

LOUISVILLE CITIZENS WILL PAY THE COST

Story of the Vim, Grit and Energy of a Town to Maintain a Passage Way Over Nebraska's Greatest River--The Platte.

The following story of the Louisville bridge will no doubt be read with considerable interest by every patron of the Journal, who has kept tab on the ups and downs of the business men of Louisville, who have used their utmost endeavors to maintain a passage way over the Platte river at that place. After repeated efforts to convince the commissioners of both Sarpy and Cass counties that it was their duty to erect the structure, they have at last given up in disgust and will build it themselves. The following history of the bridge is told in the Lincoln State Journal of last Sunday, which fully demonstrates the vim, grit and energy of which the business men of Louisville are possessed:

The Bridge as Planned.

The bridge as planned is to be located just north of Louisville and a few rods east of the Missouri Pacific railroad bridge at that place. It is to be a four pillar affair, built almost entirely of oak and will stand between eight and ten feet above the water line. It is to be provided with spans every thirty feet, and three turn-outs will be put in for the passing of vehicles. The new bridge, which is to have thirty-foot spans will have the advantage over the former bridges built across the Platte, in that the passage of the ice will be made possible without serious gorging, a thing hardly possible with the twenty foot spans used in the earlier bridges. The bridge which is to be put in at this time is a much more expensive structure than the one erected in 1890, for that bridge cost the builders only approximately \$9,000 while the bridge to be built by the present company will cost not less than \$15,000 when completed. The work on the structure is to begin at once, the machinery is on the scene of building, and it is thought by Jas. Stander, secretary of the organization, that travel across the bridge will be possible as early as April 1, and earlier if the weather permits the workmen to continue their work steadily.

Before the Bridge Was Built.

Prior to the year 1890, although there was no bridge across the great Nebraska stream at Louisville, there was at times in the year great traffic across the stream, especially when the waters were low and fording was possible, and in the winter when the ice was thick enough to bear up the weight of heavy freight wagons. It was eighteen years ago that the first bridge was built but for many years previous to this time the early pioneers who lived across the river from Louisville, which was then a flourishing little quarry town, came across the river to do their trading in skiffs and flat boats, which were built for the purpose. As the town grew in size and population and the traffic from Omaha and westward increased the need of a bridge was felt and many times was the bridge proposed, before it finally became a reality.

The simple need of a bridge to accommodate the traffic would have perhaps never urged the early business men of Louisville to the building of a bridge, but when the Missouri Pacific railroad was built through from Omaha in 1881 and little towns began to spring up along the line and business competition was felt through the building up of

such places as Springfield and other nearby towns the business men, wishing to facilitate the manner of reaching Louisville, began the agitation for a bridge and gradually their agitating for voting bonds was brought into favor by the citizens and the matter of a bridge across the river at the place where it was later built was finally taken up with serious intentions.

The First Bridge is Built.

When the agitation was taken up with the view of building, and the people found to favor such a course, a petition was circulated among the citizens of Louisville and vicinity which asked that the commissioners of Cass county hold a special bond election at which \$10,000 bonds might be voted to secure money for building a wagon bridge across the river at Louisville. The petition was granted and the election held; the bond proposition carried by a majority which showed the Louisville people wanted a bridge. The commissioners issued the bonds, selling them for \$9,666. Bids were received on the building of the bridge and the contract was finally let to C. D. Dundas & Son, bridge contractors then operating in Nebraska, for a consideration of about \$9,000. This left a slight fund to be spent on extras and for paying an inspector. Early in May the work on the bridge was begun. The bridge was to be a four spans and covered with a floor of oak plank. The work of the bridge progressed without interruption and on the 24th day of September, 1890, when the last nail was driven and the bridge was ready for crossing, according to extensive advertising done through Cass county and the counties adjoining, a grand barbecue was held in honor of the opening of the bridge.

The Barbecue a Great Event.

