

DAILY PERSONAL NEWS

Short Items of Interest From Friday Evening's Daily Journal

John Susanka was a passenger this morning for Malvern, Ia., where he goes on business.

Will Seybert of Cullom is in the city today, coming in to attend to business matters.

C. F. Vallery departed this morning for the south, going out on No. 6 to be gone for several days.

Mrs. J. C. Britton is spending the day in Omaha being a passenger for that city on the morning train.

James Rebal is looking after business matters today in Omaha and South Omaha being a passenger for those cities on the early morning train.

Mrs. H. H. Kuhney and daughter Miss Hazel, are spending the day in Omaha having been passengers for that city this morning on the early train.

Miss Lucetta Patterson of Omaha who has been spending several days in the city, the guest of Mrs. T. P. Livingston departed this morning for her home.

Mrs. Everett Buckingham of Glenwood, returned to her home this morning after spending the evening in the city with Bennett Chrisweiser and family.

F. C. Jean who has been teaching school at Hebron, Neb., came in this morning for a visit with his folks over Sunday.

Henry Herold is looking after business matters in Omaha this afternoon being a passenger for that city on the fast mail train.

Mrs. Louis Schulda was a passenger on the fast mail at noon for Havelock where she will make a visit with her daughter who resides there.

Mr. Lloyd and wife of Lincoln, Neb., came in this morning on the early train for a visit with Mrs. Lloyd's parents Charles Jean and wife.

Mrs. H. N. Regner and daughters Gladys and Mildred were passengers this noon on the mail train for Omaha where they will spend the afternoon.

Wm. Sitzman and family were passengers on the early train this morning for Omaha where they will spend the day visiting with Mrs. Sitzman's folks and other relatives.

Miss Minnie Guthman and her guest Miss Jeannette Sisson of Alsworth, Neb., were passengers this morning on the early train for Omaha where they will spend the day visiting with friends.

Uri Gillette, who has been making his home in this city for some time, departed this morning on the early train for Hot Springs, S. D., his former home where he will stay for several months.

Fred G. Egenberger is on the sick list today suffering from a severe attack of grip. Mr. Egenberger has not been well for several days and the bad weather of the past several days has doubtless been responsible for his illness. His friends hope that he will soon be able to once more attend to his business and that he will not be kept from his office for any length of time.

Elmer Bencotter, wife and baby were passengers this noon on the mail train for the north.

Mrs. Pat Egan is visiting this afternoon in Omaha going to that city on the mail train at noon.

C. A. Hunger was a passenger on the fast mail this noon for Omaha where he will spend the afternoon.

J. W. Larkins was a passenger this noon on the fast mail train for Omaha where he will spend the afternoon.

Mrs. Emily Dickson departed this noon on the mail train for a brief visit in Omaha going up for the afternoon.

J. E. Mason and wife, were passengers this noon for Omaha where they will spend the afternoon with friends.

Mrs. Bertha Petersen is spending the afternoon in Omaha having been a passenger for that city on the mail train at noon.

W. H. Austin of Eagle came in this morning on the early train to look after business matters in the city during the day.

W. L. Hobson was among those coming in this morning from the west end of the county, to attend to business matters at the county seat.

Matthew G. McQuinn, the prominent democrat and citizen of Liberty precinct, came in last evening for a business visit in the city over night.

Roy McDaniels who has been spending several weeks at home departed this noon on the mail train for Sheridan, Wyo., where he was called by a telegram offering him a position with the Burlington. He accepted and left at once.

Rev. J. T. Baird is spending the afternoon in Omaha visiting with friends having been a passenger for that city on the mail train at noon.

Mrs. Sam Smith and mother Mrs. Thos. Smith were passengers for Omaha where they will spend the day, Mrs. Thos. Smith departing later for Galway, Neb. where she is called by the serious illness of her sister-in-law Mrs. J. T. Lambert. Mrs. Sam Smith will return home this evening.

Miss Gladys Sullivan was a passenger this morning on the early train for Omaha where she will spend the day with her sister Mrs. Harriet Becker at the hospital. She is accompanied by her little nephew Albert Newton Becker who will also visit his mother.

James Leek departed this noon on the mail train for Ralston, where he will start work on several buildings which he has contracted to put up. He has been fortunate in securing several contracts in this new manufacturing suburb of Omaha and the possibilities are that he will have several months work ahead of him.

