

The Plattsmouth Journal.

SEMI-WEEKLY EDITION—EIGHT PAGES

VOLUME XXVIII

PLATTSMOUTH, NEBRASKA, MONDAY, AUGUST 23, 1909

NO 62

THE MERCHANTS' BIG CARNIVAL

An Enthusiastic Meeting of the Committees Last Night

A meeting of the executive committee in charge of the carnival was held last night and it was a largely attended and enthusiastic one. The members of the committee arrived full of good news and the meeting was pronounced one of the best yet held. An especially flattering report of arrangements for Labor day was received from General Foreman Hayes of the Burlington. He had had the matter of a joint celebration of the day with Havelock up and it had been well received by the latter city. The people of that place will attend in force and there will be all kinds of contests arranged between the shophmen of the two places. Mr. Hayes states he had received assurance that the Havelock ball team and a strong team of track athletes would be on hand and that they would come prepared for gore. There will be a big wrestling match between the champions of the two shops, which will be a splendid contest and well worth traveling miles to see. A foot race for a good purse between the fastest runner in the local shops and Havelock's champion will be on the program, and it will be exciting in the extreme. The remainder of the athletic sports will be highly interesting.

The live stock committee reported that there was every indication of a monster exhibit, and that some of the best cattle ever shown in Nebraska would be on the ground for the occasion. Ample space for this display has been arranged for, and those exhibiting will find themselves well cared for. A large number—far more than anticipated—of the stock growers in this section have agreed on entering their cattle, and the several breeds will have excellent representation. The horsemen of this section have also taken a deep interest in the proposed display, and there will be a large number of prize-winning stallions with their get on the grounds. At the request of the several horsemen they will be allowed to make their own arrangements for exhibiting their animals, and this makes a big display sure. A large number of raisers of pure-bred hogs will be on the ground, and their display promises to furnish a most interesting feature of the biggest exhibition ever seen in this section. The poultry fanciers of the county are enthusiastic over

the showing to be made of their fowls, and already enough entries have been made to insure a great big chicken show. A set of competent judges will be chosen for the live stock, horses, hogs and chickens, comprising some of the most noted judges in the country, and the awards will be strictly on the merits of the animals and fowls. Another striking feature of the opening day will be the parade of the animals. It is proposed to have all the cattle and horses in line and give the people a grand free street parade of the beauties of Nebraska stock. This will be something in itself sufficient to attract vast crowds. The details for arrangements for Pioneer's day were discussed at some length and the committee had in a flattering report on the outlook. There will be a vast number of the old-time Plattsmouth and Cass county people present and a grand good time assured. This day will be the day when the Ft. Crook ball team will be here, and a special train from that place is expected to bring hundreds to swell the crowd and root for their favorites. It now looks as if Pioneer's day would be one of the prize winners in the celebration. The Merchants' day program is not in as forward shape as could be hoped for and more work is required at once on this. The matter of the pure food show seems to be about to go by the board for inattention, and the committee in charge of that celebration needs stirring up and to get busy. This ought to be one of the great, big days, but work is needed on the program and the arrangements, and that at once. Sports and games are coming along nicely and a good program is being arranged. The great, big spectacle will be the automobile races, which will be over a course some eight miles in length and with all conditions of track. This will be a splendid test for the machines and well worth taking in. The snorting, puffing and throbming machines will dash over the course in record time, and the spectacle will be one to thrill and excite the spectators.

Altogether the meeting was a great one and shows that every one is alive to the importance of making September 1 to 6 red letter days in Plattsmouth annals, and that there will be the biggest time ever given in Cass county on those dates.

A Trip Hugely Enjoyed.

W. D. Jones is at home again after spending four days at the camp at Cedar Creek. He is looking fine and brown as a berry from his short vacation and reports that he had an immense time and enjoyed himself hugely. The party camping there is composed of Pollock Parmele, Ben and Sam Windham and Dwight Patterson, and they have been getting all the enjoyment out of the trip. They have caught some fish, mostly sunfish, as the bass are not biting yet. Hon. R. B. Windham went out last evening to spend some time with them, and W. H. Newell was also a visitor at their camp for several days.

