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THE BURLINGTON MAY LOSE SEVERAL MILES OF ITS LINE ON IOWA SIDE

Missouri River Cutting Through Bottom Making a Detour of all Trains From East and South Through Plattsmouth—Hundreds of Workmen Trying to Save Track.

The Council Bluffs correspondent to the State Journal has the following bit of news relative to the Burlington main line from the Bluffs to Glenwood, which is of interest to Plattsmouth citizens:

"There is a possibility that the Burlington railroad will be compelled to abandon its main line to Chicago between this city and Glenwood, Iowa. For a week the company has had a big force of men at work trying to prevent the track at Folsom from being washed away. The Missouri river is now within thirty feet of the track for a considerable distance, and no trains have been running over the line for two days. Stub trains to Omaha from here are taking the place of the Chicago and Kansas City trains, which are now sent via Plattsmouth. The bluffs prevent the company from moving the track back from the river. General Superintendent Eustace of St. Louis came here to take charge of the force at Folsom. Five stub trains are being operated between here and Omaha to care for the business from here.

"The tracks of the Burlington were several hundred feet back from the bank of the stream. For three miles the river has cut up as far as these tracks and a long section of the roadbed has dropped out of sight.

"A mile east of Folsom there is an old creek bed that is now quite a large sized stream. It empties into the Missouri nearly opposite the south line of Cass county. Between where the cutting is now going on and this creek the land is level and low. Fears are expressed that if the river cuts through into the creek the channel of the river will follow the cut and the main current will move over from two to five miles east, leaving Plattsmouth inland. In this event it would leave the Burlington's bridge high and dry over a sandbar."

A Plattsmouth citizen was in conversation with Mr. Smart of Omaha recently, when that gentleman said that a fifty-foot dike above the cut at Folsom would stop the whole trouble, and this was the only thing that would be effective, but the government objects to a dike being built, as it would throw the water toward the west bank and eventually take out the made land between Plattsmouth and the mouth of the Platte river, thrown the channel again at the foot of Main street. The government a few years ago spent quite a large sum of money ripping the bank at the mouth of the Platte, and this work would be taken out should a dike be built at Folsom and the current turned this way.

TO MAKE PLATTS-MOUTH BEAUTIFUL

The Park Committee Getting in Their Work on the Tree Planting Matter.

The new park committee, recently appointed by Judge Travis, composed of Pat Eagan, C. A. Rawls and L. W. Lorenz, held a meeting recently and decided to go right ahead with the improvements mapped out by the old committee, and will plant trees, 150 fine specimens having been secured, and C. C. Despain, an experienced forester, will superintend planting the trees. Mr. Despain began on Washington avenue this morning and will fill in where the drought and small boys have killed the trees.

C. C. Wescott and J. M. Roberts have fallen in with the plan for "a city beautiful" and are having their property brought to grade and will both put in concrete walks. Already the grading is being done for them. As soon as the grading is completed Mr. Despain and his force of men will plant trees on both sides of Main street, commencing at Seventh and going westward to the Central school building. Should there be any of the trees left they will be planted on Chicago avenue. The committee is yet undecided as to just what further will be done on Main street. It has been suggested that a double driveway, with the center of the street parked and planted to dwarfed evergreens would make a nice showing from the Burlington station when it is completed and would be attractive to tourists. Some steps will no doubt be taken to protect the parkway on each side of the street to prevent the water from cutting ditches. It would be a fine improvement if Main street were paved out several blocks and the sides of the street parked. This improvement may engage the attention of the park committee also.

Returns From Arkansas.

John D. Tuff, who went south with his son-in-law, Riley Frady, last fall, arrived from Monticello, Arkansas, last Saturday and will make his home in Nebraska, during the summer at least. John finds it hard to accustom himself to dwell anywhere except in old Cass.

Commissioners View Road.

From Friday's Daily.

Commissioners Friedrich, Jordan and Heebner were shown over the Platte river road yesterday by a committee from the Commercial club composed of Messrs. Falter, Tidd and Schneider. They found a reasonably good road from this city to Orepolis, which can soon be placed in condition by the use of the grader. The road which is to be repaired covers about 80 rods leading from the road crossing the Burlington tracks east of Orepolis, west to the end of the Pollock-Duff bridge. The track ran near the river bank and the recent floods have deposited sand and debris over the roadway so that it is impassable. The board was impressed with the importance of having a road from the bridge this way, but were uncertain as to which of two plans should be adopted. One to transport clay and improve the sand-covered track formerly used, or purchase sufficient land for a roadway from Henry Born's, so that the road could be moved about forty rods south of the former road. The matter was left for the Commercial club to say which it wanted.

