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MORE SECTIONS OF THE NEBRASKA LAW PRETAINING TO AUTOMOBILES

No One Under Sixteen Years of Age Can Operate a Motor Vehicle—Caution and Signals In Passing Vehicles on the Roadway, and Penalties for Violation of the Law.

From Friday's Daily.
The Journal prints below a few more sections of the motor vehicle law of the state of Nebraska, sections in which local autoists are most directly interested. It will be a good idea for some of the fast drivers to commit these to memory and perhaps save future trouble:

Section 6—Must be 16 Years of Age and Over to Operate Motor Vehicles.—It shall be unlawful for any person under sixteen years of age, or for any intoxicated person to operate a motor vehicle, and any owner, dealer or manufacturer of motor vehicles who permits a person under sixteen years of age or an intoxicated person to operate a motor vehicle shall be deemed guilty of a misdemeanor and shall be punished as hereinafter provided for violation of the provisions of this act.

Section 8—Caution Signals.—Any person operating a motor vehicle shall at request or on signal by putting up the hand, from a person riding or driving a restive horse or other draught or domestic animal, bring such motor vehicle immediately to a stop, and if traveling in the opposite direction remain stationary so long as may be reasonable to allow such horse or animal to pass, and if traveling in the same direction, use reasonable caution in passing such horse or animals, and the operator or occupant of any motor vehicle shall render necessary assistance to the party having in charge such a horse or other draught animal in so passing. Whenever any person traveling with any vehicle or conveyance on any road in this state shall overtake another vehicle or conveyance traveling in the same direction and shall by sound or call indicate to the driver thereof his or her desire to pass, it shall be the duty of the driver of the vehicle or conveyance in front, if the nature of the ground or the condition of his load will permit, to promptly turn to the right of the center of the road and the driver of the vehicle or conveyance behind shall then turn to the left of the center of the road and pass by without interfering or interrupting, and the driver of said vehicle or conveyance passing, shall not return to the center of the road until at least thirty (30) feet ahead of the vehicle or conveyance passed.

Section 9—Brakes, Bells, Horns, Etc.—Every motor vehicle while in use on public highways shall be provided with good and sufficient brakes, and also with a suitable bell, horn or other signal, and shall have exhibited during the period from one hour after sunset to one hour before sunrise, one or more lamps showing white lights visible within a reasonable distance from the direction toward which such vehicle is proceeding, and a red light visible from the reverse direction.

Section 10—Penalties.—The violation of any of the provisions of this act shall be deemed a misdemeanor, punishable by a fine not exceeding \$50.00 for the first offense, and punishable by a fine of not less than \$50.00 or more than \$100.00 or imprisonment not exceeding sixty days in the county jail for each subsequent offense, or both fine and imprisonment in the discretion of the court, provided, however, if any person operating a motor vehicle in violation of the provisions of this act shall by so doing seriously maim or disfigure any person or cause the death of any person or persons, he shall upon conviction thereof, be fined not less than \$200.00 nor more than \$500.00 or be imprisoned in the penitentiary for not less than one year or more than ten years.

Section 11—Local Authorities.—Nothing in this act shall be construed in limiting the power of local authorities to make, enforce and maintain any ordinance, rule or regulation, in addition to the

provisions of this act affecting motor vehicles.

Section 12—Non-Residents.—The provisions of this act so far as they relate to registration and fees shall not apply to motor vehicles owned and operated for a period not exceeding thirty days at a time, by non-residents of this state, provided the owners thereof have complied with any law requiring the registration of owners of motor vehicles in the state, territory or federal district of their residence, and providing the registration number and initials of such state, territory or federal district shall be displayed on such vehicle substantially as provided in this act.

Following are a few more sections of the Nebraska Automobile law. When we get all the sections of the law printed we will place them all together and print them again, so that all interested can paste them up where the law can be seen every day in the week and Sunday, too, if necessary:

Section 3—Fees to Be Paid to County Treasurer.—All registration fees provided for in this act shall be paid to the treasurer of the county in which the applicant for registration resides and shall be credited to the County Road Fund for the construction and maintenance of permanent roads. The county treasurer shall issue a receipt in duplicate and one copy of such receipt shall be filed with the secretary of state. No motor vehicle shall be registered and no change of ownership shall be recorded unless the application for same shall be accompanied by such county treasurer's receipt showing that the proper fees have been paid.

