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WHAT ACTION WILL COMPANY TAKE?

May Operate Only Gas Plant in View of Loss on the Electric Light Plant

From Friday's Daily.

The action of the council in passing the ordinance reducing the price of gas to \$1.50 per thousand cubic feet from \$2.10 has been the subject of considerable talk among the citizens who have been wondering as to whether the Nebraska Light Company would accept the ordinance or whether they would go into court and test its validity. Sometime since it was announced the company was contemplating a reduction but no such cut as was made, was contemplated. The idea which seems to prevail among the officials of the company was that a contract for street lighting in the city would warrant them in reducing the price of gas to their consumers, and with this idea in view they were preparing figures to show how cheaply they could sell gas in the city and still run the works at a profit. They claim, and it seems to be beyond dispute that the present light plant is constantly losing money. The trouble seems to be in the electric lighting department. The gas works have paid but the electric light works have lost all the other made. If the company could obtain some kind of a contract which would make the electric light plant go on a paying basis, there is small room to doubt that the price of gas would have been voluntarily lowered.

A persistent rumor was current that the company would close down the electric light plant as unprofitable and confine its productiveness to making gas alone and figure on that plant paying enough to give them some income over and above their expenses. The closing down of the electric light plant would be a calamity in a sense but it would undoubtedly make the plant a far better paying institution than it has been for many years.

Understanding that there was a possibility of this action being taken by the company, a Journal representative called upon Superintendent Clabaugh of the company this morning and sought to ascertain his views on the matter. Mr. Clabaugh stated that he had called upon the officials of the company at Omaha and had sought to find out their plans in connection with the ordinance, but it so happened that all those in authority were out of the city and he could not learn what they wanted to do in the premises. Mr. Clabaugh was opposed to shutting down the electric light plant and did not regard it as at all likely such a course would be adopted especially in view of the fact that many of the people wanted the city to adopt the electric lights for the streets. He stated that it was undeniably true the plant was losing money at present and the adoption of the ordinance meant ad-

ditional loss unless some method could be devised to increase gas consumption up to a figure to make it remunerative. Personally Mr. Clabaugh did not figure a fight over the ordinance if it could be avoided. He entertained great hopes that the reduction in rates would result in a greatly increased demand for gas. As for the electric lights, he could not see much hopes for that plant paying unless the city was disposed to make such a contract as would put it on a basis where it could at least pay running expenses. He could not say just when the officials of the company would get back from the east where they now are or what course of action they might determine on after their arrival. Mr. Clabaugh regretted that any conflict had come up over the matter at all, and was of the belief that the new ordinance merely forestalled the company in a reduction although he admitted the company never contemplated the radical cut in price which the ordinance made. On the whole he was highly hopeful that everything would turn out for the best and that the city and the company alike would find matters profitable.

From this it can be seen that it is too early to judge the probable outcome of the ordinance. It is to be hoped that the company can see its way clear to sell gas to the people for the price fixed by ordinance and on the other hand it is to be hoped that the city and the Light Company can get together upon a contract for street lighting which will be mutually beneficial to both.

The new ordinance provides a heavy penalty for its violation and after it is in force and effect, there is considerable curiosity as to what action the company will take on its bills. A penalty of \$50 for each violation of the ordinance and each charge over the maximum price fixed in the ordinance could be made to cost the collector plenty of money if it is sustained.

Another feature which the passage of the ordinance developed was that it has probably stopped any projected improvements on the electric light plant. The plant at present is in a badly crippled shape owing to nothing being done pending the passage of a lighting contract. The machinery has been allowed to run down as the company preferred to make no further investments until it was determined what the street lighting contract would amount to and who was to get it. The new machinery which the company contemplated installing is still up in the air and will be until some method of putting the plant on a paying basis is devised.

PECULIAR ACCIDENT HAPPENS.

"Cold Break of Car Journal First Road's History.

An accident happened yesterday to train No. 42 on the Burlington at Phillips, which it is claimed, never before happened to a passenger train on the Burlington in the west, although a similar accident happened to a freight train about eighteen years ago. A journal under a tourist sleeping car broke, without having been heated. The break is what is known to railroad men as a "cold break." The cause of such breaks is not well established in the minds of experts even.