Jacob Kraeger one of the best of the younger farmers from near Myard, was in the city today on business matters, taking occasion to call at the Journal office and renew his subscription to the old reliable which he finds meets his needs as a county paper. Mr. Kraeger is one of the brightest of the younger farmers of this vicinity and his visit was much appreciated.

Mrs. George E. Dovey was a passenger for Omaha this morning. Mrs. Dovey's daughter, Miss Ethel, is to be in Omaha the coming week for three days in "A Stubborn Cinderella" and she looks forward to the visit with pleasant anticipations.

Mrs. J. E. McDaniel and daughter Miss Virginia, have returned home from Salina, Kas. where they went last Monday to take part in the celebration of the fiftieth wedding anniversary of Mrs. McDaniel's parents. The occasion was observed last Wednesday and was a very highly enjoyed affair. The children of the aged couple gathered together and a fine family reunion was had. All of the children had some fine present to give their parents in commemoration of the happy event. Both Mrs. McDaniel and her daughter greatly enjoyed the visit.

RAILROAD NOTES

From Creston, Ia. the following news of new Burlington equipment comes: The Burlington Railroad company is planning to begin the construction of ten new engines to be used in switching, just as soon as the steel arrives. The work will be divided between Burlington, Ia., and Aurora, Ill. shops. The new engines are to cost \$10,000 each and are to be of the class G-3 type and each will weigh about sixty-five tons. They will each be equipped with six pony wheels and will be the most powerful switch engines ever built by the Burlington. The car repairing shops at West Burlington have recently been put back on the 9-hour schedule, and it is thought it will be but a short time before the entire shop force will go back to the 10-hour schedule.

The reunion project of the brotherhood of locomotive engineers will be among the most notable conclaves held in Lincoln this year. It is being pushed primarily by local division No. 98 of that organization. The attendance will be principally from the middle states, but some members will be here from other parts of the country, as well as from Canada and Mexico. Grand Chief Warren S. Stone of the B. of L. E. and other grand officers of the same lodge and of the firemen's trainmen's and conductors' orders will attend. P. H. Morrissey, president of the American railway employes' and investors' association, and Daniel Willard, first vice president of the Burlington railroad, are on the program for addresses.

This reunion of railroad men in Lincoln is the first step in the effort to secure one of the future biennial conventions of the B. of L. E. and affiliated organizations. To arouse interest in the meeting, H. Wiggenjost has prepared and sent to the national journal of the order an article on Lincoln, with fifteen photographic illustrations, which will appear in the May issue. In this manner, the attention of 75,000 engineers will be attracted to the Lincoln gathering and many of them will be induced to come. Once here, it is planned to treat them so well that when Lincoln goes after the big convention it will have plenty of friends. A barbecue at Capital beach is one feature in prospect. The next biennial meet will take place at Detroit in 1910.

Last week a large force of men and teams were put to work on the Omaha-Auburn line between here and Manley, ditching, lining up the road bed, and getting it in shape so the ties and track would be drained, the grade lowered or raised, all with the expectation of ballasting the track, if reports are true.

A similar force of men began work south of here. About ten teams were expected to go to work Monday and more as rapidly as they could be secured. They will work between here and Avoca, and as there will be so much cutting and filling in leveling the track, it is likely they will be there until the fore part of June. If the Manley hill on the north is cut down the force in that direction will have work there for weeks.

It is said following this work the company will ballast with rock and in this way they would save the ties, make a solid road bed, and then make this the main line as it was in years past.—Weeping Water Republican.

The Kansas City Times says the table d'hôte war being waged on the dining cars of the Chicago-Kansas City lines has received a setback. P. S. Eustis, passenger traffic manager of the Burlington, has cut the free drinks and the fat cigars off the menu of the meals served on the fast Burlington trains between Kansas City and Chicago. The culinary delights that have been on the bill of fare, of course, remain.

When the Chicago, Milwaukee & St. Paul began its fast passenger service between Kansas City and Chicago, a few years ago, it began the service of a table d'hôte dinner for -1. The example was followed by the Burlington and later by the Chicago & Alton, the two latter seeking to out-do the Mil-

waukee service. The Burlington featured a cocktail and a fat cigar, and the Alton put up a meal where the accessories, such as drinks, cigarettes, and a fat cigar cost the company seventy cents, all exclusive of a single thing on the culinary bill of fare. Now the operating department has succeeded in scratching the drinks and the fat cigar off the Burlington menu.