Laundry Changes Hands.

The Pierson Brothers have closed a deal whereby they part with the possession of the Plattsmouth steam laundry. The new owners, J. R. Enger & Co., took over the property Tuesday and have operated it since. Mr. Pierson will remain with them for a short time until they become acquainted with the trade. The new owners are experienced laundrymen, having worked at the trade in the best Omaha concerns, and they will be glad to show anyone interested just the kind of work they can turn out, which will be as good as the best. F. E. Pierson has a good position tendered him in Omaha, which he will probably accept.

Will Open Office Monday.

Dr. Harold Thomsen, the dentist, who has recently moved his family here from West Point, will occupy the G. Knapp residence on Grantie street. Dr. Thomsen will open his dental parlors, located over C. E. Wescott Son's store, next Monday, and will have one of the best locations in the city.

H. Norton was caller to Omaha on business this afternoon.

Son Doing Nicely.

From Friday's Daily.

Henry Creamer came home this morning from Omaha, where he went yesterday evening to see his son, Raymond, at St. Joseph's hospital. The young man is getting along nicely at this time and the surgeons think that he will be able to return home entirely recovered. Raymond has been suffering from tuberculosis of the spine and which seems to be the result of an injury received last fall when he was thrown from a horse.

REMINISCENCE OF THE CIVIL WAR

The Sultana Disaster One of the Worst Tragedies of the Civil War.

One of the greatest disasters that this country ever experienced is called to mind by the Titanic disaster at sea, and yesterday was the forty-seventh anniversary of one of the worst tragedies of the civil war, and which is still fresh in the minds of many of the old veterans who chance to be on earth today.

The Sultana went down when her boilers exploded near Island No. 10, ten miles north of Memphis, Tennessee. There were 2,000 union soldiers on board who were being conveyed north at the close of the war. About 1,900 of them were either killed by the explosion or were drowned in the river. Of twenty-two members of Company G, One Hundred and Second Ohio volunteers, two alone escaped.

At the time of the disaster the public mind was charged with other notable happenings. The war was over, and Lincoln had been assassinated but ten days previously and the Sultana horror attracted little notice. A pathetic feature of the disaster was the fact that nine-tenths of the victims were hospital patients or paroled prisoners, the majority of them being weakened by wounds, sickness, or lack of food, and consequently unable to help themselves when hurled into the water after being aroused from slumber by the explosion.

Half Holiday This Afternoon.

From Friday's Daily.

Every boy and girl in the grades who had put in ten hours at cleaning-up work or in aiding their tired mothers with the household toils were on hand at the schools this morning bright and early with the necessary certificate from parent or guardian. In one room the teacher had only four pupils out of forty-two who had not the necessary certificates, and she had to drone out the afternoon with four specimens of Young America in their seats. Another teacher was more successful, having but one left, with whom she labored the afternoon through, hearing all the classes in which the unfortunate youthful member of society happened to have coming off during the afternoon. At the Columbian school the children took on themselves the responsibility of cleaning up the entire premises and the school building as well, until the janitor, Mr. Freese, hardly knew the place, so very neat and clean it looked after the little folks were through with it. The plan of getting ten hours' work out of the boys and girls was a very wise one, and more real cleaning up was done during the past week than has been experienced in the city for some time.

Buy New Thresher Outfit.

From Friday's Daily.

A company of enterprising farmers west of Murray have just purchased a new Westinghouse threshing machine outfit, including an eighteen horse-power engine and thirty-six-inch separator, self-feed and blower all complete, with all the latest improvements. W. T. Smith of this city affected the sale, and what Mr. Smith does not know about a thresher would not make a very big book. Some of the gentlemen interested in the company are Charles and William Troop, Joseph and Zaek Shrader, Charles and William Countryman and John Murdock.

FRANK COBLEMAN AND WIFE ARE SURPRISED

Mr. and Mrs. Frank Gobelman Surprised on Wooden Wedding Anniversary.

