

## FARMER VITALLY CONCERNED IN RAILROADS

### WHAT EUROPEAN WAR MEANS TO THE AMERICAN FARMER

That every city of any size in the country is full of thousands of idle men at the present moment is a fact well known to every reader of newspapers—for hardly a day passes that the press is not full of comment about the hungry thousands who stand in the "bread line" and patronize the free "soup houses" in every large center of population. Nor is this state of affairs due to the policy of any particular political party, but rather the outgrowth of conditions which have been slowly but surely crystallizing for a number of years. In the first place, the Corn Belt—the great bread basket of the Nation—has had a series of slim crops in most sections, and this naturally has had a depressing effect upon business conditions. Again, we have been passing through a period of industrial readjustment—of changing from the loose methods which prevailed a dozen or so years ago over to a policy of strict government control of public service corporations and a sharp inquiry into the conduct of all other large corporations—and, in trying to stamp out the abuses of the past, the pendulum has swung so far in the other direction that so far as the railroads are concerned, at least, it threatens to precipitate the most of them which are not already in the hands of receivers upon the rocks of financial wreck and ruin.

That the depressed financial condition of the railroads is largely responsible for the great army of unemployed was vividly demonstrated by a prominent St. Louis newspaper recently when it showed that nine St. Louis manufacturing establishments which deal in railroad supplies employed 14,673 men one year ago, whereas now they employ only 4,593, with a reduction in their pay rolls amounting to \$588,700 per month, or over seven million dollars a year. If the effect upon only nine enterprises is as far-reaching as this, what would the figures show if they were available for similar industries and the hundreds of other enterprises affected in a greater or less degree throughout the country? Nearly all of these concerns have on hand hundreds of thousands of dollars' worth of finished equipment which was ordered by the railroads a year or so ago, but which they have not been able to pay for; in the meantime, not being able to pay for goods already ordered, the railroads are not placing any new contracts, and unless they receive speedy assistance from a Nation-wide standpoint the tendency will be for labor conditions to grow worse rather than better.

In last week's article we referred to the fact that the railroads are the largest employers of labor in the United States and that during the last fiscal year they paid out over thirteen hundred million dollars in wages to the army of men and women who conduct their business. We also referred to the fact that they paid out almost a thousand million dollars for steel, coal, lumber and other supplies of which they are the largest consumers in the country, and therefore the chief support of the hundreds of thousands employed in these great industries.

In view of these facts, is it not plain to earn a reasonable income if the millions of American laboring men are to be kept profitably employed?

Does not any man know that if the thousands who are this moment hunting for work in Chicago, St. Louis, New York, Pittsburgh, Cleveland and other large cities were profitably employed that it would mean a higher price for what the farmer has to sell and that it would be reflected in the receipts of every merchant and the output of every factory in the Nation?

In view of such a serious state of affairs, can the average farmer or business man afford to oppose the small increase in rates which is necessary to once more put the railroads upon a sound basis? Is not the amount of passenger fare or freight which the average farmer or other citizen pays out during the year a mere bagatelle when measured against the lucrative employment and the buying power of the millions of American laboring men?

#### ANOTHER SERIOUS PHASE.

Important as is the employment of labor, there is another very serious phase of this problem which calls for profound thought at the hands of all thinking citizens, and especially the farmer. In last week's article we cited the fact that in their desperate efforts to make both ends meet, many railroads are "burning the candle at both ends"—that in order to bolster up

their securities and keep out of the hands of receivers the rolling stock and roadbeds of many lines have been deteriorating rapidly for a number of years and hence are in no position to handle a big season's tonnage, should the strain of a heavy crop year suddenly descend upon them. That the great foreign war will produce the highest prices ever known for the foodstuffs produced by the farmer is admitted on all hands, and if there ever was a time when he will need adequate and efficient shipping facilities it will be during the next two or three years—and yet we are actually facing perhaps the most prosperous period the American farmer has ever known with many American railroads in a dilapidated physical condition. No sooner had the great European war burst upon the world than Congress realized that our merchant marine was utterly weak and inefficient. Steps were at once taken to make the best of the situation and to repair as speedily as possible our neglected shipping facilities upon the high seas—and that the handicap has already cost the American people millions of dollars during the last few months is so patent that it requires no extended comment. It is one thing to have navies in all parts of the world which have heretofore been supplied by the great warping nations begging for American goods and foodstuffs—but it is quite another thing to have American ships in which to deliver these cargoes.