As the Louisville bridge was one of the first bridges built in that part of the country its completion was considered no small event, and as a consequence many well known men were secured to address the great crowds which gathered to eat roast ox sandwiches and stroll through the pretty grove which line the banks of the river on the south side. The sandwiches were free and were ever forthcoming, many oxen having been killed for the occasion. Among the speakers who addressed the assembled people during the day were William Jennings Bryan, then well liked but not famous; L. D. Richards, of Fremont, at the time a candidate for governor on the republican ticket and James E. Boyd, democratic candidate for the same office, who was elected in the fall. Tom Majors then a candidate for lieutenant governor on the republican ticket was also a speaker as were several others who were then or have since been prominent in Nebraska and national politics. The business men of the city organized a procession of floats representing their wares and paraded the streets of the little river city finally stopping at the park by the river side where the speaking was to be held. People gathered from all the adjoining country and as a result a celebration was held on this occasion the like of which has not been seen in Louisville since, for this was more than a local affair, the building of a bridge in those days being considered an event of state wide importance, as might be judged from the fact that all the candidates for the important state offices were taking advantage of the opportunity afforded for pushing their political affairs. The great celebration had a wonderful effect for in the months immediately following a tremendous traffic began moving over the new bridge.

Effects of the Barbecue.

The news of the opening of the highway across the river at Louisville spread rapidly and in a short time the main line of travel from the north to the south from Omaha to Lincoln was by the way of the Louisville bridge. The residents in Sarpy county who had in the earlier days crossed the river in skiffs or had waited for the low water or the ice to effect a crossing, now came in wagons and brought considerable produce and live stock to the Louisville market. The skiffs and attempts at ferry boats were abandoned and the bridge put into use, until many other bridges which had been erected along the Platte the Louisville bridge was open to traffic

and no charge was made for crossing while for many of the other structures such as the one at South Bend the owners were charging toll. Louisville became the stopping place of the emigrant and the sight of scores of the then called "prairie schers" on the outskirts of the city was not an uncommon sight.

The Indians tray-dug back and forth from the Omaha reservation to the reservations in Kansas and Oklahoma's base through Louisville in the spring and in the fall and at these times the bridge was used almost constantly. The opening of the state fish hatcheries across the river a few miles west of Louisville finally result of the making of a beautiful park which was visited a great deal by the people living all about Cass county and the bridge was made use of a great deal by those persons going to the "fisheries" for picnics.

Thirteen Years' Service.

The bridge was beneficial to the residents of Sarpy as well as Cass county for the farmers on the north side of the river were enabled to bring their stock and farm produce to a near market and the business of the Louisville merchants was greatly increased through the facility which Sarpy county farmers could reach the city. The bridge was appreciated and the free use of the structure was taken advantage of by all of those living near it. But the first bridge erected across the river at this point was not to stand forever. The gorging out of the ice in the Platte in spring time is a matter of no small importance to those living along the stream, for often the ice gorged before the final flow comes and when the gorges are large and far reaching in width, the waters often overflow their banks and cover the country for miles along its course. For thirteen successive years the ice in the Platte went out and by the free use of dynamite, the gorges were kept down sufficiently to prevent great damage to the bridges along the river. But the piling of the ice against the piling and the ice breakers was not without serious effect to the structure and those who had cared for the bridge during the dangerous seasons of the year noticed that the piling were loosening and that each year made its stability more and more uncertain.

The Bridge Goes Down.

Serving the traveling public for twelve years without much repair and never being out of commission in all this time, the bridge was still in use in the spring of 1903. This winter the ice was heavy, freezing several thicknesses. The warm weather of the spring opened early and by the first of February the ice in the river west of Louisville had begun to break up. Gorges began to form which checked the free flow of ice. Late in the month the warm weather opened for fair and the rapid rising of the water due to the melting of the snow in the mountains soon began to menace the bridges along the river's course. The high water caused the lower strata of the ice in the river to raise and from high points along the stream gorges many acres in breadth could be seen to move and days before the final rush came old settlers who had seen such conditions before began to predict that the bridge must go. At last the crash came. One night late in February after the water had been rising rapidly all day the ice went out taking the bridges with it for many miles west of Louisville and all along the river's mouth. The morning afterward the bridge watchmen found that the entire north end of the bridge had been swept away. Much of the Missouri Pacific railroad which was situated just west of the wagon bridge was also taken out by the ice and flood. The land on the north side of the river's normal boundary was submerged and for a time the river ran in a new course on the north side about six hundred feet of the bridge had been washed away, and much of the bridge which had remained had been seriously damaged

