

TO HAVE THE INTERURBAN

Plattsmouth Citizens Incorporate Stock Company

TO UNITE ALL COUNTY

From City of Plattsmouth in a Chain of Car Lines

The Journal is pleased to say that its fight for an interurban railroad from this city to Murdock and the west is to bear fruit. Today articles of incorporation were filed with the county clerk for the Plattsmouth & Southwestern Interurban Railway. It can be stated that the line is amply backed with capital for its construction and work will be commenced at once on the preliminary survey. At the present time no stock is on the market but later a limited amount will be offered to the public. Of course, at this time no definite route has been selected but the gentlemen interested figure upon a line running out of this city through Mynard and possibly to Murray, through Manley and to Murdock. A glance at the map of Cass County will show the vast possibilities embraced in this scheme. The country between Mynard and Manley is without railway facilities and it is one of the best and richest portions of the county. It embraces Mt. Pleasant precinct, one of the best in the county and one without railroad facilities and the southern half of Eight Mile Grove precinct, a rich and populous precinct whose farmers now have miles to drive to a market. From Manley where the line will cross the Missouri Pacific giving a north and south connection to Louisville, Weeping Water and Avoca. From Manley the route will be to Murdock situated in one of the most fertile sections of Nebraska. At this point connection will be made with the Rock Island Railroad giving connection with South Bend and Alvo. Should it be considered advisable spurs and feeders can be extended to Elmwood and the line built west to Greenwood with a connecting link to Eagle. The plan is a comprehensive one and means to unite this county, one of the best in the state, together in a compact body.

The men behind this incorporation are local capitalists although they have the support of outside capitalists as well. The incorporators are Charles C. Parmele, president of the Bank of Cass County, R. B. Windham, capitalist and real estate man and attorney, Hon. H. D. Travis, District Judge, J. P. Falter real estate, and W. W. Coates, real estate and business man. The list of incorporators is a guarantee that the road is being organized in the right manner and that if its building is a possibility, and everyone knows it is, it will be completed and that speedily. Besides these gentlemen a number of outside capitalists have been interested in the project. As the Journal has pointed capital is readily interested when returns can be seen and in this case the returns are so patent that there is no trouble in drawing capital out for investment.

The immense importance of this line is to the country it will traverse cannot be over-estimated. Every farmer owning lands within five miles on each side of its right of way will find his land advanced in value. To those living directly along the line, the advance will be enormous. The history of Illinois, Indiana and Ohio will be repeated in Cass County. The farmer with the electric railroad at his door is situated better than the city man. He has his broad acres to produce the income and the freight trains on the electric line enable him to move his crops in the worst of weather at a minimum cost. Besides it places him in a position where he and his family can take a car for the city at any hour almost of the day and return at once when their work is done. Conservative estimates state that the advance in farm values along the line of the road will run from \$10 to \$25 per acre. It can be seen how vital this line is to middle Cass County farmers.

The complete articles of incorporation follow:

ARTICLES OF INCORPORATION OF THE PLATTSMOUTH AND SOUTHWESTERN INTERURBAN RAILWAY.

We the undersigned do hereby associate ourselves together and declare that we together with our associates and successors, are and shall hereafter be a corporation under and by virtue of the laws of the State of Nebraska, and shall be known and

styled The Plattsmouth and Southwestern Interurban Railway.

The principal place of transacting the business of said corporation shall be in Plattsmouth, Cass County, Nebraska.

The object of this corporation shall be the construction of an interurban railway, from Plattsmouth out into Cass County, in a southwesterly and westerly direction, and as near as practicable to the towns of Mynard, Manley and Murdock, continuing on toward the west end of Cass County, with diverting lines to Union, Weeping Water, Louisville, Elmwood, Greenwood and Eagle.

The amount of capital stock authorized is the sum of \$100,000.00 in shares of \$100.00 each, 10 per cent thereof to be paid in on the date of subscription, and the remainder in installments 30 days after a call thereof shall be made by the duly authorized officers of such corporation. Said capital stock to be increased from time to time, as the business interests of the corporation may demand.

The highest amount of indebtedness or liability to which this corporation is at any time subject itself, shall not exceed two-thirds of the capital stock.