Will we now add to the neglect of an adequate merchant marine the further folly of permitting our railroads to get into such a weakened physical condition that they will break down under the strain of delivering the products of the farmer and the manufacturer at our ocean ports and thus largely waste the great opportunity for profit which the foreign war will unquestionably bring to us? This is a phase of the present situation which commands the serious thought of every farmer in Kansas and the Corn Belt generally—for here is where the lion's share of the nation's foodstuffs are produced and here is where farmers cannot afford to be hampered by inadequate transportation facilities if they are to make the most of favorable market opportunities.

#### FARMERS WILL PROFIT.

In this connection, it is opportune to say that the American farmer is certain to reap a larger profit from the chaotic conditions which exist in Europe than any other class of tradesmen or citizen. So far as our manufacturers are concerned, while new markets are undoubtedly beckoning to the United States, yet on the other hand, for several years to come, the splendid trade which we enjoyed in Germany, England, France, Austria and Russia on our manufactured products is certain to remain demoralized—and thus we will be fortunate if we do not lose more than we can hope to gain in new fields, with whose needs we are not yet familiar, and to which it is certain to require some years to adjust ourselves.

It is the American farmer, however, who has no complications ahead of him, and whose flour, pork, beef, mutton and other foodstuffs must be depended upon to make up the shortage which is already looming big in the distance because the harvest fields of the most fertile sections of Europe have been converted into a shambles for the contending armies. Exports of breadstuffs from the United States in November were valued at \$40,250,000, or almost four times as much as in November of last year, while meat and cattle exports amounted to nearly \$1,000,000, or a gain of over 20 per cent over last year, and this despite our miserable shipping facilities on the high seas.

In the light of these facts, was there ever a time when the farmers of Nebraska and other Corn Belt states can view the future with as much assurance, or when they can so well afford to treat fairly every other great industry in the nation as now? Putting it in the terms of sound business policy, was there ever a time when they should do their part to the end that American labor may be

profitably employed in all the great channels of industry, and that our transportation system may be kept up to a high point of efficiency, so that it may adequately discharge the heavy shipping burdens which will undoubtedly descend upon it in the not distant future?

#### MORE RAILROADS NEEDED.

No other single agency in the Nation has had more to do with the advancement of land values than have the railroads, and as evidence of this fact, the proximity of a farm to the market almost invariably fixes its selling value. Nebraska and every other Central or Western state is still in dire need of hundreds of miles of additional railroad mileage, and these new lines will not be built until American railroad securities are established as a paying investment—and this, on the basis of present lines were built years ago, when railroad investments were looked upon with favor at home and abroad, and hence, if there is a class of citizens in the land who should be vitally interested in rescuing the railroads from the pitiable plight in which they find themselves at the present moment it is the farmer. As a matter of fact, were it not so tremendously far-reaching in its effect, the controversy over a slight increase in railroad rates in any great agricultural state would largely resemble a tempest in a teapot—a matter which should be settled in the brief space of time required to apply the remedy. When a private industry great or small, advances the price of its commodities we take it as a matter of course and say nothing about it—and in the past we have opposed a square deal for the railroads largely because the people did not understand their importance to the nation, because they were angered at occasional abuses which strict governmental regulation has forever eliminated and because for some years designing political opportunists have found abuse of the railroads an easy road to public preference. That public sentiment, however, is changing rapidly and that we will soon reach a sane understanding between the people and the railroads, which are so vitally essential to the agricultural and commercial progress of every community in the nation, is becoming more and more apparent every day. (Paid adv. To be continued.)

