

The Plattsmouth Journal

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R. A. BATES, Publisher

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Boost the fire department.
:o:
Old Sol is still with us.
:o:
What is so cold as a day in June.
:o:
The carnival band is a dandy, and no mistake.
:o:
When you go after the bacon, stick around till you get it.
:o:
The fellow who lives only for himself doesn't live for much.
:o:
When you kiss a pretty girl it is a sign you have good taste.
:o:
There is no flower of spring lovelier to behold than the American flag.
:o:
Be as happy as you can, remembering always that it will help the other fellow that much.
:o:
If you know some really conceited person, who thinks he knows it all, ask him to name the thirteen original states of the union.
:o:
We suppose Emperor William thinks we are deficient in military leadership, but he wouldn't think so if he could hear our street corner strategists win battle after battle any old day.

A Seattle banker has been given a sentence of "one to ten years" for stealing \$1,500,000. What would they have done to him if he had been caught shooting craps?
:o:
An expert's opinion is that farmers don't make "big money" like steel plants and powder factories, because the farmer is not a chemist, an engineer and soil expert as he should be—nothing but a farmer.
:o:
Let an editor say something that one person does not like and he will hear from it in a hurry. But let him say something that ten thousand persons like, and the chances are he will not hear a word about it.

If the southern farmers generally get enthusiastic over figures showing that the growing of peanuts pays \$10 more per acre than growing of cotton, even when the price is up 20 cents, where are we going to get our bed sheets, etc.?
:o:
The women workers, according to the French minister of munitions, excel in delicacy of touch. We don't know anything about the delicacy, but we'll admit she excels in the persistency of touch.
:o:
Talk about young manhood going to war. How was it in 1861? The Union army was greatly made up of boys from 15 to 20. Take the family of our own, for instance. The writer was the oldest, at 19, and the youngest 15, and the three of us in the army and thousands of others the same way.

Herbert Kaufman makes no error when he says: "Each must play his part and pay his part when a great cause is at stake. If we do not pause each day to consider country and conscience; if we do not eternally recollect for our children the sacrifices of yesterday; if we do not constantly reverse the deathless deeds of the past, from Thermopylae to the Alpine passes where Winkelried harvested to his heart the tyrant spears; if we do not venerate the memory of the martyrs; if we do not bend knee to those who have foregone personal profit that the multitude shall profit in their place; if we waver in adversity and shrink at the summons of duty, then our all shall become as nothing, for we shall be building upon the quicksands, not upon the rock; our sovereignty will not endure longer than we honor Honor."

THE RAILROADS AND A RATE INCREASE.

It is rumored that the railroads are soon to begin a concerted move for an increase of 15 per cent in freight rates in Nebraska. Coupled with their demand for the increase, which will be presented to the state railway commission, will be an educational campaign.

The easiest thing the Democrat could do—and perhaps the most popular—would be to begin denouncing attempt to "further rob the dear people." However, the Democrat isn't looking for the "easiest way" and it prefers to be honest with itself rather than to seek "popularity at the expense of conviction."

It is not the increase of 15 per cent in freight rates that would add to the burdens of the public. It is the increase of from 50 to 500 per cent that others would put upon their commodities and then offer the increased freight rate as an excuse. New potatoes from Florida are selling for \$1.50 a bushel at the point of production—but they are selling for \$5 a bushel at York—and the railroads are not getting 10 per cent of the difference for the hauling, either.

Everything you purchase these days has shot skyward in price, with the sole exception of transportation service. You pay \$7 for the pair of shoes that you got for \$3.50 a couple of years ago—and you can ride for 2 cents a mile in Nebraska now just as you could two or five or seven years ago. But while silently, if suddenly, paying the increased price for your shoes and sugar, and your butter and bread, you get red in the face with anger if it is suggested that you allow the railroads to charge a little more for the service that is costing them a whole lot more.

The Democrat is charging more for its job printing now than it charged eighteen months ago. It is charging more for its subscription than it did eighteen months ago. And it is charging more for its advertising than it did eighteen months ago. And why? Not because it can compel people to pay the increase but because it cannot render the service at the old price. And if the Democrat cannot get a price that makes a profit possible it can not render service. The railroads have not been allowed to increase their freight or passenger rates, but they are compelled to pay higher prices for everything they must purchase, just as the rest of us must do. And if they are to be compelled to render service they are entitled to an increase that will cover their "increased cost of living."