The affairs of this corporation shall be conducted by a board of five directors to be selected from the subscribers to stock, who shall elect from among their number, a president, vice-president, secretary and treasurer. The said directors shall also have power to appoint a general superintendent, and such other officers as shall seem necessary in carrying out the objects of this corporation.

The time of the commencement of this corporation shall be 1909, and the period of its termination shall be 1859.

The stockholders of this corporation may adopt such regulations, rules, and by-laws as may seem necessary to control and facilitate the transacting of its business, and they may amend these articles of incorporation, and the regulation and by-laws which may hereafter be adopted at any regular meeting of the holders of stock, or at any called meeting designated for that purpose.

The annual meeting of the stockholders shall be held on the first Tuesday in January of each year, excepting when that shall be designated as a holiday, in which event the meeting shall be held on the succeeding Tuesday. The election of officers other than that at the meeting for organization, shall take place at such annual meetings.

Signed this 8th day of March, 1909.
Chas. E. Parmele.
R. B. Windham.
H. D. Travis.
J. P. Falter.
W. W. Coates.

State of Nebraska, Cass County, ss.
On this 8th day of March, 1909, before me a notary public duly commissioned and qualified for and residing in said Cass County personally came C. C. Parmele, R. B. Windham, H. D. Travis, J. P. Falter and W. W. Coates, to me known to be the identical persons described in and who signed and executed the foregoing articles of incorporation, as incorporators and acknowledged the signing of the said instrument to be their voluntary act and deed.

Witness my hand and Notarial seal the day and year last above written.
(Sealed.)

W. W. Windham,
Notary Public.

Messrs Charles C. Parmele and R. B. Windham were the only two of the incorporators of the company in the city this morning. They talked freely upon the matter of the incorporation and stated that the steps they had taken were the outgrowth of and in accordance with public sentiment, both in the city and the country, and which has been so strongly expressed by and through the local paper as well as by the Commercial Club. They have taken these pre-

liminary steps on their own initiative but later on they expected to give those who desire it, a chance to take stock or otherwise aid in the construction of the road. They believe that the city of Plattsmouth and the farming community along the line who will be so immensely benefitted can build the road with the aid of such outside capital as can be interested. The matter has been thoroughly studied over and all features considered and the gentlemen have great confidence that the road can be built and not only built but made a paying investment.

Had they not believed this they would never have gone to the expense and trouble of making this incorporation. At the present time the gentlemen did not think it necessary to further explain their plans but as matters develop the public will be advised.

MRS. ANNA SCHUTZ LAID TO REST IN OAK HILL.

Brief Sketch of This Dearly Beloved Wife, Mother and Friend.
Died—Schutz. Mrs. Anna, aged 60 years, 7 months, 11 days, at her home near Plattsmouth, Neb., on March 8, 1909, of paralysis. Funeral March 10, 1909, from the residence, Rev. Longhorst officiating. Interment at Oak Hill cemetery, Plattsmouth, Neb.

Yesterday afternoon the remains of the dearly beloved wife and mother, Mrs. Anna Schutz, were laid to rest in the beautiful Oak Hill cemetery of this city, in the presence of a large assemblage of mourning relatives and friends. For several years the deceased had been a sufferer from paralysis and on Monday last the end came, a second stroke completing the untimely work of the first. In the passing of Mrs. Schutz a kind and loving wife and a fond and considerate mother was gathered to her rest. Mrs. Schutz was a most lovable woman and during her life time she made a great many friends who are left behind to mourn her and who extend to the bereaved family their sincere condolences.

Anna Fisher was born near Bromberg, East Prussia, Germany, on July 27, 1848, where her early years were spent with her parents, they emigrating to America in 1858 and settling in the new state of Minnesota. Two years later or in 1870 she was united in marriage to Louis Schutz, a highly estimable young man, who was her life companion and survives her demise. To this happy union ten children were born of whom five survive with their father. These are Mrs. Charles Geutschofs, and Mrs. John Paul of Minnesota, and Mrs. A. F. Braun, W. A. Schutz and John Schutz of this city and vicinity.

