

FRIGHTFUL DEATH OF BRAKEMAN

Falls Between Cars While Train
Is at High Rate of Speed, and
Body Terribly Mangled.

The remains of Fred Freeman, the Burlington brakeman, who was killed near Cullom yesterday afternoon at about 12:30, were brought to this city on a special train yesterday afternoon, reaching here at 4 o'clock, and at once taken to the undertaking rooms of Streight & Streight, where they were made ready for burial.

It was apparent from the nature of the terrible wounds that the man must have slipped while crossing from one car to another and fell between the cars and was run over, as he was almost cut in two and the sight was a most horrible one to view. Mr. Freeman was only 23 years of age and resided in Omaha and had been engaged in running from Lincoln to Creston, but was on an extra yesterday coming out of Omaha for the west. He was a fine looking young man and was unmarried, but his relatives reside in Omaha, and his brother, William Freeman, arrived last evening on No. 2 to look after the body and see that it was conveyed to his home. He was not aware that his brother had been in Omaha and did not know that he was not on his regular run until the news of his death reached him.

The lineman who found the unfortunate man had passed the extra about ten minutes before he discovered the body, coming in on the east-bound track with a velocipede, while the train was bound for the west. As soon as possible the depot in this city was notified and the train made up and sent out, with the doctor and the deputy sheriff to take charge of the body. The accident happened between Cedar Creek and Cullom and the body was found lying along the track with the head lying farthest away from the rails, and aside from the terrible lacerations across the abdomen the rest of the body was apparently not marked up, although all the bones in the part of the body over which the wheels passed were broken, and a knife and some money that were in the pants pocket were cut and mashed in bad shape.

Coroner Clements arrived this morning from Elmwood and at once impaneled a jury, consisting of Frank Gobelman, Jesse Perry, C. L. Berger, John Hall, Ed Mason and Philip Thierolf. The jury was taken to the undertaking rooms to view the body and an adjournment taken until 10 o'clock, when No. 4 brought some of the witnesses here from Omaha and Lincoln.

Mr. John Story, the lineman, who found Freeman, was the first witness examined by the jury. He stated that he discovered the body while coming east on the gas car; he stopped and felt the pulse of the man, but did not search the body to identify it. He went back to the section house, near Cedar Creek and procured the assistance of two men, whom he brought back with him, and they took the body to the Cullom depot, where it remained until the train from Plattsmouth came out to get it. He stated there was some snow in the center of the track and outside the ties; there were no marks of anything being dragged there, but there was marks as if something had fallen or struck in the center of the track, about fifteen feet from the head of the body, which was lying at about an angle of 45 degrees with the track, and that the head was lower than the feet on the south side of the tracks; the cap of the man was found about ten feet from the body and five feet from the marks in the track; the dead man was dressed in blue serge trousers, tan shoes and jumper. Mr. Story stated there was no side-track where the body was found.

Mr. Connors, one of the men who was called upon to assist in removing the body to Cullom, was called next. He stated that they were just starting out to work when Mr. Story arrived and requested them to go with him, as a man was badly hurt, and in company with him and Mr. Dasher, they got on the gas car and went to where the body was lying and assisted in placing it on the car and took it to Cullom, where it was later placed on the train from Plattsmouth. He stated that a cap was lying in the center of the track; the feet of the man were lying at the end of the ties and his head was lower and a little

west of the feet and that the head was several inches in the snow. He described the clothing the same as the preceding witness. He also stated that there were some blood stains on the south rail, about fifteen feet from where the body was found, and it seemed as if the wheels had passed over the man's stomach, from the marks on the clothing. He did not notice any marks in the track, but did not pay much attention to this; the cap was about eight feet from the body. It was about 1:35 when they reached the scene of the accident, and about 1:40 when Mr. Story came to get them; the scene of the accident was about four miles from Cedar Creek. He did not notice any marks of the body being dragged along the track.

William Dasher of Cedar Creek, the section man, who assisted in picking up Freeman's body, stated that when Mr. Story notified them to come and pick up the body he and Connors got on the gas car with Story and went at once to the scene of the accident and placed the body on the gas car and took it to Cullom to await the train from Plattsmouth. The body was about three-quarters of a mile west of the Cullom station. He saw no blood where the body lay, but there were some stains on the south rail and marks of wheels and grease on the clothing of the man. The marks, as if something had fallen in the track, were about two feet from the rails. He noticed marks on the snow that the seams in the man's clothes had left. This was about fifteen feet from where the body lay. The cap was picked up about opposite where the body lay, but he did not notice this very closely. Did not try to identify the body by searching it, but turned it over to the gentlemen who came up from this city on the train. He did not notice any tares in the clothing except on the man's stomach and on one leg of the trousers between the knee and ankle. There were no signs of the body being dragged. He stated it was about 1:35 when they reached the body and about 3 o'clock when the special train arrived to get the body. He described the clothing the same as the previous witnesses had and also stated that the blood stains on the rail were about five feet east of where the body was found, and that the head was resting about a foot and a half lower than the feet, which were on a level with the track. There were no blood stains apparent except on the one rail.

