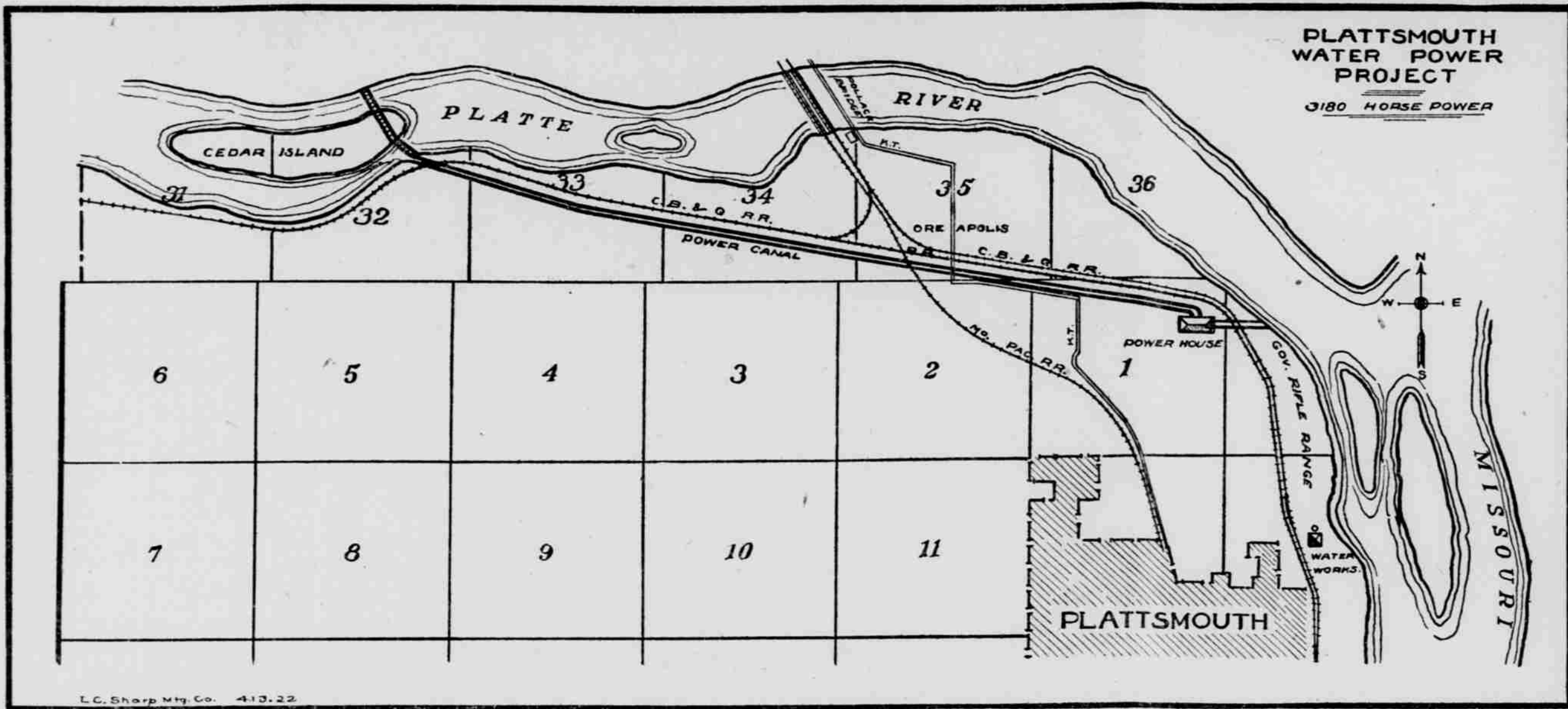


Plattsmouth and the C., B. & Q. Railroad Shops



5 1/2% **5 1/2%**

Lower Interest on Farm Loans!

Perhaps you have a mortgage against your place. Maybe it is not due yet, but probably have an option or right to pay the loan in full when you pay the next interest.

If you are paying more than 5 1/2% now, don't wait for the loan to become due, but see me about a new loan before the next interest paying date.

GEO. O. DOVEY

5 1/2% **5 1/2%**

POINTS OUT POSSIBILITY OF SECURING ENLARGEMENT OF BURLINGTON SHOPS HERE

NON-HOSTILE ATTITUDE OF MEN OUT ON STRIKE AT THIS POINT TOWARD THE COMPANY SHOULD PAVE WAY FOR IT.

POWER PLANT PROJECT A GREAT INCENTIVE

And Taken Together They Should Mean Much Toward the Town Coming Into Its Own—Over 3,000 Horse Power Available from Platte River.

Plattsmouth, Nebr., July 23, 1922.

