

The Plattsmouth Journal

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R. A. BATES, Publisher

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Wheat looks fine.
:o:
The farmers are awful busy.
:o:
Everything growing nicely.
:o:
Loyalty is the watchword.
:o:
The farmers are doing their 'bit' just now.
:o:
Painters and paper-hangers are working over time.
:o:
George Creel demands a probe. At least he deserves a prod.
:o:
The idea is to get as much out of these long summer evenings as possible.
:o:
To would-be violators of the Bone Dry Law: Jug not that ye be not juggled.
:o:
Do your part in the garden and field. Do not fear, Nature will do her part.
:o:
Plattsmouth never does things by halves. That's the reason the old town is so prosperous.
:o:
The scholars of the grades are capable of making excellent four minute talks on thrift stamps.
:o:
They are now going to conserve the babies. Good idea. Should have been about a long time ago.
:o:
Golf fiends ought to be among the first to enlist, since they would be missed least by their families.
:o:
News from Russia is awfully scarce, but so long as what there is makes Germany uneasy we can't kick.
:o:
The rule to plant corn by the 10th of May is a good one, get it in the ground, the rain will come, all you have to do is the planting.
:o:
It does seem a little foolish to close the window glass factories just at this time when the small boys are beginning to play ball again.
:o:
It is easy to keep away so many flies. Kick and the first ones that come along and keep on knocking the mouth. Keep your swatter handy.
:o:
If the women really wanted universally equal rights, they would demand the right to be convicted of murder when guilty, same as a man.
:o:
Pay a little more attention to cleaning up your back yards and alleys. Filth breeds flies and do this work before the incessant hot weather.
:o:
A billion over the top on the Liberty Bond Loan. The American people are there, with both feet when it comes to supporting their own government.
:o:
It is a good time to cast your bread upon the waters, as there is some curiosity right now as to whether this new substitute bread will float.
:o:
If this war should continue three or four years longer, colonels will be so common that an auctioneer will not attract any more attention than a corporal does now.

The Thrift Stamp is doing its work.
:o:
All Americans will put the can on yellow dogs.
:o:
The good old summer time is making her appearance, for sure.
:o:
With the close of the schools more energy will be available for feeding the world.
:o:
Now is the time when no one can afford to have people guessing where he stands on any question.
:o:
There is only one position which any one can safely occupy in these times and that is to be Absolutely an American in every way.
:o:
J. Pluvius did not see Plattsmouth this morning, though he sprinkled some water on Omaha—yea even sopped it out—but they have an idea of cleaning up the city any way. Did you see the vote?
:o:
It may be inconvenient and annoying to have a pup nipping at your heels, when you are about your daily tasks, doing your best for your country and humanity, but remember they are only dogs, whether two or four legged ones.
:o:
The organization of the Technical school by the members of the working force of the Western Machine and Foundry Co. is a step which might well be copied with profit in many lines in this as well as other cities.
:o:
Even Omaha has a desire for a change, from the old style of rule, which has dominated its politics for so many years, and were so self assertive that they proclaimed they could not be defeated. Verily the worm will turn.

FUEL SHORTAGE STILL THREATENS

Although winter has passed and the demand for fuel is correspondingly lessened, the critical situation has not entirely disappeared. Two reasons exist for this and only one remedy. Labor and cars are said to be scarce at the mines. Particularly is this true of the eastern zones, where railroads are tied up with other war traffic and coal producers find great difficulty in getting cars to remove their product as fast as it is ready. These, too, complain of shortage of help. In the western zones some shortening of production has been noted, lack of cars being assigned, together with lessened demand for steam coal, as the reason. The remedy proposed is to store fuel for next winter. This applies to all users, large and small, and seemingly affords the only assurance that the inconvenience of last season will not be repeated. Most small consumers have made arrangements for storing coal and some of the larger users have planned to store considerable quantities. The fuel administration urges this as a safeguard against future shortage. Adjustment of prices has not so much to do with production now as delivery. With cars and storage facilities provided, the summer should see ample provisions made against winter so far as coal is concerned.—Bee.

MAKING BETTER USE OF SHIPS.

Calculators are busy with pencil and paper making estimates as to to be launched from American shipyards during the current year, and some surprising totals are announced. A far more gratifying and tangible result has been noted in the actual practice of using the ships at hand. When the war began it was accepted that ten tons of shipping would be steadily employed in the

transport service to maintain each soldier sent abroad from here. Experience later modified this estimate, and five tons was accepted as the basis. Necessity came as a spur to organization, and now a new figure is given, two and one-half tons to the man. This reduction has been achieved by better loading and unloading, speedier movement of the vessels and a closer adjustment of the operations of the maintenance department of the army. The advantage is easily seen. It has multiplied by four the possible service of the ships available and increased our effectiveness in the war by that much. If the estimate of new tonnage, now based on actual launchings, is borne out by experience, American shipyards will produce this year more than enough cargo carriers to supply an army of a million men in France. Berlin knows this, and in the fact may be found some reason for the haste that is urged on Hindenburg in his military operations. America actually is on the way to the front.—World-Herald.