After living in Minnesota until the year 1893 Mr. and Mrs. Schutz moved to this section where they started farming and where they lived until death called the beloved on to her heavenly rest. In 1902 Mrs. Schutz suffered a first stroke of paralysis which affected her right side and on March 3 of this year came the second stroke which affected the left side and from which death resulted on the 8th inst.

The funeral was held yesterday afternoon at one o'clock from the late residence of deceased some two miles and a half west of the city, Rev. F. J. Longhorst of St. Paul's Evangelical church delivering the sermon which was an eloquent portrayal of the beauties of the good lady's Christian life. During her entire lifetime she has been a member of this church and devoted to its religion. In addition to the splendid sermon of Rev. Longhorst a quartette sang a number of the beautiful selections of which the deceased was so fond. Interment was at Oak Hill whither a long cortege of friends followed the hearse. The pall bearers were Messrs. Leonard Born, George Tams, Aug. Steppat, John Schaefer, former Senator S. L. Thomas and George Stander, all old friends and neighbors of deceased.

In his deep sorrow the husband, Louis Schutz, and the children have the profound sympathy of all who have known them and their kind and loving wife and mother.

Card of Thanks.
To those who have extended us their sympathy and assistance during the last illness of our beloved wife and mother, we return our heartfelt thanks.

Louis Schutz.
Mrs. Charles Geutschofs.
Mrs. John Paul.
Mrs. A. F. Braun.
W. A. Schutz.
John Schutz.

W. H. Shoemaker of Nehawka, came in last evening to attend to some business matters in the city and was a passenger this morning on the early morning train for South Omaha where he will spend the day.

Mrs. Anna Britt is spending the afternoon in Omaha being a passenger on the fast mail at noon for that city.

RAILWAY COMMISSION. POWER OVER TELEPHONES.

State Senate Recommends Senator Miller's Bill For Passage—Approved by the Independent.

The senate committee on railroads has recommended for passage Senator Miller's bill, S. F. No. 289. No one appeared before the committee to oppose the measure, which declares all telephone companies to be common carriers and gives the state railway commission power and authority to regulate the rates and service and exercise a general control over the same. The bill is one that meets the approval of the independent companies, and they charge that the Bell people have been fighting it. Members of the committee say that they were urged by several men to defeat the bill, but no one appeared at the session here it was considered. The bill provides:

"The state railway commission shall have power and it shall be its duty to make all necessary classification and fix all necessary rates, and regulations to govern and regulate all charges for telephone service. It shall correct abuses and prevent unjust discriminations, extortions and overcharges in rates for telephone service, and shall enforce the same as provided by law. The commission shall make the classification and schedules of rates as herein provided for, and afterwards if they deem advisable, they make partial or special classifications for telephone service, and fix rates to be charged therefor, and such classification and rates shall be put into effect in the manner provided for general classifications and schedules.

"The commission shall have the power to alter, change, amend or abolish any classification or rate when deemed necessary, and such amended altered or new classifications of rates shall be put into effect in the same manner as the originals. As soon as practicable after this act shall take effect, the railway commission shall fix and prescribe a general schedule and classification of rates and charges, including joint rates, for all classes of exchange and toll service furnished by common carriers in this state, and to that end the said commission shall give the common carrier to be affected thereby ten days' notice of the time and place when and where the rates will be fixed, and such common carrier shall be entitled to be heard at such time and place to the end that justice may be done, and shall have process to enforce the attendance of witnesses to be served as in civil cases.

"Such schedule of rates shall go into effect not less than thirty days nor more than sixty days within the discretion of the commission, after the same have been completed and copies thereof mailed to the common carrier affected thereby, and any and all rates therein contained shall

be and remain in force and effect from and after said time unless modified, annulled or otherwise revised, either in whole or in part, by the said railroad commission, upon a hearing in respect thereto by the said commission or until such rate or rates are finally adjudged to be unreasonable and unjust in a court of competent jurisdiction. A copy of said schedule or any part thereof, when duly authenticated, shall be received as evidence in all courts in this state without further proof as prima facie evidence that the rates therein contained are those fixed by the railroad commission, and that said rates are prima facie just and reasonable."

Nebraska Retailers Meet.