Section 4—Manufacturers and Dealers.—Each manufacturer of, or dealer in motor vehicles, doing business in this state may register one motor vehicle of each class manufactured by or dealt in by him, and if a number corresponding to the registration number issued to such manufacturer or dealer is displayed as provided in this act, on every vehicle of the class for which it is issued, while such vehicle is being operated on the highways by such manufacturer or dealer or his agent or representative, it shall be deemed sufficient compliance with this act. Provided, however, that nothing in this act shall be construed to apply to a motor vehicle operated by a manufacturer or dealer for his private use or for hire. In construing this section, electrical driven motor vehicles shall constitute a class, those propelled by steam a class, and those propelled by gasoline explosive type engines a class.

Section 5—Must Display Number on Front and Rear of Automobile.—The owner of each motor vehicle shall have a number corresponding to the registration number assigned by the secretary of state conspicuously displayed upon the front and back of each motor vehicle owned by him, except in this act otherwise provided, whenever such motor vehicle is used on the highways, such numbers to be separate Arabic numerals not less than four inches high and each stroke to be at least one-half inch wide and such numerals shall be followed by the letters NEB, not less than three inches high, and said numbers and letters shall be in white on a black ground and from one hour after sunset till one hour before sunrise shall be so lighted as to be plainly visible at a distance of one hundred feet. No other marks of identity shall be required on said motor vehicles.

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Thought Creek Too High.

From Friday's Daily.
C. F. Vallery, residing a few miles west of the city, was in town today attending to the week-end shopping. The Four Mile creek never gets too high nor the mud too deep for C. F. to come to Plattsmouth. It is quite different with his neighbor, Will Rummel, who wanted to come to town today, but saw a puddle of water in the road and figured that the creek was too high.

TO THE POSTMASTER OF "OLD ROCK BLUFFS"

An Interesting Correspondence From Former Cass County Girl, Now in Washington.

From Friday's Daily.
A former resident of Rock Bluffs and pioneer lady of this county, has written the communication following to the postmaster of that former metropolis of the county, which may be of interest to many of the older settlers who read the Journal:

"4517 Fourteenth Ave., North, Seattle, Wash., August, 1912.
"Postmaster, Rock Bluffs, Neb.
"Kind Sir—As I have no friends living there I write you. I would like to have a list of your acreage. Do you have 5 acres improved with fruit for sale? What would a house with four or five rooms and three lots cost me, cash, and what would be the taxes on such a place? Way out here I sometimes wish to return to the place where I first went to school.

"I am the second daughter of Mr. R. G. Doom, whose farm joined Mr. Tom Sullivan's on the east. I don't suppose there is anyone living there that remembers me. I remember quite a few. Mr. Seybold was my first teacher, Mr. Chapin second, and Mr. Sam Latta first Sunday school teacher. Mr. McCarty was pastor of the Presbyterian church; think the church faced east. Adda Patterson and Alice Spralin were my chums. Cadda Creage lived in a red house down close to the river; the Spralin boys, Jim, Eli, Taber, and I think one named Robert; Clista Latta and brothers, George and William; the Royal children, Dear Old Rock Bluffs, if I had wings, I expect the town is not any larger than years ago, by the railroad not coming there. I love the dear old place for a' that. I think Mr. Johnson was postmaster, then Mr. Shera, Mrs. Claton, Silvia and Willie. What can that farm be bought for; it lay north of town; think it joined old Mrs. Murray's on the south?"

Lack of space precludes the publication of all that the lady writes, but she concludes her letter by stating that "I do not intend to plant a home here. I intend to go to dear old Nebraska; that is good enough for me. I will be pleased if you can answer some of my questions. Inclosed find a self-addressed, stamped envelope."

CHARLES PITTMAN IS RECOVERING FROM INJURIES

From Friday's Daily.
J. W. Pittman and G. W. Garrison and wife arrived home Sunday from Kimberly, Idaho, where they were called three weeks ago by the serious condition of Charles Pittman, who was assaulted and brutally beaten by his neighbor, John Baisch. We learn from Mr. Pittman, since his return, that the facts as published in the Ledger two weeks ago stated the case correctly. He stated further that on August 7 Baisch was given his preliminary hearing upon a charge of assault with intent to kill, and was held under bond of \$6,000 for trial in the district court.

Mr. Pittman informed us that the evidence showed that Baisch was seen immediately after the assault dragging Charles by the legs, apparently thinking he had killed him and meant to conceal the body. Charles was able to be present at the preliminary, and his condition is very good, considering the horrible way in which he was beaten on the face and head, and it is thought that in time he will fully recover and that his face may not be permanently disfigured.—Union Ledger.