The Pacific coast extension of the Chicago, Milwaukee & St. Paul railroad crosses Musselshell river, Montana, 115 times in 117 miles. It has broken every American record by building twenty miles of bridge on that portion of the system which begins at the Missouri river, South Dakota, and ends at the cities of Tacoma and Seattle. Surveyors, engineers and constructors were instructed back in 1906, when actual work was begun on the extension now known as the Chicago Milwaukee & Puget Sound road, to "move in straight lines" whenever possible except in the climbing of mountains. The result is seen in a most remarkable series of bridges trestles and tunnels, bringing the distance by rail from Chicago to Seattle down to 2,175 miles—from 50 to 144 miles shorter than by the three other trans-continental lines which reach Puget sound, Robert L. Nitouche, who has been in close touch with the construction companies in Montana, Idaho and Washington, has returned to Chicago with the report that freight trains will be running over the whole system in May.

"Harking back to the days when Jay Cook was stalled at Bismark in his effort to build the Northern Pacific across the continent," he said, "and then looking at this giant achievement of the new century, one is forced to marvel at the methods which make it possible to build railroads at such speed. In the nearly three years since April, 1906, the construction companies at work on the Pacific extension have removed 60,000,000 cubic yards of earth, cut 260,000 cubic yards of tunnel through the Rocky Bitter Root and Cascade mountains, put up twenty miles of steel bridges and laid 200,000 tons of rails at a total cost of 185,000,000."

Col. Askwith, superintendent of the Masonic home, was a passenger on the morning train for Omaha where he will look after business matters during the day. From Col. Askwith it is learned that there is every probability the home will soon be equipped with its own lighting plant, arrangements to this end being now under way, and he believes that later it will be necessary to install a private water plant owing to the heavy demands for water and the large consumption at the plant. These improvements will be very valuable and greatly improve the establishment.

DAILY PERSONAL NEWS

Short Items of Interest From Saturday Evening's Daily Journal

Miss Margery Walker of Murray has been spending several days in the city the guest of Miss Florence Dovey.

Walter L. Propst is attending to business matters today in Omaha being a passenger for that city on the morning train.

A. S. Will is looking after business matters in Omaha today being a passenger for that city this morning on the early train.

L. H. Petersen, wife and son departed this noon on the fast mail for Plainview where they will visit with relatives over Sunday.

Mrs. Bertha Todd and brother Clyde Adamson were passengers on the fast mail train for Omaha where they will spend the afternoon.

J. C. Brady who is now located at Fremont came in several days ago for a brief visit with his parents returning to his work this noon on the fast mail.

Frank Sitzman and family were among the passengers on the mail train for Omaha where they will spend the day and Sunday visiting with relatives.

F. M. Young, jr., came in this morning from his farm near Murray and was a passenger on the mail train for Omaha where he goes to look after business matters.

W. H. Heil, the proprietor of the Pleasant View stock farm near Cedar Creek was in the city today looking after business matters.

George N. LaRue, the prominent citizen of Union, is looking after business matters in the city today, coming up this morning on the M. P.

Wm. Puls, jr. one of the best young business men and farmers from Murray and its vicinity was in the city today attending to business matters.

C. L. Asemissen departed this morning for Woodlands, Can., where he is looking for a location. He expects to be gone for some sixty days and will carefully investigate the possibilities of that point as a business location. He has not fully determined upon his location and will not until he has made a careful examination of the business possibilities. It is a matter of regret to lose so good a man and citizen as Mr. Asemissen and his many friends hope that he will be as prosperous in his new location as he had been in this. His mother Mrs. H. L. Asemissen accompanied him as far as Omaha.

Nick Halmes, the popular farmer west of the city, was in town looking after business matters.

Wm. Thomas of Nehawka, came in yesterday to attend to business being a guest at the Perkins.

Mrs. Julius Neilson is spending the day in Omaha having been a passenger for that city this morning on the early train.

Mrs. W. C. Irwin and her mother Mrs. Heine, departed this evening for Chicago, Ill., where they will spend several days visiting with relatives and friends.

Robt. Hays, accompanied by Misses Genevieve Howard and Edith Pitz were passengers this noon on the mail train for Omaha where they will spend the afternoon.

Former Senator S. L. Thomas is among those having business in Omaha and Council Bluffs to look after this afternoon being a passenger for the cities on the mail train at noon.