Delightful Lawn Social.

The Presbyterian young people last evening gave a most delightful lawn social at the home of J. M. Roberts on High School hill. The handsome and spacious lawn was decorated for the occasion, myriads of Japanese lanterns shedding light over the grounds and making the cool, pleasant evening most enjoyable. There was a large attendance and a rare time had. Ice cream and cake was served and the entire evening was made one long to be remembered as a most pretty affair.

Returns to His First Love.

Dr. R. L. Newell and wife, who formerly resided here, but later in Omaha, have become citizens of our village again, and the doctor has opened his dental office in the Davis building, east of the bank. His ability as a dentist is already known to Union people, and we are pleased to welcome him and his estimable wife as permanent residents of our village.—Union Ledger.

Wedding Bells.

On last Sunday evening, while all was going as merry as a marriage bell at the chautauqua the marriage of William Sargent and Mrs. Dora Wadick occurred at the Christian parsonage, Elder L. A. Chapman officiating. The bride was attired in blue silk with a hat trimmed with lilies of the valley. The groom was neatly dressed in the regulation black.

The wedding was a quiet affair, Howard and Glenn Wadick, the two little sons of the bride, being the only witnesses of the marriage outside of the pastor and his wife.

The bride and groom will be at home in the Sargent residence after September 1.

The Leader-Echo joins with a host of friends in this entire community in wishing Mr. and Mrs. Sargent much happiness and a long and successful career together.

They are both very popular in this community, and each being the owner of property in Elmwood, bid fare to become lifelong residents in our beautiful village.—Leader-Echo.

Card of Thanks.

The undersigned desires to extend his sincere thanks to the shop boys and the members of the fire department for the splendid work they did in saving his property from destruction or loss by fire yesterday afternoon. He appreciates the care they displayed in removing his goods to safety and afterwards replacing them in his home without loss to him. GEORGE GOBELMAN.

John Group of Louisville is spending the day in the city on business, coming down this morning on the Schuyler.

RAILROAD CONDITIONS

Burlington to do a Great Amount of Building on Their Lines in Nebraska This Year.

The New York Journal of Commerce, discussing railroad conditions in the country, prints some interesting news. Among other things it speaks of the action of the Burlington in ordering structural steel for new shop buildings in Nebraska. Presumably this means buildings at Havelock, although there is nothing in the article to make this certain. The article in part is as follows:

"The rail contracts placed aggregated 45,000 tons, including girder rails and light sections. Bridge orders have been numerous, but very small individually, the largest contract being for the Winston & Salem railroad, requiring 4,000 tons of steel. This contract was divided between the Pennsylvania Steel company and the Virginia Bridge company. The Pennsylvania Steel company has also received supplementary orders for two small bridges for the Erie and four small bridges were also placed by the Pennsylvania lines west: by the New Haven, the Baltimore & Ohio and the Norfolk & Southern, while the C. B. & Q. have ordered 1,000 tons for railway shops in Nebraska. The total railway structural contracts placed during the week aggregated about 9,000 tons. The principal work now in sight includes 22,000 tons for the New York, Westchester & Boston railroad, bids for which go in today, and 9,000 tons for the Pullman car shops, contracts for which are expected any moment.

"Railroad activity is probably best expressed in the placing of contracts for cars than for other equipment, and additional important contracts probably will be placed within the next few weeks. The Baltimore & Ohio a few days ago finally placed orders for upwards of 3,700 cars, details of which have already been given, and they are still negotiating for 2,000 cars. Other car orders pending include 2,000 for the Rock Island, 1,000 for the Pittsburg & Lake Erie, 1,000 additional for the Burlington, while the Merchants' Dispatch is to build 1,000 refrigerator cars in its own shops and is now negotiating for 3,500 tons of steel under-frames. In addition to the Baltimore & Ohio contract, small orders have been placed by various roads aggregating 110 cars. Contracts for locomotives have been released a little more freely, and within the week the engine builders have booked orders for seventy-five. The principal contracts, as already noted, include twenty-five for the Great Northern, seventeen for the Northern Pacific and five for the Burlington. The other orders were small, ranging from one to seven each. It is also understood that the Baltimore & Ohio has virtually placed an order for sixty-eight locomotives.