STATE TAXES ON RAILROADS.

Governor Neville is in receipt of a letter from Secretary McAdoo, in which the request is made that taxes be laid lightly on railroads, it being stated that heretofore these have been paid by private corporations, but now the money will come out of the federal exchequer. Here is a statement to make us pause. In theory at least, if not in practice always, the property of the railroads has borne merely its proportionate share of the expense of maintaining the government. Taxes have been part of the charges against the revenue of the roads, a legitimate item of expense, met from the earnings. When the government took over the lines the impression given was that it was not as a money-making venture, but to get better service by effecting immediately a co-ordination that could not be brought about without great delay under private management. Many curtailments of service have taken place, that economies might be effected and the net income of the roads be thus enhanced. Moreover, the law has guaranteed the owners a definite return on their property while under the control of the federal government. All of which leads us to wonder why privately-owned property should be exempted from taxation simply because it happens to be directed by the general government under an agreement that provides its owners a handsome profit. Reduction in railroad taxes means an increase on other property, on most of which the federal government is not insuring returns.—World-Herald.

REMOVING A MOLE.

The citizen reared on the plains of the middlewest with his knowledge of nautical affairs limited to the log of the schooner received something of a jolt the other day when newspapers told of the British destroying the mole at Zebrugge.
The mole has demanded unique consideration in its relation to man, and, particularly, woman. The early notion was to remove it, but innumerable attempts proving disastrous, it then became the vogue to imitate it and beauty spots were quite the thing. Such was the status of the mole when the report of the destruction of a mole at Zebrugge came over the wires. Telegraph editors were puzzled, but that did not keep them from passing the word on to the unsuspecting reader. A mole had been destroyed. That was the Lig news of the day.
One would hardly suspect that Noah Webster would have ideas of the mole other than that of a burrowing animal or a natural beauty spot, but reference to the latest unabridged shows that Noah did have knowledge of other moles. He tells us that a mole is a concrete break-water, built in front of a harbor to exclude heavy seas. It may be large, or small, as the necessity requires. The mole at Zebrugge happened to be of considerable size, towering forty feet in the air, with military works upon it. Judging from the

news dispatches, the British have discovered the most successful way of removing a mole.—Lincoln Star.

QUICK ON THE TRIGGER.

The man who has made a mess of an after-dinner speech and sat down in a cold sweat, could rise ten minutes later, if the toastmaster would only give him a chance, and set off a package of verbal fireworks that would dazzle the table. And after he has gone to bed that night, he can compose a classic of postprandial eloquence.
The trouble with after-dinner oratory is, there is no second helping. The one man must meet the one occasion fittingly, or miss it miserably. And in this quality it differs not a bit from nearly every form of human endeavor in which fleet-footed opportunity must be met by vigilant activity. One flash of foresight is worth an hour's steady shine of hindsight. One man caught the runaway team, but sixteen men sat around the stove at the grocery store, and told how they would have done it.
Comparatively few men have foresight well developed, and fewer yet have brain, muscle, will power, judgment and moral force so balanced and coupled up that they deliver the master stroke in major affairs at the best possible moment. Perhaps at certain times this whole world has had no one such man, competent to meet a great world crisis.
But the world has never lacked men by the tens of thousands who, if given a little time to think out the problem, could not think straight. These men in time of peace, when events march at normal pace, manage large things well, for they have time to weigh facts. Nor has the world ever lacked men by the million who could see mistakes made by other men. Almost anyone can see a mistake, if given thinking time and a little coaching. Hang a labeled mistake up by the roadside in the sun long enough, and everybody will admit it.
In these whirling days, but one thing counts—a straight aim and a quick trigger! Appointments to official position should be made with care.—Chicago Tribune.

GOOD FOR OMAHA.

The outcome of the city election furnishes inspiration for a bigger and better Omaha.
In electing six out of seven new men to take charge of the city hall for the next three years the voters have registered a demand for a house-cleaning and a new deal.
While perhaps few ballots were marked for the exact seven who have won out, the community is entitled to self-congratulation on the character and caliber of the winners as a whole and will rightfully look to them to set higher standard of efficiency and speed up the wheels of municipal progress.
Regrets may be indulged for one or two of the defeated, but such are the fortunes of political warfare.
A decisive majority of the people have voiced their desire for a change of control. It will be up to our new city managers to make good.—Bee.

MORE CARS AND ENGINES.

The orders given by the federal railroad administration for 30,000 box and coal cars and 1,023 locomotives mean an expenditure of \$140,000,000. But for the federal control of railroads this expenditure could not have been made. Now there is to be the much needed relief of the shortage of rolling stock which has hampered transportation in this country.
The order for locomotives is the largest single order ever placed in the history of American railways. Under private management there necessarily would have been keen competition for locomotives because of the unprecedented demands being made on the railroads. The consequence would have been that some roads would have secured large numbers of locomotives, while others would have been less fortunate. This would have meant freight congestion on certain roads, while others be-



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