If the paper mills will reduce their prices to a point 15 per cent above the prices of eighteen months ago, the Democrat will cheerfully, aye, joyfully, pay 100 per cent higher freight charges on its paper shipments. If the shoe manufacturers will reduce the prices of their wares to a point 15 per cent above the average prices of eighteen months ago the Democrat's editor will gleefully and enthusiastically agree to allowing the railroads to charge 150 per cent more freight than they charged for carrying shoes eighteen months ago.

This newspaper suggests that we consider this demand for an increase in freight rates without prejudice, and in the light of reason and the existing facts. If the railroads can show that they are entitled to it, give it to them. And let us permit them to make their showing without resorting to abuse of them because they are doing so.—York Democrat.

It is generally the man who has no business of his own that always wants to make trouble with those in whom he is not interested indirectly, or otherwise.

OUR FIRST WAR SCANDAL.

Do you believe the war will end this year? If you do, and run across some friend who doubts it, you can prove it to him by a new prophecy which rests on the wizardry of figures.

When you meet the doubter, tell him to take certain statistics of the rulers of the allies and figure it for himself. Here they are:

Name	Took Office	Years Served	Age	Total
President Wilson	1912	5	61	3,834
President of France	1913	4	57	3,834
King of England	1910	7	52	3,834
King of Italy	1900	17	48	3,834
King of Belgium	1899	18	42	3,834
Emperor of Japan	1912	5	73	3,834
King of Serbia	1903	14	73	3,834
King of Montenegro	1910	7	76	3,834

The list establishes the fact that 3,834 is the magic figure. But your doubting friend will at once say it is incomplete, because Russia is left out of it. You can show him that the deposed czar was born in 1868, ascended the throne in 1894, had served twenty-three years when the revolution unseated him and is 49 years old, and that these figures, too, add up to 3,834.

To determine when the war will end, just divide 3,834 by two and you get 1917. Simple, isn't it?

Of course if your friend is smart he will scratch his head and go to figuring, and at once he will find that a man's date of birth and his age now will equal 1917; and if he is a little smarter than the ordinary he will proceed by analysis to discover that any date present ruler took office, added to the number of years he has served also will make 1917, and finally that 1917 and 1917 make 3,834.

OUR FIRST WOR SCANDAL.

For cold-blooded profiteering it would be hard to beat the present manipulation of coal prices. It is the first big scandal of the war.

A 300 per cent increase in prices is unwarranted and dishonest. There is no shortage of coal; in fact, some of the mines are not being operated, the purpose being, it is said, to cut down the supply. Neither is there the slightest warrant for anything like such a price advance on account of war conditions.

The mine owners first added 65 cents to last year's price to take care of increased operating expenses, recently they gave it a still bigger boost by adding \$1.20 more. In the opinion of impartial observers this is nothing more nor less than an effort to gouge the public. It is an unscrupulous attempt to get rich quick through war profits.

Meanwhile the government needs thousands of tons of coal to make rifle barrels. Some harsh things have been said and some harsh things ought to be done. The indictment is very simple; in a time of national crisis the coal men, for their own profit, are holding up not only the public but the government itself.—Chicago Tribune.

This year the embattled base ball players' swat may not be heard around the world.

Women munition workers of England have demanded increased pay. How like the man!

W. A. ROBERTSON,
Lawyer.
East of Riley Hotel.
Coates' Block,
Second Floor.

ABOUT CAR SHORTAGE.

The Nebraska railway commission has given it out that the railway equipment shortage is now a thing of the past.

Let us at least hope so. Not only the West, but the whole nation was made to suffer by the car shortage during the past year, and now that there is said to be enough equipment to meet any reasonable demand there should be no occasion for any more trouble along that line.

The main thing now is to enforce the right kind of distribution rules. A report of the Nebraska railway commission shows that a large number of box cars are now in this state. Reports of car locations received by the commission from some of the carriers operating in the state show that the cars owned but used by foreign roads in spite of the efforts of Nebraska roads to secure them of their equivalent, have in a large measure been returned from the east, and have been ordered to Nebraska shippers. By some it is considered that a lessening of demand has made only an apparent increase in the supply of available cars, but statistics do not show this to be true. Nebraska roads actually have more cars on their line now than at any other time during the shortage.