### PROMINENT YOUNG CASS COUNTY FARMERS BUY STORE AT MURRAY

Quite an extensive business deal is reported from our neighboring village of Murray, where, on Thursday last, the stock of goods and the store building in that village owned by Colonel Jenkins was disposed of by the owner to Hon. W. H. Puls, Fred Lutz and Alfred Gausmer, who at once took charge of the business and will look after the interests of the trade in the future. The consideration in the deal involved some \$18,000, which is quite cheap, as the building is worth some \$12,000 and the stock is estimated to be worth in the neighborhood of \$8,000. The stock was not invoiced, but lumped off to the purchasers, who will be all ready to take charge at once. The new firm is composed of three of the most successful young farmers in the county and who have more than made good in the handling of their farms, west of Murray, and are all possessed of a keen business sense that will enable them to make good in their new venture. Being well acquainted throughout the county they should be able to command a large share of the trade that comes into Murray, as by their pleasant and genial manner they have made many warm friends wherever they are known. The Jenkins store building is one of the best in Murray and the owner has a very complete line of goods to be found in a general country store.

### COMPELLED TO RESIGN POSITION ON THE ROAD ON ACCOUNT OF HEART TROUBLE

From Saturday's Daily. Edward Rynott, who has for the past two years been employed as a traveling man for the Goodrich Drug company of Omaha, has just recovered from a very severe attack of heart trouble and as a result of the malady will be compelled to withdraw from his work on the road, as his physicians recommend that he keep as quiet as possible. He was in Omaha today to arrange his business affairs in order to quit the services of the Goodrich company and arrange so that he can remain nearer home in case of another attack of the heart trouble overtaking him.

## "SEPTEMBER MORN" COMING TO THE PARMELE

Secured by Manager Shlaes for January 13, on a large guarantee, comes that big Chicago musical success, "September Morn," with all of its tuneful, catchy, whistling songs, girls of the pretty kind that can sing, tango dancers, Mexican dancers, hesitation waltzes and a cast of musical comedy artists far above the average, including such recognized stars as Leo Grenwood, Ollie Carew, Barbara Douglas, James Coulin, Curt Vance, John Patton, Fred Du Bois and forty-seven helpers, mostly girls. Among the many song hits that set Chicago humming are: "When a Little Boy Loves a Little Girl," "In Berlin," "Oh, You September Morn," "Everybody's Tango Crazy," "A Spare-rib From the Butcher Shop of Life," "Beautiful Dreams I'm Dreaming," "The Sun-Shade Girl," "Where Is the Pleasure in Wine and Song If the Woman Is Not There?" Summing it all up it's a great big musical attraction, and as the Saturday Evening Telegraph says: "The musical show of the century."

### GASES IN DISTRICT COURT TAKEN UNDER ADVISEMENT BY JUDGE BEGLEY

From Saturday's Daily. The district court adjourned Thursday afternoon, after a two days' session occupied in hearing the case of the matter of the estate of William O'Brien, deceased, and following the arguments of the attorneys the matter was taken under advisement by Judge Begley, until the court meets again next Wednesday morning. The motion of the defendants for a new trial in the case of Oliver C. Dovey vs. George E. Dovey, et al., was submitted to the court and taken under advisement. The case of the County of Cass vs. C. D. Quinton, involving the disputed fees between the county and the sheriff, has been set for hearing on January 25, 1915.

### GOLDA, LITTLE DAUGHTER OF GEO. KAFFENBERGER, INJURED WHILE COASTING

From Monday's Daily. Golda, one of the little daughters of Mr. and Mrs. George A. Kaffenberger, residing on High School Hill, met with quite a painful accident, the seriousness of which was not learned until Friday evening. It seems that Golda was out coasting with the children of the neighborhood on the Ninth street hill, near her home, and was using the sled belonging to one of her friends, and as she reached the crossing on Pearl street the sled got from her control and ran into the ditch, throwing Golda out into the street, with the result that she received what she considered was only a severe strain to her right shoulder, and she did not pay any particular attention to the matter until Friday evening, when she attempted to lift a little baby cousin in her arms, and without warning the right collar-bone was broken. Medical assistance was summoned and it was discovered that a slight fracture had been caused by the fall and that the lifting of the child had finished the job of fracturing. She is reported as resting quite easily this morning, however.