The accident caused no injury to anyone, very little delay to the train, and practically no damage to property. The broken journal was noticed almost the moment the trouble occurred and the train was stopped, the car set out and the passengers transferred.

This is said to have been the first time in the history of the Burlington west of the river when a journal under a passenger car broke off without being heated. It is not unfrequent that journals burn off, but of them to break while cold is unusual.—State Journal.

Henry Kemp is spending the afternoon in the metropolis being a passenger at noon for that city.

With the Goods On.

Some of our young men became very hungry for roast chicken one day last week. They swiped a nice fat hen and proceeded down to the creek to build a fire and had got nicely located when the owner of the aforesaid fowl happened along. Only one of the boys in the crowd had any money—fifty cents—and this Charley collected and then picked up the chicken and went home, leaving the boys with a few kind words as to their future actions in this line.—Elmwood Leader-Echo.

Begins Spring Work.

The Burlington Began its spring work on the Ashland-Sioux City line yesterday by setting gangs of laborers to work blasting the road bed. The laborers are scattered along the road from Fremont to Wathill.

It is the intention of the road to put finishing touches to the cut-off this summer. The road bed was not blasted at the time of construction in order that it might have time to settle.—Fremont Herald.

Hon. B. S. Ramsey was a passenger this noon on the mail train for Lincoln where he will be in attendance upon the supreme court and in addition assist the legislature to expire. He will likely be gone several days.

Work on Grade.

From Friday's Daily.

Frank Thomas, a contractor from Nebraska City, has unloaded his grading outfit east of Havelock and will begin this morning on a job that may require two or three months to finish. A rather deep sag in the main line track there will be leveled, making a practically level grade between Havelock and Waverly, thus increasing the amount of tonnage that can be hauled over the line in a single train. Two years ago a smaller sag was taken out of this line, and now the big drop will be leveled. The work will be done with men and teams, being of such a nature that a steam shovel can not be used to advantage.

The work is located between bridge No. 120, nearly midway between Havelock and Waverly, and a point one mile west of Waverly. The distance where the track level is to be raised is two and one-half miles, and it has been hinted that while the grading is in progress a double track grade will be provided. It is stated at Nebraska City that Mr. Thomas understands it is that he is to provide a double track grade. While the graders are to work the Burlington will maintain a large gang of track laborers there to place the filling under the ties and track.

A special to The Journal from Ashland last evening said that the Burlington has sent more than one hundred track men to points on the Sioux City line north of Ashland to be used in track and ballasting work.—State Journal.

The Evangelistic Meetings.

That there is power in a plain presentation of the truth was well demonstrated at the Presbyterian church last night when the congregation of the preceding night was almost doubled. The meeting took on very different form from the night before. There was a stirring song service at the beginning led by the pastor and the chorus of forty voices, a concert reading of the scripture and then Mr. Birch led the song service with the cornet. His work on the cornet is not made a leading feature of the service, but is employed to keep the expectation of the congregation keen and enough of it is used to render the use of it delightful in the singing. He usually plays some one of the old airs and the petition and pleading of it results in a spirit of worship most delightful.

The speaker last night used as his text John 3:2 and emphasizes the fact that Nicodemus came to Jesus by night. He said that he wished to give the keynote for this campaign "A quiet hunt for souls." A winning effort in which all were to be enlisted and there was a plan for everyone to work and some one to whom each one might go. Tell men, said he, that Christ risked all and suffered all for their salvation.

At the close of the sermon he led the congregation in a short song service and then distributed cards advertising the big men's meeting at the Presbyterian church at 2:30 Sunday afternoon. At the same hour there will be a woman's meeting at the Methodist church for women only addressed by Miss Ida V. Jontz of the Associate Charities of Omaha.

The evening service will begin at 7:45.

Had a Thrilling Time.