The report further shows that the volume of grain shipments, in which business there was the most disturbance because cars were not available, have not decreased in the state as a whole. No complaints are now coming to the commission of inability to secure cars. Reports of grain leading show many stations receiving no cars, and demanding none, evidently. However, a check of reports for six days, in the middle of May show shipments of grain from producing points totaling 1,856 cars, or, roughly speaking two and a quarter millions of bushels. The average in the shortage period did not exceed 1,600 bushels.

It is evident that the railway commission has done good work in helping to straighten out the car shortage and the members of that august body are entitled no small degree of credit.

But now comes the government with a statement to the effect that while there are 2,500,000 freight cars in the United States their capacity is barely sufficient for commercial needs. The railroads in the near future will use 120,000 cars to transport material for the construction of the "new army" training camps, and a continuous flow of cars to keep those camps in supplies. They estimate that it will take 200,000 cars to carry the material which will enter into the construction of the government merchant ships, whether of steel or of wood. They will require an enormous number of cars to move the steel for the ships under construction for the navy, and no estimate whatever can be made of the number of cars which will be needed to carry the material used in the manufacture of munitions and supplies for the army, and in moving them to the shipping point.

The railroads have adopted, as the fundamental principles on which to secure the desired results, increase of efficiency, economy of effort, and the elimination of competition. In other words, by patriotic co-operation to operate as if they were one great corporation, intent upon securing the greatest results at the least expense of effort and of money.

Nebraska farmers will do well to remember these things when it comes time to move their crops next fall.—Hastings Tribune.

Mrs. Thad W. Rhoadcker, the press agent for the Tom W. Allen shows, is a grand lady, and right up-to-date in this line of business, and makes a friend with everyone with whom she has business connections. She is a very accomplished lady, and clever to a fault, and the Journal force are reminded that every time she visits this office she brings with her one more ray of sunshine to beam in upon us. May the little lady live forever and then some if such a possibility could exist.

ALL AMERICANS.

The Beatrice Sun hits the nail on the head in the following editorial:

"Somebody should send to the kaiser a list of the recruits being enrolled in this country. It would serve the good purpose of disillusioning him as to the loyalty of the great mass of the German citizens of the United States.

"Take Tuesday's list of recruits for Company C. Of the ten who enlisted on that day, six names were of a pronounced German flavor. At least one of them is the son of a man who has served in the German army. "The deadly statisticians of Berlin had it figured out that the reason President Wilson was patient and trying to avoid a clash with Prussianism was that he feared the thirty millions of people of Teutonic birth or extraction in this country would stab him in the back. The Berlin government knew that we were very loosely organized to suppress sedition, and they believed disloyalty would thrive in the soil of freedom.

"The kaiser should get some of his recruiting lists. Then, perhaps, he will fire his statisticians who had conjured up a vast pro-German machine within the citizenship of America."

Results are proving that the German-Americans are loyal the same as any other kind of Americans. They were opposed to our entering the war, it is true, but except for a few jingoists so were the rest of us. Their natural sympathy for the Fatherland made it more difficult for many of them than for most of their neighbors to realize the necessity for our going in. But now that we are in they are standing by their country and their young men are rallying to the colors.

We are many men in many minds, here in America, as to the causes of the war, its merits, and its objects. It is natural that a free-thinking democratic people should be so divided. But when it comes to the duty of standing by our own country we are, with negligible exceptions, all Americans. When the test comes we realize that this is the best country with the best government, on earth, and that it is our home and will be our children's home after us. We realize that our country is not fighting out of greed and selfishness but to protect its own humanity's rights. We realize that if it wins democracy will spread. And we all believe that democracy is better for the world than autocracy.

Confronted with the situation and the choice the wonder is that there could exist, anywhere in this great republic, a single citizen who is not, in heart as well as in speech and action, on America's side.—World-Herald.

Speaking of the suffrage question, it was wrong for the state legislature to pass a suffrage bill in the face of the fact that it was defeated by a voice of the people by a big majority at a recent election. This is the reason why petitions are being signed to submit the question again to the voters of Nebraska at the next general election.

