

## DAILY PERSONAL NEWS

Short Items of Interest, From Monday Evening's Daily Journal

Miss Clara Ferree returned to Omaha this morning after spending Sunday at home with her parents.

Miss May McLaughlin of Sutton, Neb., is visiting in the city the guest of Miss Holloran.

Mrs. H. P. Hayes was a passenger for Omaha where she will spend the day visiting with friends.

Ed. Polln returned to his work in Omaha this morning after spending Sunday with his folks.

H. E. Walton departed this morning for Kearney, Neb., where he will make a visit of a week with his sister.

J. C. Petersen departed yesterday for Elkhorn, Neb., where he will spend several weeks visiting with relatives.

Hans Tams was a passenger on the early morning train for Ashland where the Burlington is making some repairs.

Mrs. W. H. Barker of Tekamer, Neb., who has been visiting relatives in the city, departed this morning for her home.

Paul Budig was a passenger this morning for Pacific Junction where he will sell several hundred thousand "Denver Specials."

John Brady came down Saturday morning from Lincoln and spent Sunday with his family, returning to the capital city this morning.

Miss Mabel Allen of Omaha who spent Sunday in this city the guest of Father Shine, returned to her home this morning on the early train.

Mrs. C. J. Baker departed this morning for Omaha where she will make a visit of several days with friends.

Mrs. H. M. Regner and daughters Mildred and Gladys were passengers this morning on the early train for Omaha.

Mrs. Ed Weaver was a passenger on the fast mail at noon for Omaha where she will spend the afternoon.

J. L. Burrows is attending to business matters in Omaha this afternoon going up on the mail train at noon.

George Hartung of LaPlatte was a business visitor in the city this morning over on No. 4 and returning on the mail train.

Miss Clark of Lincoln spent last night in the city, visiting friends and returning home on the fast mail this noon.

Jos. Stendyke was a passenger this noon on the mail train for Council Bluffs where he will visit with friends.

Sheriff Quinton is attending to business matters in Omaha this afternoon being a passenger for that city on the fast mail.

H. C. Vanhorn is laying in a new stock of phonograph records in Omaha this afternoon going to that city on the mail train.

A. J. Trillity is attending to business matters in Omaha this afternoon being a passenger for that city on the mail train.

James Archer and wife of Omaha spent Sunday in the city with Mr. Archer's folks, returning to Omaha this afternoon on the mail.

Joe Hunter and wife of Havelock spent Sunday in this city visiting with relatives, returning to their home on the mail train at noon.

Eli Manspeker, deputy sheriff, is looking after business matters in Omaha this afternoon being a passenger for that city on the fast mail.

J. C. York is spending the afternoon in Omaha being a passenger for that city on the mail train at noon.

### S. H. ATWOOD TELLS OF STORM OF 1873.

How Storm and Wind Made Burlington Train No. 2 One Week Late.

Sam Atwood watched the snow falling Thursday and recalled to a little group of conversationalists the great storm of April 1873, when a heavy snow fell and when the wind blew it into drifts that made Burlington No. 2 from Kearney arrive in Lincoln just one week late. Mr. Atwood had cause to remember that storm and the trouble it caused the Burlington, because he was a conductor on a freight train in those days, running between Lincoln and Kearney.

Mr. Atwood declares that the Burlington railroad in Nebraska was never tied up more completely than at that time. It required one week to open the line between Lincoln and Kearney, and before the cuts were cleared of the snow sufficiently to permit trains to pass through, farmers were plowing in the nearby fields. The wind had blown the fields clear of the snow and piled it in the cuts and the low places. One result of "bucking the drifts" in the vicinity of Sutton was the crushing of three engines in a drift so badly that but one of them could be used to get the "funeral train" back to Lincoln.

"We had driven the train in a drift so far that we had to dig it out and pull one engine out at a time," explained Mr. Atwood. "General Manager Holdrege was then a trainmaster and he was out with us directing the work. We had three engines with a wedge plow bolted to the one ahead. Engineer Mike Egan was on the front engine, Engineer Fuller on the second and Engineer Denny O'Halloran on the third. Engineer Egan was afterwards killed in a wreck near Naponee; Fuller for a long time was master mechanic at Denver and the last I heard of Denny O'Halloran he was with some railroad in Wisconsin, I think. When we got the engines out Mr. Holdrege told me to back down about half a mile, uncouple the cars behind us, and when he gave the signal to make a run for the drift with the engines. In the meantime Mr. Holdrege, directing the shovellers, had been digging pits in the drift to lessen the shock when the engines should strike it. He told me to have the enginemen clear their fire boxes and get up steam, and when they started for the drift to hit it about thirty miles an hour. He thought it would stand that much speed at least.