HAD QUIT WORK READY TO GIVE UP IN DESPAIR

Restored to Health By Vinol
"I was sick, run-down and finally had to give up work. After trying a number of remedies and several physicians, I was just about ready to give up in despair. I saw Vinol advertised and decided to try it, and it has done more good for me than all other means combined. It has built me up and restored my strength until I now feel twenty years younger, and am able to attend to my work again as usual." Job Jeavons, 1036 Lind street, Wheeling, W. Va.
The reason Vinol is so successful in such cases is because it contains tonic iron and all of the strengthening blood-making and body-building elements of cod liver oil, but no oil. Vinol is unexcelled as a strength creator for old people, delicate children, weak, run-down persons, and after sickness--and is the best known remedy for coughs, colds and bronchitis. We return your money if Vinol fails to give satisfaction.

GERING & CO., Druggists,
Plattsmouth, Nebraska.

by the loss of numerous piling and ice breakers.

The damage is repaired.

The citizens of Louisville after having the conveniences of a bridge across the river at this point for thirteen years could not be content to return to the old custom of crossing the stream in skiffs and they at once raised a fund by subscription amounting to \$2,500 which sum was to be used in aiding in the repairs of the damaged sections. The Cass county commissioners at once set to work repairing the bridge and after it had been replaced with a new floor, the cost was found to have reached \$5,000. This was paid, \$2,500 being paid by the citizens of Louisville and the remainder by the county through its commissioners. Cass county then sued Sarpy for half the amount expended in repairing the bridge and the suit, yet unsettled, is in the courts today. As the bridge had made traffic possible between Louisville and the Sarpy county farmers, the small villages in Sarpy county preferred seeing the bridge left unrepaired as it then gave them an increased trade. After the bridge had been repaired it was constantly in use until February, 1905, when another period of high water and ice gorging terminated in washing out much of the new section and a great deal of the old portion which had stood the wear and tear of time and flood for sixteen years. A second time the people of Louisville were willing to assist in replacing the bridge but the commissioners were not in favor of such an action and would at first not consider the matter of building. Finally the call for bids was made and the contractors who replied made their bids so high that no contract was let. The prices asked by most of them were sufficient to build two bridges such as Louisville desired. During the month of May, this year, while the Cass county commissioners and the Louisville business men were sparring over what should be done with the bridge question a cyclone which tore up most of the property of the place passed along and crossed the bridge and carried away a great deal of the portion still standing.

Mandamus Proceedings Arise.

For some time Louisville citizens have been provoked by the attitude of the Cass county commissioners on the bridge question and as a last resort, mandamus proceedings were instituted by James P. Ellis, who represented the business interests of Louisville against the county commissioners, especially Leonard D. Switzer of Weeping Water who was elected from the commissioner district in which Louisville is located. All sorts of dilatory measures were resorted to and the case was brought to the supreme court where it yet remains undecided.

The bridge matter has played an important part in the politics of the county and more than once the republican candidate for commissioner in the district which is normally republican has been badly slighted because it was thought that he would not take a stand on the bridge question, favorable to the Louisville people. In the last election Mr. Switzer was badly scratched on the republican ballots, those scratching voting for Cam Seybert, the democratic candidate, because it was believed he would favor the perpetuation of the wagon bridge at Louisville.

But Louisville is to have a bridge, the dilatory practices of the commissioners of both Sarpy and Cass county to the contrary notwithstanding. The company is formed which will build it, the board of directors of which consists of W. F. Diers, C. A. Richey, F. H. Nichols, H. E. Pankonin, J. W. Waldron, T. E. Parmele and James Stander. The members of the company are Louisville's leading business men who have entered into the project for the purpose of protecting the interests of the city. Lincoln automobile owners have expressed themselves as being delighted to see the bridge rebuilt as the route of travel to Omaha has been materially lessened. Last week the workmen came to Louisville and began making preparations for beginning the work and the arrival of the pile driver with the building material indicates that the work will be well under way in another week.

Good Cough Medicine for Children.