**His Stomach Troubles Over.** Mr. Dyspeptic, would you not like to feel that your stomach troubles were over, that you could eat any kind of food you desired without injury? That may seem so unlikely to you that you do not even hope for an ending of your trouble, but permit us to assure you that it is not altogether impossible. If others can be cured permanently, and thousands have been, why not you? John R. Barker, of Battle Creek, Mich., is one of them. He says, "I was troubled with heartburn, indigestion and liver complaint until I used Chamberlain's Tablets, then my trouble was over. Sold by all dealers."

**Will Not Meet This Month.** The meeting of the Past Chiefs, which was to have been held at the home of Mrs. L. E. Egenberger, has been postponed until next month. All members will please take notice.

#### Farmers' Telephone Company.

There will be a meeting of the farmers in the vicinity of Murray and the citizens of Murray at Loughridge's hall Saturday, January 9th, at 2 p. m. All farmers and citizens interested are requested to be present. Officers of the Farmers Telephone Company of Union will be present to explain the situation.

By Order of Committee.

### Z. C. B. J. LODGE ELECT OFFICERS AND ENJOY DELIGHTFUL TIME SATURDAY

From Monday's Daily. The members of the local Z. C. B. J. Lodge, one of the leading Bohemian fraternal orders of the country, enjoyed a most delightful time Saturday evening at the T. J. Sokol hall in the west part of the city on the occasion of their installation of officers for the ensuing year, and the event will long be remembered very pleasantly by all who were in attendance at the meeting. In honor of the occasion a number of the members of the order from Omaha were present to assist in the festivities of the evening. A sumptuous banquet was served in the hall following the installation of the officers, and this feature was one to which all did the most ample justice and it served to add greatly to the pleasures of the occasion. The officers who were installed were as follows:

President—Joseph Altman. Recording Secretary—Joe Drozda. Financial Secretary—William Holly. Treasurer—Mrs. A. J. Trilety. After the banquet had been disposed of the sweet strains of music invited the members of the party to the dance floor, where several hours were passed most agreeably in the mazes of the dance, and it was in the early morning hours before the jolly gathering broke up and departed for their homes, feeling that it had been one of the most pleasant events that the lodge had held for many months.

### JAMES H. JONES AND MISS EDNA ALIX, OF LINCOLN, MARRIED IN OMAHA

From Monday's Daily. Another of the young men of Plattsmouth seems to have become entangled in the silken meshes of Cupid's net, as would appear from the marriage licenses appearing in the Omaha papers of yesterday. The license was issued to Mr. James H. Jones of this city and Miss Edna Alix of Lincoln, and the ceremony was performed in the metropolis, where both of the young people had gone on a short visit with relatives and friends, and did not intimate to their friends that they were going to start the New Year in this manner, but the news of their marriage will be pleasing to their many friends in this city. Both of the contracting parties are well known as they have made this city their home since childhood and have grown up here among a large circle of friends, who will wish them much happiness in their wedded life, with nothing to cloud the skies of their bliss.

### TWO YOUNG MEN FROM NEBRASKA CITY GET HILARIOUS AT SKATING RINK

From Monday's Daily. Saturday Judge Archer had before him Dovie Pullman and Robert Secord, two young men who were charged with having created a disturbance near the roller skating rink and with drinking. The young men, when brought before the judge, stated that their residence was at Nebraska City and they had come here to enjoy a little fun at the rink on New Year's day, but their fun had been more strenuous than they had intended. The young men had spent all their coin, but fortunately possessed a return ticket to Nebraska City, and the judge, after administering a fine of \$2 and costs, decided to suspend it if they would get themselves hence, and they were released and allowed to return home with a warning to be more careful of their actions in the future.

#### Card of Thanks.

We desire to take this method of expressing our most sincere thanks to the many neighbors and friends for their kindly assistance, words of sympathy and beautiful floral offerings during the illness and death of our beloved wife and mother. M. L. Furlong and Family.