Mr. and Mrs. Frank Gobelman of this city were agreeably surprised Wednesday evening, April 24, by a company of their neighbors and friends, it being their wooden wedding anniversary.

The company brought with them baskets of lunch and prepared to make an evening at the home of our young friends. It was five years ago that the young artist, Mr. Gobelman, led to the bridal altar Miss Hiatt of Sidney, Iowa, and the novelty of the marriage relation having passed, the company brought with them a bountiful supply of weapons for future use, such as rolling pins and potato mashers and the like.

Games, music and talk furnished entertainment for the guests, one feature of the amusements being a gum chewing contest, which was to end in each guest forming a Teddy bear from the gum when thoroughly mixed with saliva. The contest was close and many fine specimens resulted from the gum molding, but an artist hand was required to take the prize, and the committee awarded first favors to Mr. Gobelman. An elegant lunch, consisting of sandwiches, pickles, coffee and cake was served, and at a very late hour the company adjourned, wishing Mr. and Mrs. Gobelman many returns of the delightful day.

Those present were: Messrs. and Mesdames G. B. Gould, John Hall, Jr., J. M. Leyda, R. M. Schlaes, A. J. Beeson, Rev. W. L. Austin, E. C. Hill, Frank Gobelman and Mr. H. B. Cotton. Mr. and Mrs. R. B. Hayes would have participated, but Mrs. Hayes was out of town.

Henry Herold Injured.

From Friday's Daily.

Henry Herold of this city was injured last evening in a railway wreck caused by a cyclone overturning the coach in which he was riding, and sustained a scalp wound and a cut about the face. Mrs. Herold received a message from her husband this morning stating that he was not seriously injured, but received cuts and bruises. The twister struck the Union Pacific train No. 35, northbound on the Ord branch, a mile west of Loup City, at 5:10 last evening, and three cars were blown into the ditch. The engineer saw the storm coming and slowed down his train and no death occurred among the thirty passengers aboard.

From Yampa, Colorado.

From Friday's Daily.

We were agreeably surprised today on meeting C. S. Stone of Yampa, Colorado, for the first time since he went to Colorado three years ago. He came up from Nehawka with his father, J. M. Stone, and brother-in-law, D. C. West. While here Charley let the light of his genial countenance beam in upon us, that was a gentle reminder that he was the same old Charley. Mr. Stone was looking as though the Colorado atmosphere agreed with him, and better still, he reports himself and Mrs. Stone enjoying the best of health and that they were doing well. Charley is in the banking business at Yampa.

Here From Nehawka.

From Friday's Daily.

J. M. Stone of Nehawka, and his son-in-law, D. C. West, cashier of the Nehawka bank, autoed to the county seat this morning to look after some business matters, and while here our old democratic friend, Mr. Stone, called on the Journal and we enjoyed a few moments' chat with him, as we always do when he comes to see us. Before departing he renewed for not only his own subscription, but also the subscription of his two sons, R. B. and Carl Stone. The Stones are good friends of the Journal, of which fact we feel proud.

Miss Ella Neuman and her sister, Anna, visited friends in the metropolis this afternoon for a few hours.

BURLINGTON WORKMEN GAINING IN FIGHT WITH THE MISSOURI RIVER

Four Miles of Bank Ripped at Folsom, Across From Bellevue, in Effort to Prevent Change in Channel of "Old Muddy"—the Iowa Bottom Farmers Fear More High Water.

From Saturday's Daily.

Trainloads of stone were rushed to Folsom, opposite Bellevue, last night, which hundreds of men were engaged in dumping into the river to protect the crumbling banks. Tents were also taken down during the late afternoon to provide shelter for the men when not at work and to afford quarters for some to sleep while others worked so that continuous shifts of fresh workmen could be at work. Late in the evening the rock began to pile up above the surface of the water, and for the first time this week evidence was visible that the company was getting control of the river, says the Omaha Bee.

It was stated last night that the company would continue the work until a stretch of four miles of the river bank would be ripped. The company's engineers decided that this was the only means by which the Plattsmouth bridge could be prevented from being flanked. A carload of barbed wire was taken down last night and hundreds of trees will be wired together and thrown into the stream and be covered with rock. The Richardson farm, containing 160 acres, which was between the Burlington tracks and Folsom, has been entirely washed into the river. This land a year ago was half a mile from the river and was considered cheap at \$400 per acre.

