage, mail, express, Pullman and passenger coaches.

Your Own Business.

A Kansas City newspaper gives a good piece of advice as follows: God Almighty has not appointed you executor, administrator, or referee or umpire of your neighbor and you are not empowered to direct, manage, execute or dispense the social religion, business, political, legal or ecclesiastical affairs of others, either now or hereafter; so it is eminently proper, for you as an American citizen, to attend strictly to your soul's salvation while permitting your neighbors to do the same, without intimidation or molestation.

Will Leave Cedar Creek.

James Cook was down from Cedar Creek Tuesday and was a caller at the Journal headquarters. Mr. Cook has sold his saloon to Wm. Barclay of this city, but has not made up his mind where he will locate. In leaving Cedar Creek Mr. Cook does so feeling that he is leaving an excellent community, and praises very highly the farmers in that section of Cass county. The Journal wishes Mr. Cook success wherever he goes. He is a gentleman and an honorable, straightforward business man, and we regret his leave taking.

ACTED VERY SUSPICIOUSLY

Two Strangers Who Are No Doubt "Crooks" and Are Wanted Elsewhere.

"SHORT-CHANGED" A MURRAY MAN

As Soon as They See a Policeman They Im- mediately Get Out of Town.

Two very suspicious and strangely acting fellows entered Perry's restaurant last Saturday evening and ordered two sirloin steaks.

They were very comfortably seated at one of the tables, in order to give the cook time to prepare their meal, when one of the police stepped to the door. When asked to come in, the officer replied, "No, I am looking for someone." The two strangers exchanged glances and immediately became mighty dry, and remarked to Mr. Utterback that they would soon return, they were going out to get a drink. They are evidently still looking for the drink, as they have never returned for their meal.

The fellows were evidently crooks wanted in other parts of the world, and possibly thought the police were after them. In fact the news was received here later that they were the same parties that had attempted to "short change" a Murray business man out of \$10.00, and they were run down by the citizens and relieved of the amount.

When this news was received, the Omaha authorities were notified, and they were of the opinion that the parties were wanted in that city for various robberies, but by this time the "birds" had flown for more safer quarters and the police were unable to locate them.

Death of Mrs. Alice G. Sperry.

The following appears as a special from Weeping Water, in the Lincoln Journal of Monday, under date of January 28: "Alice G., wife of W. M. Sperry, died at her home, one mile west of town, yesterday morning at 2 o'clock, aged fifty years, after an illness of nearly ten months. Mrs. Sperry came here with her parents, Mr. and Mrs. Nicols, in 1879, was married here and has lived here ever since. She leaves a husband and six children, from ten to twenty years of age, besides her aged parents and a host of other relatives and friends. The funeral will be held tomorrow at 2 o'clock in the Methodist Episcopal church. Rev. Mr. Rich of the Mennonite church and Rev. Mr. Smith of the Methodist Episcopal church will conduct the service. Interment in Oak Wood cemetery."

Railroad Rumors.

With the completion and inauguration of passenger traffic on the Great Northern railroad to Ashland it seems quite a problem as the line over which through trains from St. Paul to Kansas City will pass. It is safe, however, to prophesy that through trains from the north will pass over the old main line from Ashland and cross the river at this point. In fact it is rumored that all passenger trains will make close connections at Ashland for the capital city, and then on through Plattsmouth and either connect with the K. C. at Pacific Junction or go direct to Kansas City. Railroad people don't always let newspaper reporters know just what they intend to do until they get ready to do it, but one who is quite prominent in railroad circles, says the old main line of the Burlington will have all the work it is able to stand when the Great Northern becomes in good shape.

Gone to Denver.

E. R. Todd departed Tuesday for Denver to visit his brother, Aml, who seems to be in a very critical condition, who requested his brother to visit him. As the readers of the Journal know, Aml has been in very poor health for some months, and that he has submitted to two operations. Since these operations he has visited his Plattsmouth friends, but on returning to Denver, has taken a relapse and his most intimate friends here, who have known him for years, fear the final result of his long siege of sickness.

This is Going Some.

Dr. Worthman reports the following births: To Mr. and Mrs. Geo. Jung, Jan. 2, a girl. To Mr. and Mrs. Henry Frey, Cedar Creek, Jan. 14, a boy; to Mr. and Mrs. George Heil, Jr., Jan. 21, a boy; and to Mr. and Mrs. John Heil, Jan. 26, a girl.—Louisville Courier.