"Well, we had no more than backed down the road and got ready than the enginemen began to josh each about their engines and their runnings. O'Halloran was a great joker and he made it so warm for Egan that I got uneasy. The boys were showing spirit in their debate. Egan's eyes flashed fire, and he wound up by telling O'Halloran to do a little pushing when they made the run insinuated that the head engine had been pulling the other two engines into the drifts all day. He thought they might make better progress if the rear engines would do some pushing. "That I will," said O'Halloran, and to this Fuller assented with more energy than I relished. Finally Mr. Holdrege, standing on the bank of the cut above the snow drift, gave me the highball and I transmitted it to Egan of the head engine. He gave the start signal and it was answered so quickly by the engines behind him that it made me nervous. Those engines started like a jackrabbit—with a jump. I had told them to hit the drift thirty miles an hour and they were stretching the speed limit. I was on the rear engine with O'Halloran and when I saw what they were doing I yelled to Denny to hold them. I was in command and he obeyed. When we struck the drift his engine was working reversed and was dragging into the cut, but that had not slackened the speed sufficiently. The three engines were crushed into a space no longer than the length of two engines. Engineer Egan and his fireman were thrown out of their cab to one side, practically unhurt but the crew of the second engine did not fare so well.

"That was merely one incident of a week of snow bucking in which we finally cleared the main line. For a week we had little rest and mighty poor fare. We were met in the cut west of Juniata by the passenger train from Kearney which had worked its way down that far during the week. It arriving in Lincoln just a week late."

During his service with the Burlington in those early days Mr. Atwood encountered other things so strange that eastern people yet refuse to believe them, although residents of the state in that time can be found who will corroborate them and add to the statements other equally strange incidents. When the grasshoppers covered the state in the early seventies Mr. Atwood frequently had to divide his train in two and three parts to get it over Berks hill,

southwest of Lincoln, then known as Highland hill. During the day the rails would get very warm from the sun. When night came on the rails would cool slowly and the grasshoppers would get on the rails to enjoy its warmth. When a grasshopper covered rail would be struck by an engine on a grade trouble always followed. The wheels would crush the insects and made the rails as difficult for the engine drivers to adhere to as though the track had been soaped.

Mr. Atwood remembers that a St. Joe and Grand Island crew had to make five trips from the valley of the Little Blue river to get its train into Hastings because of grasshoppers on the rails. Grasshoppers blocked the line in the summer and snow in the winter.—State Journal.

### Former Plattsmouth Boy.

The San Bernardino, Cal., Times—Index says:

Will Miller is a San Bernardino boy who has made good at Belmont college this year in football. He is a graduate of the local high school where he was always strong in athletics, and fast in football. This year he has played right tackle on the Belmont team, which has won every game it played, except one, that being a tie game, with Berkley. The school scored a total of 168 points to 7 against it.

The current issue of the "Cricket," the college publication, has the following to say of Miller's work on the football team, in the way of a farewell, as he will go to Berkley next year.

"Miller, 156 pounds, at right tackle was absolutely new to his position, and, having many things to learn, did not show his best form until the season was well along. He was very aggressive and in the St. Mathew's and Berkley games played like a demon. He was fast, broke through well and tackled hard. He blocked the kick of the Berkley which resulted in Belmont's only touchdown and took part in the remarkable defensive rally of the same game. He was fast in getting down the field, and but for his tendency to over-run his man, was a close second to Hartman. He was fond of the game and seemed to revel in the hardest sort of a contest. He will be a big loss to our football interests."

The Will Miller mentioned above is a native of this city and a son of Mr. and Mrs. Will Miller who formerly lived here. Mrs. Miller was Miss Grace Bennett. The young man will be quite well remembered by a number of the younger generation.

### Prof. H. A. Howell, of Havana, Cuba, Recommends Chamberlain's Cough Remedy.

"As long as I can remember my mother was a faithful user and friend of Chamberlain's Cough Remedy, but never in my life have I realized its true value until now," writes Prof. H. A. Howell, of Howell's American School, Havana, Cuba. "On the night of February 3, our baby was taken sick with a very bad cold, the next day was worse and the following night his condition was desperate. He could not lie down and it was necessary to have him in the arms every moment. Even then his breathing was difficult. I did not think that he would live until morning. At last I thought of my mother's remedy, Chamberlain's Cough Remedy, which we gave, and it afforded prompt relief and now three days later, he has fully recovered. Under the circumstances I would not hesitate a moment in saying that Chamberlain's Cough Remedy, and that only, saved the life of our dear little boy." For sale by F. G. Fricke & Co.

### Dies at Avoca.

P. P. Peckham, an old resident of Avoca, died Saturday evening at the age of sixty-nine years. He was born in Coldwater, Mich., and came to Nebraska forty-three years ago. During the war he served in the Forty-fourth Illinois infantry. He is survived by his wife, one son and three daughters. The son, John, and two daughters, Mrs. John McFarland and Mrs. Buss, live at Avoca. The other daughter, Mrs. Rose Hutchins, lives southeast of Weeping Water. Mr. Peckham had lived in Avoca for the last twenty years and was a highly respected citizen. The funeral took place from the Congregational church Monday afternoon.