A LARGE ATTENDANCE AT THE BAND CONCERT

People Seemed to Enjoy the Music More Than Ever, Perhaps Because It Was in the Park.

From Friday's Daily.
The first of the series of band concerts to be given weekly by the Burlington Route band was given last night in Garfield park, commencing at about 8:15 and lasting until about 9:30. There was a fine attendance for the initial performance. There had been a slight oversight on the part of the park committee, as no seats were in sight at the opening, except the few permanent ones, and they were soon taken possession of by the early arrivals. But the matter was soon remedied, when Park Commissioner P. Eagan arrived, with his key to the park locker. A rush was made for Mr. Eagan and he was engaged for several minutes passing out the seats. The grass appeared to be rather moist for one to sit on the ground, and every seat was pressed into service.

The crowd was variously estimated at 300 and upward, and the comfort and pleasure of the lawn seats and the grassy atmosphere, as compared with the hard, dirty cobblestones of the street endured in former seasons, was frequently remarked about by those present. The small boy was in evidence, running in and out among the spectators. A few electric lights, placed at convenient distances from and encircling the bandstand, would add much to the pleasure and convenience of the public, and add to the sociability of the concerts, as one would be enabled to see a friend at some distance.

The music furnished by the band last night was up to the usually high standard played by the Burlington Route band. The program was one of great excellence and arranged by Director Ed Schulhoff, a musician unexcelled in the state. The music last night indicated that the organization has profited much under the instruction and leadership of Mr. Schulhoff and that the band is improving right along. The program was made up of selections not given the public heretofore, and was as follows:

- March—The Young Guard. Appel
- Overture—From Dawn to Twilight
- Light
- Medley—Southern Plantation
- Songs
- Porto Rican Dance—Mis Amores
- Sextet from Lucia (requested)
- Berezetti
- Catalan—Waltz
- March—Cuban Star

The concert next week will be on Wednesday evening, starting at 8:15 sharp. The change is made to Wednesday evening on account of the band having to play for the Weeping Water fraternal picnic on Thursday next.

Rural Carriers Enjoying Vacation.

From Friday's Daily.
N. H. Isbell and Miles M. Allen, rural carriers on routes from the Plattsmouth postoffice, are taking their fifteen days' vacation allowed each of your Uncle Samuel's rural carriers. Mrs. Isbell is substitute for Mr. Isbell and Mrs. Allen for Mr. Allen, and these ladies are making the rounds daily and delivering the mail in lieu of their husbands, and are doing the work to the perfect satisfaction of both the patrons and the postoffice department.

Carried to Plattsmouth.

From Friday's Daily.
Charles E. Doty of Alva, Oklahoma, arrived on the M. P. cannonball train last evening. Charles got on the train at Kansas City, expecting to get off at Union and go to Weeping Water, near where his father, William Doty, resides, but on arriving at Union the train would not stop and his only alternative was to come to Plattsmouth and go over to Weeping Water this morning. Charles has been a resident of Oklahoma for the past five years.

For Sale.

Team of 4-year-old "Coach Horse" colts, broken, fine lookers. Will make a splendid driving team. T. H. Pollock, Plattsmouth, Neb.

Honeymoon in an Automobile.

From Friday's Daily.
Mr. and Mrs. Ralph Duff will drive an automobile from Minneapolis to Nebraska City, after their marriage in Seattle and the trip east. Mr. and Mrs. Robert Kregel of Nebraska City will drive the Duff car to Minneapolis, returning by train, while the newly married young people will come home with the big car.—Nebraska City Press.

DEATH OF J. SUSANKA A BROOM MAKER

For the Past Two Years Deceased Had Been in the Employ of James Rebal.

From Friday's Daily.
John Susanka, a broom-maker, who has been residing near the James Rebal home, in the Second ward for the past two years, died yesterday morning after an illness of a few days. He had been in the employ of Mr. Rebal in his broom factory for nearly two years. He was born in Austria in November, 1862, and was brought to America by his parents when he was 4 years old, and was reared in Saunders county, Nebraska. John's father died when he was quite young, and his mother remarried; his stepfather resides in Omaha.

John was married and his wife and three daughters, whom he left nine years ago, reside in Essex, Iowa. His daughters were teachers, but are now married and have families of their own. His wife was communicated with before John died and informed of his dangerous condition, but said she had not the means to come, but asked to be notified if he should die. When he died his wife was informed and asked what should be done with the remains. She replied that she could do nothing toward the burial of the remains, and when informed that the county would have to bury her husband, still insisted that she had not the means to pay the funeral expenses.