"Additional evidence of returning prosperity is furnished by the fortnightly figures regarding the supply of idle freight cars just given out by the American Railway association. In the two weeks ended August 4 no fewer than 36,181 cars were put into commission, or about 15 per cent of the entire surplus, which on July 21 stood at 242,354 and is now reduced to 207,173. This compares with a surpluse of 333,019 cars on January 6, and constitutes the largest reduction made in any fortnight since September, 1908. Of the additional equipment placed in service, 12,575 are box cars, 17,189 of the coal, hopper and gondola varieties and 2,986 flat cars. The total surplus now reported is less than since December 9, 1908, the surpluse of box cars smaller than at any time since April 28, that of flat cars smaller than for any time within a year and of coal, hopper and gondola cars smaller than on any date since December 9 last. The surpluse now reported is about 50 per cent of the maximum of 1908, which was 412,338 on April 29 of last year and is 74,448 below the corresponding period of last year. Should the present ratio of putting cars into use for mercantile purposes, coal and ore hauling and transportation of the crops continue the roads will experience a serious shortage before October."

Adam Hill is spending today in the city attending to business matters, driving in from his farm west of the city.

Married in California.

The following, taken from the Pasadena (Cal.) Daily News, relates to the marriage of a former Cass county young lady, Miss Harriet Inez Hesser, daughter of W. J. Hesser, a former resident of the county, and a young lady who was born and raised in this vicinity. She has a great many friends throughout eastern Cass county who will extend their best wishes and hopes for a long and happy wedded life:

One of the prettiest weddings of the week took place Thursday afternoon at 3 o'clock when Miss Harriet Inez Hesser, daughter of Mr. W. J. Hesser, 2265 San Pasqual street, became the bride of Mr. Roy R. Davis of Grant, Neb.

The ceremony took place on the lawn under a large palm, and was most impressive. Rev. Matt S. Hughes, pastor of the First Methodist church, of which the bride is a member, officiated. Miss Gertrude Pitman, an intimate friend of the bride, was the maid of honor, and wore a charming frock of pink. Joe Giddings acted as best man.

The bride, who is a beautiful brunette girl, looked very pretty in her wedding gown of filmy white material, elaborately trimmed with lace. She wore no veil, but carried a beautiful bouquet of pink Cecil Bruner roses.

Miss Kahler played the bridal chorus from Lohengrin as the bridal party came onto the lawn, and during the ceremony she played softly several beautiful selections.

After the solemn words had been spoken which made them man and wife, an informal reception was held in the house, which was decorated in pink Mamon Cochet roses and ferns. Long tables were decorated with the pretty blossoms and ferns, and here the collation was served. Punch was served during the afternoon by Miss Bertha Pitman and Miss Nellie Younger.

Mr. and Mrs. Davis left in the evening for a wedding trip to Seattle and other interesting northern points, after which they will go to Grant, Neb., where they will make their home. Dr. Davis is connected with his father in business. The bride's going away suit was of tan, and she wore a becoming large black hat.

Among the guests at the wedding were Mr. W. J. Hesser, father of the bride; Mrs. Emma Van Cleave, Mr. and Mrs. Sam Gaten of Wyoming, Mr. and Mrs. Ed. Hesser of Los Angeles, Mrs. Young and daughters, Miss Lillian Young and Miss May Young; Mr. and Mrs. Charles McCormick, Mr. and Mrs. Renner, Miss Ina Renner, Mr. and Mrs. Warwick, Mr. and Mrs. Cassell, Fern Cassell, Milo Cassell, Mrs. Engals, Basil Engals, Mr. and Mrs. Kegress, Mr. and Mrs. Monroe, Mr. and Mrs. Younger, Miss Nellie Younger, Miss Gertrude Pitman, Miss Bertha Pitman, Mr. and Mrs. Johnson, Joe Giddings and others.