The meeting yesterday of the Federation of Nebraska Retailers at Lincoln was a very interesting session. In addition to adopting resolutions of condemnation of ex-President Roosevelt for his advocacy of a parcel post, the meeting selected a set of new officers for the ensuing year and listened to the reading of a number of interesting papers among which was one by L. F. Langhorst, the progressive and live merchant of Elmwood. Mr. Langhorst was also chosen as a member of the executive committee. In speaking of Mr. Langhorst's talk, the State Journal says:

L. F. Langhorst of Elmwood gave his ideas on how the federation might be made more effective. He said that the one great need would be to have more perfect local organization of merchants which would keep the federation interest alive between meetings of the state organization. The convention adjourned last evening to meet next at Omaha. A meeting of the executive committee was called to consider further work of the organization.

For Disease of the skin.

Nearly all diseases of the skin such as eczema, tetter, salt rheum and barber's itch, are characterized by an intense itching and smarting, which often makes life a burden and disturbs sleep and rest. Quick relief may be had by applying Chamberlain's Salve. It allays the itching and smarting almost instantly. Many eyes have been cured by its use. For sale by F. G. Fricke & Co.

To Visit Relatives.

Frank Beeson, son of Mrs. A. Beeson and a brother of County Judge A. J. Beeson, John Beeson and Miss Gertrude Beeson, came in last evening for a visit for a few days with them, coming from his home at Alliance. This is his first visit to this city for twenty years and he says he feels like Rip Van Winkle as he walks the streets and looks for the faces of old friends, many of whom have been called to the Great Beyond and others of whom have left the city

for other points. He did not note so great changes in the city but the changes in the people were marvelous. He has been having a thoroughly enjoyable visit, however, and was delighted to see the home folks once more. He expects to leave Saturday for Creston, Ia., where he will make a visit of a few days before returning home.

Cost of Municipal Lighting

Galveston, a city of 45,000 people, under a commission form of government, and owning its own municipal electric lighting plant which, for street lighting purposes only, cost \$65,000, pays \$120 per year for each of the 270 street lights now in use in that city, while Pueblo is charged \$87 for the same kind of lights.

In response to a telegram sent to H. A. Landis, mayor-president of Galveston, asking for details of the cost and number of lights furnished by the municipal electric lighting plant, the Star-Journal received a reply which reveals the fact that Galveston has nothing to give Pueblo, especially in the cost of the street light furnished in the city.

The total cost of operating the municipal lighting plant at Galveston is \$26,600, less \$700 received from the Wharf company for lights furnished for use around ships when loading. The net cost, therefore, of operating the plant is approximately \$26,000. But the commission form of government includes nothing for interest or depreciation. The cost of erecting the plant was \$65,000 and assuming that this figure includes the cost of installing the transmission lines, etc., and figuring 10 per cent interest and depreciation, or \$6,500, with which the government of Galveston does not charge itself, however, the total annual cost of furnishing 270 street lights, the number in use, is therefore \$32,500, or \$120 per light per year.

Omitting the item of interest and depreciation, and figuring only \$26,000 as the cost of 270 lights; the average cost is seen to be over \$96 per light per year. In Pueblo the cost is \$87 per street light per year. This is \$9 per light less than the same lights cost in Galveston, without figuring interest on the investment or depreciation on the plant or equipment, and \$33 per light less than the cost would be in Galveston if the item of interest and depreciation were included in computing the cost per light, as it should be, and as it is elsewhere throughout the country.—Pueblo (Colo.) Star-Journal.

A Pleasant Physic.

When you want a pleasant physic give Chamberlain's Stomach and Liver Tablets a trial. They are mild and gentle in their action and always produce a pleasant cathartic effect. Call at F. G. Fricke & Co.'s drug store for a free sample.

FOUR TONS OF STORE FIXTURES

Clothing cabinets, hat cases, show cases and window fixtures, all of the latest designs, arrived this morning. Everything in our new store will be free from dust. That's worth your consideration as well as ours. We will have our formal opening

Next Saturday
March 13th

They say 13 is an unlucky number but we're not superstitious. We want you to come in even though you do not wish to make a purchase. It's a pleasure for us to get acquainted with you. Nothing but New Things in the New Store.



The home of Hart Schaffner & Marx Clothes. Manhattan shirts. Stetson hats.

Falter & Thierolf

VALUE GIVING CLOTHIERS

The New Store