The season for coughs and colds is now at hand and too much care cannot be used to protect the children. A child is more likely to contract diphtheria or scarlet fever when he has a cold. The quicker you cure his cold the less risk Chamberlain's Cough Remedy is the sole reliance of many mothers, and few of them who have tried it are willing to use any other. Mrs. F. F. Starcher, of Ripley, W. Va., says: "I have never used anything other than Chamberlain's Cough Remedy for my children and it has always given good satisfaction." This remedy contains no opium or other narcotic and may be given confidently to a child as to an adult. For sale by F. G. Fricke & Co.

COMES TO GRIEF AT KANSAS CITY

Man and Woman Who Were Here a Few Days Last Fall.

Many of our citizens will no doubt remember a woman and four little girls and one little boy, the eldest of whom was probably about 13 years of age, who appeared upon the streets for several days this fall, the woman preaching and the little children singing. They had a house boat tied up near the Burlington bridge, where they made their home. There was with them a man with long, gray whiskers who styled himself "Adam God." Also another man, the father of the children, who was scarcely seen upon the street, preferring for some reason to remain at the boat. From here the party drifted south and now turn up in Kansas City, where they have met with great trouble. From reports in the morning papers they were following their vocation, attended by "Adam God," upon the streets, when they were approached by George Holt, a probation officer, whose principal duty was that of saving boys from the streets in Kansas City. The officer was unmasked and after asking "Adam God," whose proper name is John Sharp, a few questions, the latter opened fire on the officer.

The probation officer immediately fled to police headquarters, where he was reinforced by several policemen. The religionists were within fifty yards of the police station when the officers stepped into the street and were met by a volley of bullets the moment they appeared upon the scene. Other officers rushed to the scene when a regular battle ensued, the officers being unable to shoot without endangering the lives of innocent people. A regular riot followed. Officers crowded in upon Sharp and his followers, firing as they went, but taking great care not to injure the children, and when the firing ceased "Adam God" lay mortally wounded. Louis Pratt, who is the husband of the woman and the father of the children, was taken in charge, while the mother and children fled to the house boat. Here we will give what the special says:

"Hastily calling all the reserves into action, the police, fifty in number, followed. When the police arrived the woman had barricaded herself in the house boat, where she defied the officers. Standing on the porch of the boat with a shot gun, which she had procured from inside, she shouted to the officers: "Come on, you fiends!" "The boat was but a few feet from the bank of the river and several of the more courageous officers, taking up the woman's challenge, dashed toward it. Taken aback, the woman dropped her weapon, and seizing two of the children, she ran back to the boat, cut loose a row boat and began to row into the middle of the Missouri river. The officers called upon her to stop, but she only plied the oars more vigorously. Without another warning the police fired a volley into the boat. One of the shots struck Lola Pratt, aged 13 years, tearing away the greater part of the child's face. She died a few hours afterward. The woman then surrendered. At the police station



WINTER JOURNEYS

WINTER TOURIST RATES

Daily low excursion rates after November 20th to Southern and Cuban resorts. Daily now in effect to Southern California. Lower yet, homeseekers excursion rates, first and third Tuesdays, to the South and Southwest.

CORN SHOW, OMAHA

December 9 to 19. Visit this interesting exposition of the best corn products and their use. Attractive program with moving pictures, electrical illumination, sensational prizes for the best exhibits. Consult the agent or local papers.

SECURE AN IRRIGATED FARM

We conduct you on the first and third Tuesdays of each month to the Big Horn Basin and Yellowstone Valley, assisting you in taking up government irrigated lands with a never-failing water supply under government irrigation plants. Only one-tenth payment down. No charge for services.

Write D. Clem Deaver, General Agent, Landseekers' Information Bureau, Omaha, or
W. L. PICKETT, TICKET AGENT, PLATTSMOUTH, NEB.
L. W. WARELEY, G. P. A. Omaha, Neb.

REPORT OF THE CONDITION OF THE Bank of Cass County, of Plattsmouth, Nebraska.

Charter No. 642,
Incorporated in the state of Nebraska, at the close of business November 27, 1905.