Will Have Special Train.

Agent Norton of the Missouri Pacific this morning received a dispatch telling him that the railroad would operate a special train from Elmwood to this city on Thursday, September 2, leaving that place at 8 a. m., and returning, leaving this city at 7 p. m. for a guarantee of \$117. This is the train asked for by the Commercial club, and it will doubtless be secured. The train should have been secured from Eagle to this city, as there are quite a number in that city who desire to come here for the reunion and festival. The train also leaves this city too early to be satisfactory and it should leave not earlier than 9 p. m., and 10 o'clock would be better yet. The matter is now well under way, however, and doubtless some action will be taken at once which will enable the committee to advertise the train as a sure thing.

Suffers Severe Injury.

Hugo Asemussen yesterday had the misfortune to badly crush several of his toes on his left foot. In lifting a radiator from the floor, it slipped and fell, catching the foot beneath it and crushing it quite severely. He at once had a physician summoned and a hurried examination took place. This did not disclose the presence of any broken bones, owing to the swollen condition of the foot which had quickly swelled to several times its natural size. It is to be hoped that no serious results follow his unfortunate experience with the big mass of iron, and that he can soon discard the cane he is using.

Narrow Escape From Drowning.

According to J. R. Denson, there was a very narrow escape from drowning last evening on the Missouri river, near Rock point. John Richardson, who has been engaged in fishing near that place for some time past, was out in a boat in company with his two young sons, Floyd and Hertzell. The latter, who is the smallest, was dabbling his hands in the water when in some manner he lost his balance and fell in to the river. At the time his father was engaged in baiting his lines and did not notice anything wrong until it was too late. They were fishing at the time in mid-channel, where the water is of unknown depth. Hearing the boy fall out of the boat, Mr. Richardson plunged in and swam to save him. He reached him just as he went down for the third time and caught him by the arm. Mr. Richardson, who is a powerful man, had his hands full to sustain the well nigh drowned boy and save himself in the swift current while waiting for the boat. In the meantime Floyd, the other boy, had lost control of himself and seemed unable to handle the boat. At last he mastered himself and, recovering his presence of mind, rowed quickly to the spot where he assisted Mr. Richardson and the other lad into the boat. They were very nearly exhausted and at once put for shore, thankful to have both escaped from a watery grave.

More Damage Than Reported.

The fire, a brief mention of which was made in yesterday's paper took place just as the Journal went to press and details were not available until today. It occurred in what is known as the Egenberger property on south Sixth street and created more damage than the first reports indicated. A wood shed and part of the house caught, the estimated loss being in the neighborhood of \$150. The house which is a double one, part of which is occupied by the family of George Gobelman caught and was in imminent danger of burning when the department arrived and speedily put out the flames. The woodshed was entirely destroyed. Shop men seeing the flames left their work and hurried to the scene, rendering excellent work in removing Mr. Gobelman's household goods in safety. These were taken out carefully and when the fire was out, taken back by the department and the shopmen without loss to Mr. Gobelman, something which he much appreciated.

The property was insured by Mr. Egenberger in the Delaware Insurance company for \$400, the policy being in full force and effect, consequently his loss will be nothing.

Kill The Curs.

Some weeks ago the Journal entered a protest against the constant run of dogs upon the public streets and called upon the city authorities to take steps to suppress them. Ample time has passed and no steps whatever have been taken to suppress this nuisance. It is something which is a disgrace to any community to have the streets infested with snarling, barking, yelping and fighting curs and the authorities can do nothing better toward earning their salaries than to cut loose with their guns and rid the town of a lot of them. In addition to the spectacle which is presented, there is the constant danger from persons being bitten. This summer there have been a number of cases of dog bites reported, fortunately none of them serious, but with the prevalence of the canines upon the streets, a bad case may occur any day. At the Burlington station this morning the spectacle which greeted ladies who were there waiting for the trains. Let the authorities wake up and proceed to clean out a lot of these curs and receive the thanks of the public for their work.