James Flemming and Mr. Nickson had a thrilling time for four days, this week. Last Sunday they secured a boat and went up the river expecting to hunt Monday and return in the evening. They went to a sand bar near the mouth of the Weeping Water and pitched their tent, which was a small affair and not intended for general use. Monday evening, about the time they were ready to start home the ice began to run heavy, and as Mr. Flemming says, the large cakes of ice were twenty-four inches thick and in blocks twenty feet square. He says that almost everything that would float would pass them. When the ice ceased to run the wind blew from the south and the waves were so high that they could not venture out into the river. To add to their discomfort the ice was cutting the bar where they were, and had it continued much longer there would have been something doing. The boat was so filled with water that they could do nothing with it. They arrived home this morning.—Nebraska City News.

Mrs. Charles Johnson, daughter Mildred and Miss Bessie Edwards are spending the day in Omaha and South Omaha being passengers for that city this morning on the early train.

RAILROAD NOTES

St. Louis, March 26.—No raise in passenger rates will take effect in Missouri until after attempts to arrange a conference between state and railroad officials have succeeded or failed, according to announcements made here today after a meeting of the officials.

A conference of railroad officials which is reported to be considering a modification of the traffic interests attitude toward a restoration of the three cent fare in Missouri, is being held here in the office of Second Vice President Gray of the Frisco system. No intimation of the personnel or objects of the meeting has been vouchsafed.

The people of Havelock have revived the old rumor of more shops and vast sums of money to be expended soon at that point in improvements. They seem to have forgotten the small appropriation which the Burlington made the first of the year for betterments. That appropriation put a crimp in any new shop idea for a year to come at least.

The putting on of a new train from Chicago to Denver via Omaha and a reverse train over the same route, arouses considerable curiosity as to whether the trains will run through this city or go by way of the Bluffs. Should they run through here and stop at this city they will afford a convenient night train east and west.

Work at the shops is reported as being quite plentiful and there is no indication of a let up. The prospects for heavy crops in the west and consequently good business for the summer and fall were never better and there is no reason why the men should not find the year a profitable one.

The Union Pacific will soon have a connecting link with the St. Joe & Grand Island line. This link will connect with the Union Pacific at Gibbon, Neb., running from Hastings where the road now has a line. It is expected to prove a valuable feeder for the former road.

Railway building according to the Railroad Age, is to be confined this year to the Southwest and Northwest and a great deal of line will likely be built in Texas, Oklahoma, New Mexico, Washington, Oregon, Idaho and Montana. There is not much expected in this immediate section, the roads apparently figuring the present transportation facilities ample.

The new tariff bill make a reduction in steel and will passibly do much toward creating lower prices for this material which so largely enters into railroad construction. This ought to stimulate business in new rails, bridge construction and the like.

The new Burlington undergrade crossing is a fine thing for the Company and also a great piece of work for Superintendent Hedrengren. It shows careful attention to details by him and the men under him and is handsome and artistic as well as durable.

Meets With Approval.

County Commissioner Charley Jordan was in town Monday on business and showed us some plans which he had drawn for a couple of concrete bridges. One of them would like across the creek at the park and the other across the creek at the cemetery, as new bridges are badly needed at both crossings. Mr. Jordan's idea on the bridge question we think is about right. He favors building one or two concrete bridges a year and then you have a bridge that will not need repairs every time a heavy rain comes. If the commissioners will just give us these two concrete bridges this summer we'll readily forgive 'em for all past sins.—Elmwood Leader-Echo.

Wilbur F. Cole Dead.

Just as the Journal goes to press this afternoon a telephone message was received announcing the death of Wilbur F. Cole at his home south of town. He is an old resident of Cass County, and has been suffering for some time of Bright's disease, the cause of his death. Funeral will be announced later.

L. G. Larson is attending to business in Omaha this afternoon going up on the mail train at noon.

THE MOST PROSPEROUS YEAR

Showing of Plattsmouth Loan and Building Association

The meeting of the Plattsmouth Loan & Building Association held recently developed the past year had been the most prosperous in the history of this old, reliable building concern. The statement of the company business is most flattering and reflects great credit on the management of the association. The association has outstanding loans in the amount of \$61,091.56 and other assets amounting to \$2,612.87 or a grand total of \$63,704.43. The capital stock in the several series amounts to \$47,814.00 and the reserve fund is placed at \$1,000. Dividends declared amount to \$13,575.68 while the profit and loss account shows, \$1,314.75. Considered the last year was generally considered a dull one and that business throughout the country

was at a standstill, the showing of this association is a very fine one and the officers and stockholders deserve congratulations.