John Kraeger, the prominent stock grower and farmer from west of the city is spending the day with the merchants of the town today, driving in this morning from his farm.

Mark White, the popular Rock Buffite and prominent member of the Bucks of the Timber, with his estimable wife, was spending the day in the city, looking after business matters.

George Horn of Cedar Creek, the popular representative of the Woodmen Accident Association was in the city this morning having come down from his home to look after some business matters in the city.

Joe and Frank Libershal, Frank Koubek and Fred Hesse made a trip to Omaha this afternoon, traveling all together and each one looking after the others. They expect to have a happy trip and return just as they started.

Mrs. Nora England was expected to arrive in the city this noon on the mail train from her home at Hamburg, Ia., for a visit with D. J. Nair and family Mrs. Della Trosper came in last evening from Elmwood for a visit with them and Roy McCoy and family came in several days since from Ponca, Okla., for a like purpose. It is the intention to have a big family reunion at the Nair home tomorrow and the members of the family will doubtless have a highly enjoyable time. Further particulars of this delightful affair will appear later.

BIG REDUCTION ON PLUMBING GOODS

AIR PRESSURE WATER SYSTEMS!

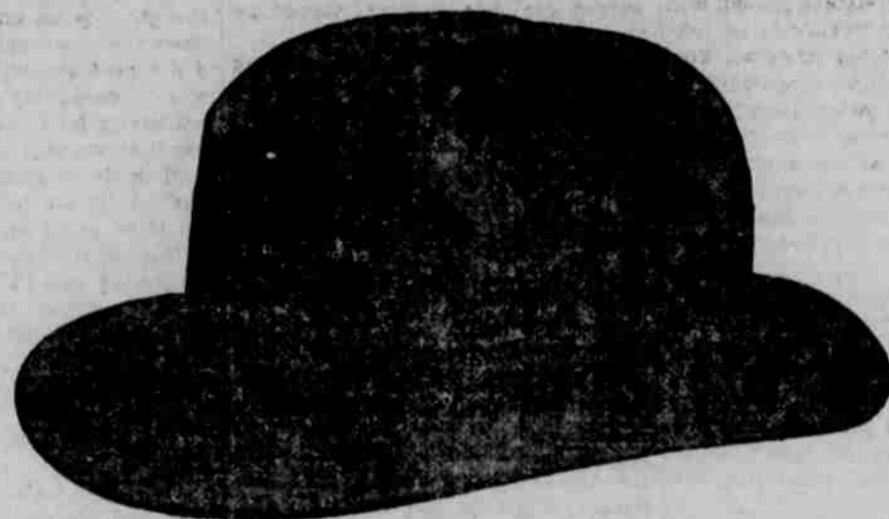
Within the last sixty days we have made some extraordinary low purchases on Plumbing Goods, and have the largest line of Bath Tubs, Closets, Lavatories and Sinks ever shown in Plattsmouth at remarkable reduction in price:

- Bath Tubs, white enameled . . . \$15.00 and Up
- Lavatories, " " . . . 6.75 and Up
- One-Piece, white enameled Sink and back . . . 9.75 and Up
- Low-Down Closets . . . 14.50 and Up
- 18x30 flat rim Sinks, white enameled . . . 3.00 and Up

We can also make Kewanee Air Pressure Water Systems at a big reduction over former prices. Remember you can see what you get when purchasing from us, as we have six styles of tubs, six styles of lavatories and three styles of closets in stock and on display.

JOHN BAUER,

Plattsmouth, : : : Nebraska.



You're going to put you're old head into a new hat one of these days in the near future.

If your head is the least bit irregular, (9 out of every 10 are) you'll get a misfit. Chances are the man that's selling you will stretch the hat with an old out-of-date wooden stretcher, or if it's a little large he'll pad it.

That's all nonsense, don't stand for it.

IF YOU COME HERE: First we'll show you by far the largest assortment of hats that has ever been shown in Plattsmouth. Second we'll make the hat fit your head exactly for as long as you can wear it. This we do by means of our new French conformateur, which device takes the exact shape of your head, heats the hat and shapes it permanently.

Another thing we do is to put your name in the hat.

We'll be glad to shape your old hat for you, if you'll bring it in.

Stetsons \$3.50 to \$5.00

Fried's & Albertini's \$2.00 to \$3.00

Others \$1.00 to \$2.00

Falter & Thierolf

VALUE GIVING CLOTHIERS