May Leave Plattsmouth.

A. Clabaugh, manager of the Nebraska Lighting company, is spending today in Omaha, having reached this city from Shenandoah, Ia., last evening. He did this by striking an automobile ride from that place to Nebraska City, where he caught the M. P. train. Mr. Clabaugh has the offer of the management of the Shenandoah light plant under consideration, and it is possible he may accept same and leave this city, a thing to be regretted, as he is a hustling and energetic manager, and has made himself well liked since he took hold of the local plant.

County Attorney Ramsey is spending the day in Omaha looking after professional business.

Not a Passenger Killed.

A report from Chicago says that the Burlington and Pennsylvania railroads have passed a year of operation with a record of not having killed a single passenger. The report reads:

"During the last fiscal year the Burlington road operated its passenger trains without having killed a single passenger. This remarkable record was equaled, so far as known through any official announcement by only one other road, the Pennsylvania. The year during which this record was made closed June 30, 1909, but the figures giving the number of passengers carried have not been compiled. The Burlington record, together with that made by the Pennsylvania, indicates that the railroads are progressing in the art of safe operation of railroad trains. This is accounted for by operating men by the extension of the block signals, by better discipline and by improved methods of track construction and maintenance."

An operating official high in the councils of Burlington chiefs said during the past year that safe operation of trains is regarded as one of the surest devices of cutting down operation cost. The Hill idea is to eliminate claims for damages resulting from train accidents and thus cut down money paid for damages and for court costs and attorneys' fees. He declared that the railroads are now moving rapidly toward a period when the number of court suits will be materially reduced and the law courts will be resorted to only when there is no other equitable means of settlement. If train accidents can be prevented one item that has drawn heavily on the operation expense account will be eliminated.—State Journal.

Will Exhibit Fine Stock.

C. Bengen and wife came in this morning from their home near Myrard and are attending to business matters in the city. Mr. Bengen is one of the best fancy stock raisers in the county, and he intends to attend the fall festival stock show here and bring in some of his best animals, so that people in the county can see what is being done in the way of raising fine cattle. From those acquainted with his herd, it is learned that his animals are among the very finest in the state, and the show will be helped a great deal by his decision to exhibit. His neighbor, George Kaffenberger, also a breeder of fancy stock, will also have a fine lot on exhibition, and the rivalry between them, which is entirely friendly, will be quite spirited and promises the very best of animals on exhibition.

Loses His Fore Finger.

T. W. Vallery, the well known citizen of Murray, last evening suffered an accident which cost him the fore finger of his left hand. As he was engaged in piling some heavy timbers at his home he had his finger in some manner caught between two of them, and the same was badly crushed and broken. Help was quickly at hand and he was hurriedly taken into a rig and brought to this city, where surgical aid was summoned. It was found on examination that the finger was so badly crushed and bruised that amputation would be necessary and the operation was performed at once. Mr. Vallery's many friends in this city and throughout Cass county will hear of his misfortune with regret, and trust that it will not be a great while until he has quite recovered from the ill effects of the injury.

Will Return the Compliment.

Messrs. Charles A. Maloney, John Drexel and E. P. Brandt of Omaha and ex-Mayor Gering, who constituted a committee from the Knights of Ak-Sar-Ben, returned to Omaha last evening after having canvassed the business men of the city for a special train to Omaha on Monday, August 30 for initiation into the Ak-Sar-Ben. According to the gentlemen the special, which is assured, will be met at the Burlington station by street cars, which will take the visitors directly to the den, where a time will be shown them. A special will return to this city after the harrowing rites have been finished. The knights have promised to send a large delegation to this city during the fall festival and to return Plattsmouth's good will with interest.

William Pals, Sr., is spending the day in the city attending to business matters, having driven in from his farm this morning.