# 15 FOR 15

Our 15 per cent for 15 days on any suit or suit or overcoat in the house, except **Styleplus**, is a chance for you to make some money. Its 3 times what your money is worth at the bank and 15 per cent less than the goods are worth on the market, and no juggling—just a straight 15 per cent off. We want you always to remember that this is a safe store and that you can depend on it at all times, and especially now during the great confusion of sale cry.

New Hockey Caps 50c.

New ties every week.

## C. E. Wescott's Sons

Everybody's Store

### FUNERAL OF MRS. AGATHA STULL BURNED TO DEATH

A Large Number of Sympathetic Friends Attend the Funeral of the Pioneer Lady.

The funeral of the late Mrs. Agatha Stull was held yesterday afternoon from her late home two and one-half miles northwest of this city, where she had resided for many years, having settled there with her husband in the early fifties, and enduring the hardships of pioneer life to assist in developing the farm that was to hereafter be their home during their lifetime. The services at the home were conducted by Rev. J. H. Steger of St. Paul's church and Rev. E. G. McClosky of the First Presbyterian church. Rev. Steger delivered a short sermon in German and Rev. McClosky in English, that brought much comfort to the sorrowing relatives and friends, who had gathered to pay their last token of love and respect to this worthy pioneer lady, whose untimely death here in the fire of Christmas day cast such a gloom over the entire community, and her long and useful life can be a most worthy memory to her children, as there were few women that have spent such a long and useful life as had Mrs. Stull. During the services two very beautiful and appropriate hymns were rendered by a quartet composed of the two officiating clergymen and Misses Elizabeth Falter and Estelle Baird. At the request of the departed lady the hymn book that she received on the day of her confirmation in 1849 was placed with her in the casket and laid away with her in her last long rest.

At the grave in Oak Hill cemetery

there were a large number of the friends assembled to witness the last sad rites performed as she was laid to rest beside the husband, who preceded her in death several years ago. Mrs. Agatha Stull, nee Hengstler, was born January 17, 1836, at Oberbaldingen, Baden, Germany. Here she resided for a number of years and was confirmed at the town church there in 1849 and was a most faithful believer in the church until her death. She emigrated to America on February 20, 1854, and was united in marriage at Plattsmouth on December 25, 1856, to Mr. John Frederick Stull, and this worthy couple resided on the farm near this city until the death of the husband and father, and since that time Mrs. Stull and son, Lawrence, have made their home on the homestead.

To the marriage of Mr. and Mrs. Stull six children were born, two of whom have preceded the mother to the better world. Four children are living as follows: J. Fred Stull, residing in Louisiana; Lawrence Stull and Mrs. O. P. Monroe, residing at Plattsmouth, and Miss Agatha Stull, who lives in Washington and was unable to be present at the funeral. One of the special sad features of the death of this worthy lady was that it occurred on the anniversary of her marriage, December 25th, under such distressing circumstances.

#### Best Cough Remedy for Children.

"I am very glad to say a few words in praise of Chamberlain's Cough Remedy," writes Mrs. Lida Dewey, Milwaukee, Wis. "I have used it for years, both for my children and myself, and it never fails to relieve and cure a cough or cold. No family with children should be without it as it gives almost immediate relief in cases of croup." Chamberlain's Cough Remedy is pleasant and safe to take, which is of great importance when a medicine must be given to young children. For sale by all dealers.

Subscribe for The Journal.

\$15 overcoats now \$20 and \$25 overcoats now

# \$10 \$15

Four months of weather just ahead of you which will demand for comfort's sake that you wear a heavy overcoat. Right now you can come to this store and for a ten dollar bill you can get a coat that would regularly cost you \$15 and in some instances as high as \$17. These are made by manufacturers who guarantee their goods; fabrics are all wool, tailoring first-class.

For \$15 you can take your choice of the best overcoats in the store, ranging in price from \$18 to \$30. These are all hand-tailored garments made of all wool materials.

(Watch for our shirt sale announcement later this week)

Stetson Hats

Falter & Thierolf

Manhattan Shirts