The remains were buried this afternoon from the Hill undertaking rooms, the service being conducted by Rev. Steger, pastor of St. Paul's Evangelical church.

MARSHALL SEIBERT BRINGS DOWN ANOTHER "DRUNK"

Marshal Cam Seybert of Louisville came in on No. 4 this morning with Charles Gallentine, one of Woodworth & Co.'s workmen, whom the marshal had securely handcuffed. Gallentine was brought in on the charge of resisting an officer, which it appears he did yesterday when he was about to be arrested for drunkenness. The accused was taken to the county attorney's office and properly sweated, after which it was decided to withdraw the charge of resisting an officer and make it for drunkenness. Marshal Seybert and John McNurlin escorted Gallentine to jail. Later he will probably face Justice of the Peace Archer, who will fix the date of the commencement and expiration of his sentence.

On being arraigned before Judge Archer, the evidence disclosed that Charles also tried to build a brick house on top of a Louisville citizen and was going about with the brick in his hand when the marshal intercepted him. The court bowed about thirty days in the Cass county bastille would change Gallentine's mind, and assessed the term at that. The authorities are a little at a loss to know what brand of red hicker is sold at Louisville, as the complaints are frequent of late of depredations committed by the fellows who get on the outside of any considerable amount of it. It would really be better if the fellows would come to Plattsmouth to get drunk, as the goods sold here don't work that way.

Good Farm for Sale.

Eighty acres in same section in which Murray is located; good improvements; 4 acres in native pasture, with plenty of water; some alfalfa, and balance under cultivation. Known as the Morrow place. For particulars address Mrs. A. Morrow, Seward, Neb.

COMMON SENSE AUTOIST VS. THE NEBRASKA LAW

A Few Suggestions That May Be of Benefit to Those Directly Concerned in Automobiles.

From Friday's Daily.
In a measure the speed trap is successful in the accomplishment of its purpose to eliminate the swift and dangerous driving of some motorists on country and suburban roads and highways; but the manner in which these traps are conducted is rightfully displeasing to most motorists. Often it is a constable who has been hiding in bushes along the roadside with a stop-watch, and on seeing a car which has been running "pretty darned swift," according to his inaccurate observation, he comes running out, stops the car, and in a rude, rural manner accuses the motorist and leads him off to be fined.

Not many lives are saved by speed traps, as the majority of accidents occur in the hearts of cities and villages, or on the main streets. Many drivers who speed up a little on country roads are very careful drivers in towns and cities, and if the habitual speeder is fined heavily a few times in municipalities, he will probably learn to drive carefully and moderately, even on country roads. Some may think that the speed trap is a protection to the user of horse and buggy, but the accidents in which buggies are struck by automobiles would be more effectively minimized if all buggy users cared enough for their own safety to turn to the right promptly on hearing an auto horn, and if they would equip their buggies with lights.

That clause of the New York state law which merely states that motor cars be driven in a "careful and prudent" manner, seems to give the broadest right that motorists have yet been allowed in regard to the speed and control of their cars; but when properly enforced with good judgment by officers, this law would prove very effective in preventing accidents, would abolish the speed-trap nuisance, and would prove mutually satisfactory to motorists, users of other vehicles and pedestrians.

Speed traps are comparatively rare in Michigan, and several local villages have large signs at their limits which read, "Motorists Drive With Caution," and the motorist is not compelled to drive at a specified rate of 10 to 15 miles an hour when he can safely exceed that. There are very few accidents and arrests in these villages. Motorists as a class appreciate the fairness and justice of such a sign, but those few dare-devils who misconstrue its meaning should be brought to justice in a more honorable and better way than by means of the speed trap. The better way is to have some policeman, or other officers of the law, stationed on the main streets of the town or city where the accidents chiefly occur, rather than on some good road where 15 or 20 miles an hour can be exceeded with safety. These officers should walk along as if they were simply going to headquarters, but should keep their eyes open for any careless driving, whether the speed is 10 or 50 miles per hour. For the first offense they should stop the motorist, warn him and take the car number. The second or third time they see that particular car being dangerously driven they should report it to headquarters and the careless motorist should be notified of his fine, or summoned to appear in court, by mail. The writer has known this method to work effectively in the elimination of careless driving.

Nearly all motorists who have had close calls or accidents have a good conception of what "driving with caution" is, and will appreciate the abolishment of speed traps and the formation of new rules which will not restrain the careful motorist to a specified, unreasonably slow rate of speed.

Donald McClean, Detroit, Mich.
Home grown alfalfa seed for sale. A. L. Todd, 8-8-Stwky