EDITOR DAILY JOURNAL:

I note in the Omaha daily papers that Mr. W. F. Thiehoff, general manager of the Burlington has notified Lincoln that the company will seek other location for its Havelock shops. It is the writer's opinion that this statement, whether sincere or not, presents us an excellent opportunity of sending word to Mr. Thiehoff and advising him of the great injustice which has been forced on this city in the past when by the sharp practice of Burlington officials, they were enabled to remove a large and important section of the railway shops from this city, directly in the face of its agreements to maintain forever its headquarters and railway shops in Plattsmouth.

The opportunity is too good to pass unnoticed, and now is the time to challenge the sincerity of Mr. Thiehoff's remarks.

With this purpose in view I herewith enclose you a pertinent open letter to the Burlington railroad, emphasizing a situation which is fast becoming history as well as working an unwarranted hardship on our people who have invested their all on the strength and integrity of the contracts of a great railway company.

There is nothing like making a big noise and it pays to fire a blank cartridge once in a while, although that isn't necessary in this case. Let us tell the railway folks that we are still at the old stand awaiting the last touch to their conscience which will assist them in making up their minds that it pays to be on the square.

If there are any further suggestions you can add to the matter at hand it will help, nor do I think the facts are over stated, nor any offense be entailed by a careful handling of the subject, but in the most forceful manner.

I should have added, too, in this appended letter, that at the time the Havelock scandal was being promoted, the instigators used the foremen of the shops here as agents to sell our citizens and shop employees alkali lots in the new townsite, taking the price out of their pay envelopes. Workers were thus forced to abandon their hard earned homes in Plattsmouth and exist in exile in the sand stretches of the outlying suburb of Lincoln. The writer, who was born and raised in the city, and who was living at home, was compelled to leave for Havelock or quit the service of the company, which I did and went to Omaha in the service of the Union Pacific, but many others were so lucky and left their small accumulations here to rot.

Our merchants here also have carried their employees for thousands, have erected expensive buildings to remain idle and worthless, empty homes have dotted the hills until they became worthless and the town has suffered greatly due to the lack of integrity and the greed for personal gain of the promoters of the crime of Havelock. They now threaten to remove the last vestige or link which binds the old to the new regime—the brass foundry—to Havelock, in the face of the stretch which is now arising there and which is sufficient to warrant their idea

of a reward for a great effort in their behalf, bound themselves in contracts binding to them and the world forever, to make Plattsmouth the generic base for their operation henceforth. It was then they gladly, in consideration of the favors rendered, bound themselves to forever maintain their railway headquarters and their engineering and machine shops in this city.

Now Mr. Thiehoff, how well did this work out?

In those days the company had a frame building north of the present what may be termed the depot. The writer recalls the old timers, including Mr. G. W. Holdrege, whom you have succeeded, Mr. Calvert and many others, whom it will not be necessary to name. These men called Plattsmouth home. Everyone was happy and Plattsmouth responded to the growing strength of the railway, with its own industry becoming a bustling and important center. As the lines of steel were laid westward through the sand hills toward Denver, the shops here were animated both by day and night. Hundreds of faithful workers labored far into the night at very small remuneration as compared to present recompense. Our faithful women also shared the burdens of this great enterprise, toiling early and late.

Gradually the machine shops and car departments and the great store house of materials continued to grow. Prosperity was among the people—a now fixed potential railroad town whose every wish was gratified. Our people in confidence invested their all in little homes which dotted our green hills; our city officials were as yet manned by the ranks of railway employees. The only thought of the entire inhabitants was and is the welfare of the Burlington railway.

Mr. Thiehoff, in this period of success there came a time when all was serene, when lives were happy. While gardens bloomed, children played, housewives sang and little savings were secure. Our moneyed people invested in substantial structures in faith and security that a great railway system and its responsible men would likewise be faithful and honor their holy contracts. Mr. Thiehoff, while fortune thus smiled on a happy and contented people, there came from out of the Blue an order to remove the headquarters from Plattsmouth and between suns it was so. Imagine, if you will, the feelings of those who played their last penny on the integrity of more than a promise of a great railway company, but this they stood as best they could.

HAVELOCK ATTORNEY DEFIES BURLINGTON

Lincoln, July 22.—(Special Telegram)—Clifford L. Rein, city attorney of Havelock, the Burlington shop town, today told W. F. Thiehoff, general manager of lines west, Burlington, that Thiehoff's intimation of refusal to enlarge the Havelock shops because of lack of protection given by officials to men desiring to work is "old stuff."

"Too frequent usage of this threat has depleted its original force; it is old stuff," Rein wrote in an open letter to Thiehoff.

In referring to the searchlight maintained at the Havelock shops to protect Burlington property, Rein wrote as follows: "Unless we secure your cooperation in getting the searchlight discontinued or a court order forcing you to discontinue its use, we shall decline to be responsible for maintenance of law and order in this community."

The mayor and three out of a total of four councilmen at Havelock are labor union members. —Omaha Bee.

the Burlington railroad was to have its inception.