RESOURCES	
Loans and discounts	\$27,788 00
Overdrafts, secured and unsecured	4,018 80
Bonds, stocks, securities, judgments	8,089 21
Banking house furniture and fixtures	15,844 00
Other real estate	8,400 00
Current expenses and taxes paid	4,353 09
Cash items	277 04
Due from nat'l, state and private banks and bankers	22,841 10
Checks and items of exchange	246 34
Cash	13,066 50
Total	\$91,803 33
LIABILITIES	
Capital stock paid in	\$50,000 00
Surplus fund	23,000 00
Individual deposits	11,133 43
Individual deposits subject to check	12,106 62
Demand certificates of deposit	74 50
Time certificates of deposit	147,561 28
Cashier's checks outstanding	15,000 53
Due to nat'l, state and private banks and bankers	12,814 91
Total	\$91,803 33

STATE OF NEBRASKA,)
COUNTY OF CASS,)
I, T. M. PATTERSON,
cashier of the above named bank, do hereby swear that the above statement is a correct and true copy of the report made to the State Banking Board.

T. M. PATTERSON,
Cashier.

Witness my hand and seal this 27th day of December, 1905.
CLARA BROWN,
Notary Public.
[Seal] My commission expires Jan. 11th, 1912.

later she said her name was Mrs. Pratt and that she was the wife of the companion of "Adam God" and the mother of the dead child. In the windup of the whole affair it was found that Albert Dalbor, a policeman, Lola Pratt, the daughter of Louis Pratt, a companion of "Adam God," were killed, and "Adam God" and four policemen were seriously wounded, two of whom will probably die. While in this city they experienced no trouble whatever and seemed very quiet and inoffensive people. There were two men here with the party, "Adam God" and Louis Pratt. Here the woman with the children claimed she was the mother of the children, and that Pratt was her husband. To say the least, such affairs are regretted, especially the officers shooting down an innocent child.

DO YOU ENGAGE IN BRIDGE WHIST?

It is illegal to send your invitations Through the Mails if you do.

The following is taken from the Chicago Examiner and if the rule be enforced what a difference in Plattsmouth society. "Anyone who sends an invitation through the mails to a party at which bridge whist or other games of chance are to be played for prizes is violating the federal law relating to lotteries. The ruling has just been sent out from Washington by E. P. Goodwin, assistant postmaster general and it will affect that select and sacred circle known as "society" in every city, town and village in the union.

The ruling is specifically directed against bridge whist parties, in as much as it was a bridge enthusiast in Hartford, Conn., who called it forth. She wrote to Washington asking whether or not the postal department regarded bridge whist prizes as a lottery. The answer was: "Yes, and all other prizes given at card games, or a prize given at any game of chance. Invitations to such parties, if sent through the mails, are violations of the lottery laws."

The following opinion is given by a Chicago society woman: "In all things there is a happy medium, and there is a happy medium between the Louisiana lottery and a progressive entire party. There may have been a time when a great government would bother itself about a eucher party or a bridge party, but that time is past. To enforce such a rule as this would be to slip back into the dark ages, and I for one, will not believe that the postal authorities have any intention of enforcing it." At least one-half of the parties given in Plattsmouth are card parties, and those who enjoy this kind of amusement will watch with interest the enforcement or cancellation of this order.

Marked For Death.

Three years ago I was marked for death. A grave yard cough was tearing my lungs to pieces. Doctors failed to help me, and hope had fled, when my husband got Dr. King's New Discovery," says Mrs. A. C. Williams, of Bac, Ky. The first dose helped me and improvement kept on until I had gained 58 pounds in weight and my health was fully restored. This medicine holds the world's healing record for colds and lung and throat diseases. It prevents pneumonia. Sold under guarantee at F. G. Fricke at Co.'s drug store. 50c and \$1.00. Trial bottles free.

Will Oliver, Jr., came in this morning from the farm and was a passenger on the early train for Omaha where he will take in the corn show.

For Lung Troubles

Ayer's Cherry Pectoral certainly cures coughs, colds, bronchitis, consumption. And it certainly strengthens weak throats and weak lungs. There can be no mistake about this. You know it is true. And your own doctor will say so.

The best kind of a testimonial—
"Sold for over sixty years."

Made by J. C. Ayer Co., Lowell, Mass.
Also manufacturers of
Ayer's
SARSAPARILLA,
PILLS,
HAIR VIGOR.

We have no secret! We publish the formulas of all our medicines.

Keep the bowels regular with Ayer's Pills and thus hasten recovery.