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THE COMPLETION OF THE PLATTE RIVER AUTO AND WAGON BRIDGE

Means a Big Thing for Plattsmouth—Will Begin Actual Construction of the Bridge Next Week—Five Carloads of Material Already On the Ground and Twelve More Enroute.

The Plattsmouth Auto and Wagon Bridge company expects to have the new bridge over the Platte river ready for traffic on October 1 of this year. This is the bridge that will put Plattsmouth on the map as an important point on the Omaha-Kansas City road, agitation for which had already been started in Omaha and Kansas City and at many points on the road between, such as Nebraska City, Auburn and Falls City.

The promoters of the new bridge are frank in saying that the people of Plattsmouth have not fully realized the vast importance of this bridge to the town. After the bridge is completed practically all of the automobile traffic between Omaha and the south will be via Plattsmouth. Tourists between Omaha, Lincoln and other points to the west can just as well come through Plattsmouth as Louisville.

This structure will open up to Plattsmouth merchants a splendid strip of territory that is now practically cut off from coming here except on trains. It has been feared by some that the opening of the bridge would benefit South Omaha and Omaha to the detriment of Plattsmouth. This fear can be proved groundless by going across the river and talking to the farmers who want to come to Plattsmouth to sell their produce and to do their trading.

To a local business man, one farmer in the territory that the new bridge will make contributory to Plattsmouth, said: "When that bridge is completed I am going to do my trading at Plattsmouth and will haul my produce there. I would rather trade at a small store, any way. I go to South Omaha and they don't know me, even after I have been there a dozen times. I like to trade at a place where the merchant knows me by my first name, who knows just what kind of a man I am, how much my word is worth, and who will give me a square deal at all times. Plattsmouth merchants can build up a good patronage on this side of the river if they go after it."

This is a fair sample of how many of the farmers just across the river from Plattsmouth talk. One farmer, who lives seven miles from Plattsmouth and nine miles from South Omaha, said that Plattsmouth would get most of his trade.

Just at the present time cross-state roads and "city-to-city" roads through several states are being discussed in a dozen states. A score or more of cities in central Missouri are fighting to get on the route of the St. Louis-Kansas City state highway. Being on this road will be of as much value to a town as the coming of a new railroad. This one good road will not only put the town on all the

cross-state travel, but will be a road that will be of immense local benefit, as farmers can drive to the state roadway and then to the town where they want to trade. After the state road is built the farmers will want to build good roads connecting with the state road. Plattsmouth people are familiar with the state highways that run across Iowa, and have doubtless read many newspaper accounts of the Kansas City-Des Moines road, the official route for which has been determined.

Plattsmouth will owe a debt of gratitude to the bridge company for enabling this city to be on the Omaha-Kansas City highway, a road for which there is a greater demand than the Kansas City-St. Louis or the Kansas City-Des Moines roads.

When the new structure is open for traffic it will be up to Plattsmouth citizens to make the most of its new opportunity. Its citizens must begin the agitation of the Omaha-Kansas City highway, and must get back of the Good Roads association to see that no farmer stays away from Plattsmouth because of a bad road. This must be made a stopping point for the tourists who will pass through the town.

Twelve cars of material for the new bridge are already here, or on the way. Five cars have already been unloaded. Next week Glenn Smith of the Nebraska Construction company will start his gang of men to work on the big bridge. The county has purchased a strip of land for a new road to the bridge, and Road Overseer Mike Lutz has a force of men at work now cleaning up the newly-created highway. To Martin Freidrich, commissioner from this district, is due much credit for his work in making the new bridge of value to the people of the county by planning good roads to the end of the bridge.

The personnel of the company building the structure is familiar to local people. T. H. Pollock of this city and R. A. Duff, a capitalist, automobile dealer and good roads enthusiast of Nebraska City, are the men who have made the building of the bridge possible.

The bridge is to be 1,736 feet long, of which 680 feet is to be of steel construction. There will be four 85-foot spans and one 40-foot span at the south end extending across the channel of the Platte, then a heavy wooden pile bridge for 1,400 feet, and then five 60-foot steel spans to the landing on the north side of the river. There will be a tollkeeper's dwelling on the Cass county side of the river.

The company is capitalized at \$50,000, and some stock is now being sold to local parties, though the structure will be built whether citizens buy much of the stock or not.