A. F. Seybert, who had been summoned, stated that while he was engaged in hauling straw, near Cullom, he saw two trains pass there, one of them going west and the other east. He saw the brakeman working at the switch and saw him climb up the ladder on what he thought was a box-car, but he was not positive. He also saw the man standing on the car later, toward the end of the car, but had not paid much attention to the matter. The train was not running more than five miles an hour when he saw it; he was not close enough to identify the man he saw on the train as Freeman. Had not heard of the accident until he returned home and was told that inquiries had been made about the matter from Plattsmouth. He then went to where the man was found, but did not notice closely; saw Dasher and another man measure with tapeline distance from body to blood stains and heard them state it was fifteen feet, seven inches. Saw the blood stains on track. From scene of accident he went to Cullom, where the man was, and from there returned home.

C. A. Taylor, conductor, was sworn and stated that he was in charge of an extra freight yesterday, running from South Omaha to Lincoln, via Fort Crook, having left South Omaha at 8:35, and that they had arrived at Cullom at 11:50 and received orders to wait there for the east-bound freight, which they did; that F. L. Freeman was the head brakeman on the train and had opened the switch for them to sidetrack. The last time he saw Freeman was after they started out of Cullom, when he saw him on top of a stock car, probably twenty-five cars back from the engine. He had gone over the train when they were entering Louisville, and had not found Freeman. He asked the engineer, who stated that he was probably back on the train somewhere. On reaching South Bend a message awaited them asking if a brakeman was missing, and telling of the accident, and this was the first intimation they had of Freeman's death. The train stopped for water at Louisville. Mr. Taylor stated that his train had about 78 cars in it and as near as he could tell Freeman was about 25 cars back when he last saw him. He had never seen

Freeman until he showed up for work yesterday.

After the examination of several other witnesses the jury retired about 1:30 p. m., and after deliberating for a few minutes brought in a verdict that Freeman came to his death by being run over by a moving freight train of the C. B. & Q. R. R., while in the discharge of his duties as a brakeman for said company, and in a manner unknown to the jury.

GRAND LODGE OF CATHOLIC WORKMEN

To Be Held in Plattsmouth Four
Days, Beginning Tuesday,
January 21.

A meeting that will be of great importance is scheduled for Tuesday, January 21, in this city, when the grand lodge of the Katolicky Delnik (Catholic Workmen) meets in the Katolicky Sokol hall for four days for their eleventh annual meeting. This lodge is one of the largest Bohemian fraternal orders in the country and has a membership extending all over the country, and it is rapidly growing.

There will be about fifty delegates here for the convention, representing the different lodges throughout the country, and a most interesting and important session is looked for. The delegates will be accommodated at the Hotel Riley, arrangements having been completed with Mr. Dunbar to take care of them. Plattsmouth is very highly honored by this order, the president being J. M. Jerousek, and the grand chaplain, Rev. Father John Vleck, both of this city. The committee to make the advance arrangements for the holding of the grand lodge will arrive a few days before the meeting and perfect the arrangements.

This will be one of the biggest meetings that will be held here this year, and our citizens ought to try and show the visitors a royal good time. On the evening of Wednesday, January 22, a Bohemian play entitled "The Lost Sister, or the Two Sorrows," will be given at the hall for the entertainment of the delegates and the general public, and will be followed by a fine dance and a general good time, to which everyone will be welcome.

The local society has appointed a reception committee consisting of Joseph Jelinek, chairman; Frank J. Libershall, Frank Slavacek, Adolph Koubek, Joseph Racek, John A. Libershall, Vincent Stalinsky, Anton Koubek, Joseph Hiber and Matt Sedlak, who will assist in seeing that the guests of the city are received in the proper manner.