### Change of Firm.

O. P. Monroe has purchased the business of Andy Hawrick and in the future he will be found at the same place of business. Mr. Monroe is quite well and favorably known in this city and takes up a business which he formerly run. He has had a great deal of experience in the second hand business and will undoubtedly make the business even better than it has been under Mr. Hawrick. Everyone transacting business with him will find him a man of unquestioned integrity and with a reputation for fair and square dealing second to none.



# ROYAL

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William H. Pool of Weeping Water, is looking after business matters in the city today, coming in this morning.

Thos. N. Julian, formerly of this city but now a resident of Omaha was in the city today attending to business matters.

L. A. Moore is among those looking after business in Omaha today, being a passenger for that city on the early train.

Miss Emma Kaufman is spending the day in Ashland, being a passenger this morning for that city on the early train.

Mrs. Sol. Adamson and daughter were passengers this morning on the early train for Omaha where they will spend the day.

D. O. Dwyer is attending to business matters in Omaha this afternoon going to that city on the mail train at noon.

Charles Peacock and wife were passengers this morning on the early train for Omaha, where they will spend the day.

Commissioner Charles R. Jordan is looking after county business in the city coming in this morning for the commissioners' session.

John Hoekstrasser is attending to business in Omaha today, being a passenger on the early train this morning for that city.

County Commissioner L. D. Switzer came in this morning from his home near Weeping Water to attend the meeting of the commissioners.

Mrs. T. L. Murphy and daughter, Miss May, are spending the day in Omaha, being passengers for that city on the early train this morning.

Mrs. M. E. Burns of Kansas City, who has been spending several days in the city in the interest of the California Company, departed this morning for Omaha.

Geo. O. Owens and family were passengers this morning for Lincoln where they will make their future home. Their household goods were shipped to that point on yesterday.

A. F. Hedengren, superintendent of bridges and buildings of the Burlington, spent last evening in the city and this morning was a passenger for Orepolis, where he will look after the work of rebuilding the Platte River bridge.

Richard Hodgson and wife who have been visiting in the city for several weeks with their daughter, Mrs. Richard Hale, departed today for Arlington, Neb., where they go for another visit with a son-in-law for several weeks. They have been taking an extended vacation after several years of close attention to business and have been absent from home since Christmas.

Charles Denarla of Alvo, came down yesterday to look after business matters in the city, returning to his home this morning by way of Lincoln. Mr. Denarla is a son of a prominent farmer near Alvo and was one of the star witnesses for the State in the Osenkop case. He is a bright and industrious young man.

Mrs. T. E. Parmele is spending the afternoon in Omaha going to that city on the fast mail at noon.

C. E. Wescott and wife are spending the afternoon in Omaha being passengers for that city on the fast mail at noon.

Earl C. Wescott is looking after business matters in Lincoln being a passenger for that city on the mail train this noon.

A. N. Sullivan is looking after professional business today at Lincoln, being a passenger for that city on the morning train.

Mrs. C. A. Reynolds and small daughter departed this noon on the mail train for Lincoln after spending a day in the city.

Joe. Fetzer is attending to business matters in Omaha this afternoon having been a passenger for that city on the mail train at noon.

E. H. Wescott is spending the day in Omaha, being a passenger on the early train this morning for that city to attend to business matters.

Bert Pollock, general manager of the Plattsmouth Telephone Company is spending the afternoon in Omaha being a passenger for that city on the mail train at noon.

Miss Ruth McClain was a passenger on the fast mail at noon for Omaha where she resides after spending several days in this city with her mother Mrs. Julius Ramage.

Chas. Rennerd and wife of Havelock who have been spending several days in the city, the nest of Mr. Rennerd's parents returned to their home on the mail train this noon.

Misses Rich and Hraskey departed this morning on the early train for Omaha where they will make their home in the future, they having been visiting in the city with their parents for several days.

At a meeting of the officers and teachers of the Presbyterian Sunday school last night arrangements were made for Judge Douglas to take charge of the Y. M. B. C. for a while and Mr. J. M. Roberts will assume the leadership of the Y. W. B. C.

Mrs. John Linneman was called to the home of her father at Belmont, Ia., last evening by a message, announcing his serious illness. While the message did not state the cause of his illness, it is believed that old age is the principal reason as the gentleman had reached the venerable age of 91 years.

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## A MAN STEPPED INTO OUR STORE

one morning this week and said: "My name is Mr. —, I travel out of Chicago; don't sell anything in your line, but I couldn't resist coming into this place to congratulate you. You have the most **UP-TO-DATE STORE** that I have seen in the west. It would be a credit to State St."

Feeling thus highly complimented we took particular pains to show the gentleman our **HANG UP SYSTEM**, which takes care of 400 suits complete—free from dust and moths. Our Hat Department, which takes care of 700 hats, also dust proof. In fact everything in our store is up to the last minute. By means of the prism glass used in the front and back of our building we have perfect light all over our store.

We don't sell anything but good clothes at honest prices. The important difference is in the way we sell our clothes and in the way you're treated when you buy, and after you buy. Glad to show you any day.

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