MISSOURI PACIFIC SUED FOR \$1,999 DAMAGES

Petition Alleges That Railroad Company Did Not Have Platform Lighted.

From Friday's Daily. On October 10, 1910, William R. Sperry purchased a ticket for passage on a Missouri Pacific train between Omaha and Mynard. He reached the latter place, according to his petition, shortly after midnight, and in walking along the platform fell to the ground, a distance of three or four feet, and sustained serious injuries, among them torn muscles and tendons of leg; back bruised and wrenched; spine severely injured, which caused a partial paralysis of the bowels, and other internal injuries.

He alleges that his fall from the platform was due to the fact that the railroad company had

provided no light upon the platform or depot, and was not due to any contributory negligence of his. He further states that the steps leading from the platform were too narrow and wholly inadequate for the size of the platform. For his injuries, which caused his great suffering and kept him from his regular employment for six months, he asks damages from the railroad company of \$1,999.

The suit was filed by his attorneys, Matthew Gering and C. E. Tefft.

Taxing Examinations.
From Friday's Daily. The following are taking the regular county leathers' examinations today: Miss Jessie Harmer, Weeping Water; Miss Anastasia Tighe, Wabash; Miss Mildred Coon, Lincoln; Misses Fern Shrader, Ima and Ula Heebner and Mr. Lowell Massie, all of Nehawka.

Old Settlers' Reunion.

A business meeting was held at the bank Wednesday afternoon to complete the plans for the old settlers' reunion, to be held here August 11 and 12. One of the important items of business was the acceptance of the Elmwood band's proposition to furnish music both days. Indications are that there will be plenty of good shows and novelty stands, and a good program is being arranged for each day. A few committees are to hustle from this date and see that everything is attended to in due time.—Union Ledger.

MARRIED AT FIFTEEN IS DIVORCED TODAY

Weeping Water Girl Found Little Pleasure in an Early Marriage, Following Short Courtship.

From Friday's Daily. Love's young dream did not prove a howling success to one 15-year-old girl, as was revealed in district court today when Elizabeth Fields, now 20 years old, appeared before Judge Travis with her sister, Mrs. Wright, of Wabash, and her attorney, Judge A. J. Beeson, and asked that her marriage with Fred Fields be annulled and declared void.

When Elizabeth was 15 years old she met Fred Fields, whose occupation was a rare one, being an actor-sign painter. Elizabeth knew she was rather young to consider marriage proposals, but her sweetheart's tales of gallant deeds before the footlights—and probably of marvelous signs he had painted—completely took her tender heart by storm, and on a balmy April day in 1906, at the town of Moorfield, the wedding bells rang for her—just three months after she had met him.

But the memory of those bells were short-lived. She learned that Fred did not live up to his line of courting talk, and after one month and thirteen days of wedded life they separated and have not lived together since.

The petition stated that at the time of marriage Mrs. Fields was but 15 years of age and under the age of legal consent and incapable of contracting marriage. Judge Travis granted the wish of the petition and declared the marriage annulled. Elizabeth Fields now lives at Weeping Water.

The Band Concert.

From Friday's Daily. The fourth weekly concert by the Burlington band was rendered at the junction of Third and Main streets last evening, was largely attended and the music was simply grand. The applause from the audience at the close of each number was evidence sufficient that the music was highly appreciated. It can easily be seen at each succeeding concert that the band is improving wonderfully, and the music rendered right up-to-date and first-class in every particular. The concerts are proving more popular as they occur and become more largely attended. A central point on Main street should be arranged, as this moving around is not very satisfactory to the band or the people.

A Social Success.

From Thursday's Daily. The social given last night at the home of Mr. C. C. Wescott by the Woman's Foreign Missionary society of the M. E. church was voted a success, both socially and financially. The lawn was beautifully lighted with electric lights and cherry ice was served by young ladies of the church daintily dressed in white. After the excellent music furnished by the Burlington band, a large crowd of people found their way to the Wescott lawn and enjoyed the refreshments which were served there.

Complaint on Quarantine.

Some complaint has been made to the Journal that the board of health has been careless at times in guarding patients quarantined because of contagious diseases. The laws regulating quarantine should be strictly enforced.

The petition for final settlement was filed today in the estate of John M. Ruby.

BIG TIME PROMISED AT ASHLAND REUNION

Veterans of the Grand Army Will Get Together August 2 to 5 Inclusive.