GEORGE HORN JR., TO BE OPERATED UPON TODAY

This morning J. H. Meisinger and daughter, Mrs. George Horn, jr., and Mrs. Henry Horn were passengers for Omaha, where they go to be present at the hospital this morning when George Horn, jr., is operated upon. Mr. Horn and his father, Henry Horn, went to Omaha a few days ago, where, after an examination, the doctors in charge decided that an operation would be necessary and notified the relatives here, who at once hastened to the side of the patient. Mr. Horn has been in very poor health for over a year and his ailment was finally discovered to be that of ulcers on the stomach and an operation was necessary to give him relief.

The Repair of a Damage.
An accidental damage should be repaired at once to prevent it from becoming permanent. A small repair in time may save the whole building, just as a small dose of a good remedy may save our life. In our body constant changes are going on, some of the cells, of which our body consists, dying and new ones being born. If more of them die, there is a damage which calls for immediate repair. This damage manifests itself by weakness of body and mind, loss of appetite, constipation, headache, pains in different parts of the body, in short, by a general disposition. You should at once use Triner's American Elixir of Bitter Wine, which will quickly remove from the body all impurities, will strengthen all organs and repair the damage. At drug stores, Jos. Triner, 1333-39 So. Ashland ave., Chicago, Ill. For backache try Triner's Lini-ment.

THE DELINEATOR
JANUARY 1915



Dr. Woods Hutchinson begins his remarkable new series, "The Child and the School," in The Delineator for January. Every mother should read it. The Fashion illustrations in this issue are stunning. Hand-some outdoor designs shown; coats, suits, etc. Also the very first Advance Spring Styles.

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-FURS-

We are closing out what we have left at a big discount. Better look in and let us show you.

E. G. Dovey & Son

PLATTSMOUTH AS A CIGAR MANUFACTURING TOWN

Few of our citizens are fully aware of the importance of the cigar manufacturing plants in this city and would be surprised to learn that more cigars are manufactured in this city than in any other town of its size in the state and that the demand for the cigars made here is constantly increasing. While the number of factories here are not as numerous as formerly, still the output is constantly on the increase. The Plattsmouth cigar manufacturers turn out a most excellent brand of cigars, and where they are once smoked there is always found a good market for them. At the present time there are five factories located here as follows: B. G. Wurl, Plak & Bajcek, Robert Richter, Herman Spies and William Weber, and the demand is getting greater every day for the Plattsmouth cigars; they are sold in Omaha and Lincoln, as well as the smaller towns throughout this section of the state, and they cannot be beat.

James Mauzy was a passenger this afternoon for Omaha to look after some matters of business for a few hours.

Mrs. T. E. Parmele and Miss Edith Martin were passengers this afternoon for Omaha, where they will visit for a few hours.

Little Child Seriously Scalded.

Tuesday, while the little babe of Mr. and Mrs. Frank Smithina was left alone in the house for a few minutes, it pulled a small pail of scalding hot milk off of the table, and as a result received a severe scalding that will probably result in its death, as the child is in convulsions and its death is expected at any moment. The little one is about a year old and was scalded all over its body and presented a most pitiful spectacle. The family resides in the west part of the city and are grief-stricken over the accident to their baby.

ICE HARVEST FURNISHES EMPLOYMENT TO MEN

There is no particular reason for able-bodied men in this city remaining out of employment at the present time, as the firm of McMaken & Son are unable to secure sufficient men to assist in harvesting the ice crop for this season and have scoured the town over for men to do this work and without success. This firm has a large force employed on the ice east of the depot and could use a great many more, but some of the regular loafers decline to be drawn into the job, preferring to sit around and complain of the scarcity of work and carefully avoiding the sight of it.

"BEVERLY" AT THE PAR- MELE MONDAY EVENING

Any Leslie, the famous dramatic critic of the Chicago News, in reviewing George McCutcheon's "Beverly," writes as follows:

"George Barr McCutcheon's sparkling romance, 'Beverly,' has been exquisitely transformed by the scholarly Robert M. Baker into a delightful play which was introduced to an attentive and enthusiastic audience at the Studebaker last night. The beautiful stage pictures, the scenes are piquant, exciting and full of romance. In the third act there is a fine 'Anthony Hope' sort of battle scene with three against one, which is quite as pulsing and genuinely thrilling as anything Sothen or Hachett used to do. Every minute detail of the production is exact, elegant and gratifying, and for those who urge the preservation of clean sentiment and rugged adventure 'Beverly' is bound to delight."

This great play will be at the Parmele theater Monday night, January 20.

The leading man in "The Servant in the House" is an ex-minister. See him at the Parmele theater Friday.

W. A. Schutz was visiting among his county seat friends yesterday and called at this office and renewed his subscription to this paper.

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-G. P. EASTWOOD-

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