Eighty acres of highly improved land west and south of Folsom owned by a Mr. Godsey, together with all of the buildings, has been eaten away and is now a part of the river bed.

South of the Godsey place the Kemp tract of twenty acres of alfalfa meadow has been washed away and the current is rapidly cutting into the balance of his farm to the east.

At the south end of Folsom, where the Burlington track is washed out, the current set in toward the east and has worked inland, not even stopping when it reached the bluff. Where a few days ago there was a wide bottom between the foot of the bluff and the river now this land has all been washed away and the current has cut against the hill, washing down its side. Here there is a sheer precipice of 125 feet and at the foot the water is thirty feet deep. The Burlington tracks were laid across this bottom and

were supposed to be high above any water line.

Below Folsom the river curves to the east, following the base of the hills. Here is where it is heading directly for the open country, its purpose apparently being to reach a low valley or creek bed that extends almost south, connecting with the river below this city.

The Burlington has a force of more than 300 men trying by every means available to stop the ravages, but without any appreciable success. General Superintendent Eustace of St. Louis yesterday ordered the removal of the telegraph poles that were ready to slip into the river and the re-establishment of the lines east of the present right-of-way.

When the men began to dig post holes on the land of S. W. Godfrey, owner of the adjoining farm, he strenuously objected, and when they paid no attention to his protests he went home and got a shotgun and threatened to shoot the first man who attempted to invade his land. He kept the whole force at bay until late in the afternoon while the company's attorneys were at Glenwood getting the necessary legal papers.

The decision of the company to rebuild the tracks on the side of the bluffs where a rocky ledge just out for a long distance, affording a protection which it is believed now the river will finally attack in vain, will entail an enormous expense. It will require the condemnation of land now occupied by farm houses and big barns, as all of the best farm improvements in the vicinity are located at the foot of these bluffs. The preliminary lines run by the engineers pass through a number of these fine homes, whose owners will fight vigorously to prevent their destruction.

That the railroad company must fight the current at this point to save its main line and Plattsmouth bridge is a fact not lost sight of by the adjacent land owners, and they fear that if the tracks are relaid on the rock-protecting ledge the company's engineers may let up in their fight and permit the river to swallow up a lot more valuable farm land. It is largely for this reason that they are opposing the new right-of-way immediately required by the present situation.

WATER PLANT BEING VERY MUCH IMPROVED

Valuable Improvements Are Being Made at the Pumping Station.

The Plattsmouth Water company has completed some valuable improvements at the pumping station, but are not nearly through with all that has been planned. The new brick engine room has been completed for some time, as well as a concrete-lined reservoir under a new brick building into which the water will be pumped for purification before being pumped into the settling basin. The large new boiler is on the ground blocked up ready to be set on its concrete base as soon as cement arrives, which was ordered some time ago.

Tom Svoboda, who has been running the pump for a month, keeps the machinery shining and ready for use at all times. It is no trouble for Tom to keep the water in the stand pipe up to a 99 pressure, and at the same time the settling vats are kept at a higher level than has been done for some time. The ordinary drain on the stand pipe from the time the engineer leaves the station in the afternoon until he returns to work at 7 o'clock the next

morning, a period of about fourteen hours, lowers the water about twenty-five feet.

Whiting Begins Term.

From Friday's Daily.

Sheriff Quinton left for Lincoln this morning with Charles Allen Whiting, who drew a term in the penitentiary for having one more wife than the Nebraska statutes provides for. Whiting was an employe of the Omaha Ice company, and while having a wife and child residing in Lincoln, came to Plattsmouth and obtained a license and was married to Mrs. Backus, a former Plattsmouth lady, a daughter of John McBride of this city. When his wife read the account of his marriage she at once took steps to have Whiting prosecuted. When arrested he pleaded guilty.

Quiet at Spokane.

E. R. Hamm is in receipt of a letter from Mrs. Hamm, who is visiting her parents at their ranch a few miles from Spokane, Washington, in which she states that the orchards are in full bloom and everything looking fine. Mrs. Hamm has a sister residing in Spokane, who she has also visited, and finds business very quiet in that city, rents cheap and many properties for sale.

George Snyder, the cattle feeder, was an Omaha visitor this morning.