The Grand Army reunion for the Eastern Nebraska district, to be held at Ashland August 2, 3, 4 and 5, will be the big event of the year for this part of the state. The people here look for an immense crowd. In addition to the special features of the program, a number of regular daily stunts will be pulled off. Among these there will be a daily balloon ascension and parachute jump, a thrilling slide for life—a woman will slide down a stretched cable by her hair, starting from the cupola of the high school and landing near the park.

August 2, the first day, will be devoted to the registration of old soldiers and assignment of quarters. This will be "getting acquainted day." In the afternoon a good baseball match will take place. Concerts will be given daily by the Ashland band. A dancing pavilion will be provided and there will also be numerous side-show entertainments.

The second day will be "Soldiers' day." The United States regulars, who are holding their annual rifle practice at the rifle range north of town, will monopolize the center of the stage. They will give an exhibition of rapid-fire guns with their noted mule battery and go through regular military maneuvers and other drills. In the afternoon a great ball game will be the feature between the soldiers and Greenwood.

"Governor's day" will be Friday, when Chester H. Aldrich, governor of the state, will deliver an address at 2 o'clock in the afternoon, preceded by a patriotic flag drill, participated in by twenty-five appropriately dressed school children, drilled by Miss Hendricks, one of Ashland's popular school teachers. In addition to this—and the regular features—the Murdock and Ashland teams will cross bats in what promises to be one of the best games of the reunion.

A number of good horse races will be pulled off Saturday, including running and novelty races. Races open to all, with prizes to the winners. The Memphis Stars and Fairland teams will play ball in the afternoon.

There will be many features not enumerated above, besides other speakers in addition to the governor.

False Representation.

Plattsmouth, Neb., July 14, 1911. To the Public: Certain representatives of other makes of gasoline engines have spread abroad in this vicinity many falsehoods and misrepresentations as to "The Chopie Gasoline Engine," and "The Chopie Gasoline Engine company." Therefore, we, the undersigned Board of Directors of the Plattsmouth Commercial club, hereby inform the public that "The Chopie Gasoline Engine Company" is permanently located here. "The Chopie" gasoline engines are guaranteed in workmanship, material and horsepower rating. If it is not as represented your money will be refunded by the company. We have no hesitancy in giving "The Chopie" gasoline engine our fullest endorsement.

T. H. Pollock, President.
J. P. Falter, Vice President.
E. H. Wescott, Secretary.
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A. S. Tidd,
Board of Directors.
7-14-3td-4tw.

Meets August 14.

The Cass County Teachers' institute will convene at Weeping Water August 14, next, and continue for one week. A fine program, good instructors and pleasant surroundings.

P. T. Becker and wife left for Omaha on the early train.

Engineer's Narrow Escape.

Edgemont Express: Engineer Wehr had an experience Tuesday night or rather morning, that will give him thrills for all time to come, whenever he thinks of it. As he rounded a curve this side of Newcastle, he was horrified to see fire and smoke curling up from the banks of a creek that was spanned by a thirty-foot bridge. It was too close to stop and the bridge looked all right, as the top coating of metal was still in place, so he threw the throttle wide open, the engine gave a tremendous jump ahead, breaking loose from the train, and with several mighty bucks reached the other side just as the bridge fell under the cars that followed. An engine was called for, and hitching to the pay car pulled the cars back on the track. A temporary bridge was soon constructed and traffic again resumed its accustomed run. The only thing that saved the engine was the four rails that held the steel cover on the bridge and the dirt that partially kept the bridge from burning.

COMING BACK TO THE OLD DAYS OF GUIDE POSTS

Guide Posts Will Prove a Great Boon to the Traveling Public, Especially Automobileists.

There are a great many people out here in this prairie country who hold an affectionate remembrance of the old guide posts that marked the highways in the east in the days before there were many highways west of the Missouri river, says the Lincoln Trade Review. Those old guide posts were a great boon to the traveler. When he came to a point where the roads forked or crossed at right angles there was no perplexity as to the right road to take for his destination. There was the tall post with the four wide arms and the hands pointing in the different directions. Jericho Corners was so many miles in this direction, Richmond so many miles on another branch of the road, and so the traveler knew his way all through the country by the friendly guide posts.