Of course, we are going to assist Uncle Sam all we possibly can in financing this war. We are going to pay the "advertising tax" without a murmur. But if Uncle Sam expects us to buy any Liberty bonds he will have to provide 'em in smaller denominations.

Nebraska will feed 'em as well as do her share of the fighting. When it comes right down to doing the things that need to be done you can count old Nebraska as "Johnny on the spot" without any mental reservations.

Remember the Spartan mother who bided her son goodbye and bade him come back with his shield or upon it? Well, those Spartan mothers didn't have a thing on the mothers of American boys.

No matter what you raise this year you are sure to be well paid for it—unless it be nothing but hell.

Social Dance!

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TURN-VEREIN-

Saturday Evening, June 16, 1917

The best time assured to everyone and the coolest spot in the city for dancing. Come out and spend a few hours most pleasantly.

MUSIC BY PLATTSMOUTH ORCHESTRA
Gents 50c —ADMISSION— Ladies Free
—OLD FASHIONED DANCES—

RELIEF CORPS IS ENTERTAINED BY MRS. F. G. EGENBERGER

From Wednesday's Daily.
The ladies of the Women's Relief Corps were entertained yesterday afternoon at the beautiful home of Mrs. F. G. Egenberger, with Mrs. Egenberger and Mrs. Alice Cowles as hostesses. The home was transformed into a bower of beauty by beautiful roses and peonies, that made a charming setting for the happy event.

During the afternoon a short program was given that proved most enjoyable in every way to the large number present, and was given by a number of the talented ladies of the city. Miss Ellen Belle McDaniel gave several of the most enjoyable piano selections and Miss Bernese Newell, a few readings, in her usual charming manner and which were greatly appreciated. Mrs. P. J. Flynn gave a pleasant surprise to the ladies in a vocal number of a patriotic nature, the words and music of which had been composed of this talented lady, and this number was especially enjoyed by everyone. The members of the Grand Army who attended the meeting also treated the ladies to several of the war songs of the boys in blue, that were received with marked favor by everyone. At a suitable hour a most delightful luncheon was served by Misses Myrtle Peterson, Ellen Belle McDaniel and Helen Egenberger, which was an added pleasure to the afternoon of enjoyment. The attendance was quite large, there being fifty ladies present, and all enjoyed themselves to the utmost and felt that the delightful hospitality afforded them by the hostesses would long be remembered.

F. P. Bush and Leonard Meisinger were in Nehawka yesterday for a few hours looking after some business matters in that place where Mr. Bush has a branch office.

Miss Eda Marquardt, county superintendent, departed this morning for Chicago, where she will enjoy a visit in that city for a short time with relatives and friends.

A want ad will bring you a buyer.

PLEASANT BREAKFAST AND APRON SHOWER IS GIVEN FOR THE BRIDE

In honor of Miss Edna Shopp, whose marriage to Mr. Carl Dalton occurred yesterday afternoon, Miss Gladys McMaken entertained most charmingly Tuesday at a 10 o'clock breakfast and apron shower at her home in the northern portion of the city. The home was very pleasingly decorated with white peonies in profusion throughout the rooms and at the tables, which lent a pleasing touch to the scene. The breakfast was served in three courses and was most enjoyable to the young ladies present to participate in the gathering.

The bride-to-be was presented with a large number of very artistic and handsome aprons by the friends, the shower being arranged in a very novel and pleasing manner. A large imitation cake was presented to the bride, who was requested to cut into it, when the dainty aprons were revealed. Those who were in attendance at the pleasant occasion were Misses Mildred and LeNora Snyder, Mina Kaffenberger, Meryl Whitmore, Coin, Ia.; Hazel Simpson, of North Platte, Neb.; Edna Shopp, Sophia Hild, Golda Noble, Mary Wetenkamp, Mrs. H. C. McMaken and Miss Gladys McMaken.

John Lynn, of Union, was in the city today for a few hours looking after a few matters of business at the court house.

Dr. and Mrs. B. F. Brendel of Murray, Mr. and Mrs. Will Brendel of Avoca and Mrs. John Brendel of Zionville, Ind., were in the city yesterday for a few hours enjoying the carnival.

For Rent or Sale—My residence on Locust St.; partly modern. Mrs. C. A. Berggren. 5-29-17wd&w

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