The annual election of officer took place at this meeting, a complete roster of the officials appearing below. They were old officers and those whose excellent business judgment was responsible for the splendid showing of the association finances.

President, W. J. White.
Vice-President, Wm. Ballance.
Treasurer, J. E. Barwick.
Secretary, T. M. Patterson.
Solicitor, R. B. Windham.
Directors, W. J. White, Wm. Ballance, J. E. Barwick, T. M. Patterson, R. B. Windham, E. J. Richey, D. Hawksworth, J. H. Hallstrom, C. E. Rydberg.

Assessors Gather.

From Saturday's Daily.

The commissioners room at the court house this afternoon was the scene of a large gathering of the deputy assessors of the county who came in to meet with County Assessor Soennichsen and arrange the preliminaries for commencing the task of assessing the county. The deputies were all present with the exception of Wm. Bourke, representing Elmwood precinct, and W. B. Essick of Center precinct who were unavoidably detained. A number of very important matters were up for discussion and the instructions of the assessor upon them were carefully considered and thoroughly understood. The assessors present included Walter E. Palling, Salt Creek precinct; L. B. Appleman, Greenwood precinct; Henry Snoko, Tipton precinct; W. C. Bartlett, Stove Creek precinct; C. S. Richards, South Bend precinct; John Group, Louisville precinct; J. I. Corley, Weeping Water; Dietrich Koester, Weeping Water precinct; J. C. Zimmerer, Avoca precinct; John Wunderlich, Nehawka precinct; Wm. M. Puls, Mt. Pleasant precinct; Geo. P. Meisinger, Eight Mile Grove precinct; Will Rummel, Plattsmouth precinct; Geo. S. Smith, Rock Bluffs precinct; Jas. T. Reynolds, Liberty precinct and Jas. Rebal, P. E. Ruffner and A. D. Despain of Plattsmouth city.

Wm. G. Erhart Dies.

From Saturday's Daily.

Word was received Friday of the sudden death of William G. Erhart, one of the best known and most popular citizens of the section near Manley. Mr. Erhart's death was caused by gal stones and pneumonia, the latter being the predisposing cause. The deceased would have been 48 years of age on April 5th. Mr. Erhart was in Manley on Monday evening and seemed to be quite well but he was taken violent on Monday night, his death following hursday.

He was a well to do citizen, having all his life been careful and conscientious in his business matters, and he leaves an estate to his wife estimated at \$30,000. He was the father of several children. He had many friends in this city and vicinity, having been born here. The funeral will occur today, Saturday, March 27, from St. Patrick's church in Manley at 10 o'clock a. m. Among those who will attend from this city are Chris Mockenhaupt and Herman Hulhub. To the widow and the sorrowing orphans the Journal joins with the many friends in sending their sincere condolence. A full account of the life of this most estimable and representative citizen will appear in the Journal later.

Could Not Get Room.

From Friday's Daily.

Wm. Ossenkop was a passenger this morning on the early train for Omaha going up to make arrangements at a hospital for his wife who must undergo an operation. Mr. and Mrs. Ossenkop were in Omaha yesterday expecting to have the operation performed at that time but were unable to obtain room at the hospital owing to its overcrowded condition. Mr. Ossenkop hopes to find some hospital where room can be obtained at once. They were much disappointed at the outcome of their journey as they are quite anxious to have the operation over soon.

Good for Willard.

Willard Clapp, who so capably filled the position of private secretary to Congressman Pollard during that gentleman's term of office, has secured a splendid position with the Emigration Commission. His office is at Greensbury, Penn., where he entered upon his new duties Wednesday of last week. Willard is one of our best young men and will make good wherever you put him.—Elmwood Leader-Echo.

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