One of the happy things in this automobile travel is bringing back these old signs, which marked the distances. In the state of Kansas, always a little to the front in doing things, a law was passed last winter requiring guide posts to be planted at road intersections all over that state. Other western states are alive to the value in the comfort and pleasure in travel, that is going to come with the re-establishment of these marked places on the highways. Today in this country the automobile is annihilating distance. Fifty miles is but as five miles was a few years ago. Travel for business and pleasure is being multiplied a hundred-fold with the coming of the automobile, and the old guide posts are proving the fact that they, almost forgotten convenience, are coming back. Today lines of travel between towns and cities all through this west are being laid out, mapped and marked for the convenience of automobile travel. The guide post is as certain to be re-established here in Nebraska as good roads are sure to come. And as travel has already become such an important factor in the lives of all classes of people there will be a universal welcome for the return of the old friendly guide post, with its extended arms and the certain information in right direction and distance that these arms convey.

New Journal Reporter.

From Saturday's Daily. Mr. Dan McFarland arrived in the city this morning from Oklahoma to accept the position of reporter on the Journal. Mr. McFarland has been engaged on the reporterial staff of a number of the leading country dailies in the west and southwest and comes to us highly recommended, both as a gentleman of sterling qualities and a good reporter. We hope our friends whom he meets on the street will greet him cordially and give him all the news they have in store, and he will do the rest.

J. C. Seiver and wife went to Omaha this afternoon on business.

PIONEER NEBRASKA LADY PASSES AWAY IN OMAHA

Former Resident of Cass County and Well Known at Ashland and Elmwood.

From Friday's Daily. The World-Herald of this morning contains the following, in reference to the death of a most estimable lady and former resident of Cass county:

Mrs. John M. McCaig, a well known pioneer woman of Nebraska, died yesterday morning at 3335 Hamilton street at 1 o'clock. Death followed a condition of poor health for several years, through which time Mrs. McCaig attracted the devotion of her friends by her fortitude and lovable character. Her husband and two sons and two daughters survive.

Mrs. McCaig came to Nebraska when she was 15 years of age, about 1856, and was a resident of Ashland, where she married Mr. McCaig, now in business in Omaha. She has a wide acquaintance in this state through her long residence and faculty of holding her friends. A brother, Will Harmsberger, now resides in Ashland, which was her home until twelve years ago, when the McCaigs moved to Omaha.

The body will be taken to Elmwood for burial Saturday. Mrs. McCaig was a member of the Latter Day Saints church and was 70 years of age.

MRS. LOUISA NELSON LAID TO REST TODAY

Funeral Attended by Large Concourse of Sympathetic Neighbors and Friends.

From Saturday's Daily. Mrs. Louisa J. Nelson, whose death occurred last Thursday morning, was buried this afternoon at 2 o'clock. The funeral took place from the family residence, five miles south of town, the services being conducted by Rev. W. L. Austin of this city.

Those who served as pall-bearers are as follows: W. D. Wheeler, Oscar Gopen, Julius Pitts, D. A. Young, William Adams and B. L. Creamer. Among those who came from out-of-town to attend the funeral were Mrs. Myra Howard and Mrs. Axmaker of Greenwood, Charles McNurlin of Weeping Water and Miss Rosa Goglizer of Lincoln.

That Burlington Picnic.

The Burlington picnic has been changed from Beatrice to Crete. The committee made this decision on account of the heavy rains and flood at Beatrice recently. The date for the picnic has not been definitely settled, but it is probable that it will be held near the middle of August. It is expected that about 1,500 people will go from Havelock alone, while Lincoln, Plattsmouth, Omaha, Wymore and other towns, it is said, will probably bring the number to 5,000.—Lincoln Journal.

Before deciding on a location why not take Plattsmouth into consideration? We have several fine locations that overlook the Missouri river, where there are several fine springs and nice, shady groves, where a day's outing would be greatly enjoyed. Let the Commercial club extend an invitation to the Burlington boys and insist on their coming here.

For Woodrow Wilson.

From Friday's Daily. Mr. and Mrs. J. A. Walker of Murray drove up this morning to do some shopping, visit their old friends and look after some business matters. While here our old friend called on the Journal just to shake hands and reiterate the statement that he was for Governor Woodrow Wilson for president. Mr. Walker says Governor Wilson is the man for the people.

Haywood Eledge and Harlan Nelson, who have been working for the past three months with the Rock Island Railroad company at Caldwell, Kansas, arrived home yesterday evening.