Mr. Thiehoff, you should have stood near the bank of the old Missouri on that memorable day when a noble crowd of hardy pioneers with bare heads and gracious uplift of horny hands thanked the great Director of all destinies—when a feeble woman whose adornment was a plain calico dress, placed a spade in the ground and moved the first earth for the great Burlington railway.

Nor was this all. It was in those times when the Burlington railway was feeble itself, the people poor and the destinies of the beyond unknown, that our small band of faithful frontiersmen and women bonded themselves for an almost unheard of amount in those days, and also gave useful property and necessary help to the proposed railway—went down in their lowly homes and gave their all to assist the Burlington railway at a time when its existence wavered in the balance.

Mr. Thiehoff, this was the time when the directors of the railway, out of their genuine appreciation,

nothing to lose and much to gain, their beloved city lost its all or its basic morale, which is worse.

Nor was this all! Not on your life! Recently and during our present labor differences, the order came to remove the brass foundry from our midst—probably to Havelock—and it was so. Our people appreciate this department because it was the last vestige which linked the old engineering shop and its promises to the city. It may be true it is a small department when the works are viewed as a whole, but it was the last monument that linked the old to the new.

Mr. Thiehoff, as you may know, many locomotives were built in the Plattsmouth shops. The company's records will show that even at that time these machines were built here for less money than anywhere else on the system. The entire production of the shops was on the most efficient basis and could not be duplicated elsewhere. Our men lived only for the railway; it was their soul and their life, and of their loved ones, but the tragic order came and homes were broken and sombre gray settled over the hills, all because tricksters placed money before all, even life itself.

Is Plattsmouth a good place for your railway shops? If so? Drainage to the Missouri river gives us the lowest mortality rate in the state. Natural spring water right out of the lime rocks under the shops themselves. It was originally a pivot point for manufacture, stores and distribution for all quite directions on the system—a natural home town and a natural shop town. Also, there has been ignored the fact that almost within the city limits is available the finest water power project in the state, where at least ten thousand horse power can be made available at nominal expense out of the Platte river which empties its last waters right at our door. This available energy diverted to the shops here would eliminate the coal problem entirely and also reduce materially the operating expense incident to coal power methods.

Also, it has been unreasonably claimed that we are short of room. Perhaps, for your information, the writer may state that there is available as much as one thousand acres of land adjacent to railway property, which by reasonable effort can be reclaimed in the same manner as was done by the Smelters in Omaha, and elsewhere, as well.

Mr. Thiehoff, can a corporation afford to keep faith? We think so! Can the Burlington railroad afford to perpetuate an injustice on its friends who stood by it in the days of its early struggles? Mr. Thiehoff, the crime of Havelock not only cost the Burlington railway countless thousands due to improper location, but also left the grey, bitter reflection in the hearts of old friends it humiliated and deserted in the old home town.

Mr. Thiehoff, there is no place like HOME, and now that Havelock and Lincoln have manifested the true spirit that can only actuate from an alkali base and which can only continue to exhaust the functions of a railway co-ordination, the situation has therefore justly given you the opinion that another location more favorable for such works be secured.

Mr. Thiehoff, it is not too late to return these works to Plattsmouth and rectify so far as possible the great wrong perpetrated on an honest community unfairly disfranchised of its rightful possessions, a situation also depriving the railway of natural advantages which can be reckoned in money of large proportions.

Mr. Thiehoff, bring the old boys back to the homes among the green hills, the same old trees, the flowers, the birds, where the same old Missouri river rolls on, contented and faithful as ever—the efficiency of quiet comfort and home life for the faithful employees.

While it may be true that our present employees are on vacation, it can also be said that never in the past history of the railroad's activities in Plattsmouth, has any trouble ever originated here, and it should

be clear that the present unrest is due solely to foreign influence probably originating at Lincoln and Havelock, where there is nothing else for them to think about, marooned as it were in an oasis of wind swept alkali desert, and where home life as it should exist can find no proper foundation.

Mr. Thiehoff, see that the Burlington shops are moved to Plattsmouth, the dot of greatest potential energy on the Burlington system. We welcome you HOME! You need our atmosphere, we need you and Plattsmouth is faithful to the end. Can such mutual interests be disregarded? We think not.

FORD BUILDS OWN WINDSHIELD GLASS

Departs From Customary Methods And Applies Ford Principles To Making Windshields.

The Ford Motor company, Detroit, has begun to manufacture its own plate glass, and already has in operation the first modern glass house ever equipped especially to make glass for automobiles.

As is customary when taking over the manufacture of a new product, Ford has applied his own principles of production and, as a consequence, the methods and machinery used in making Ford glass are a radical departure from established practice. The Ford continuous conveyor system features the operations so that from the time the glass leaves the furnace until it becomes a polished windshield, it is always moving.

Glass making, when viewed in the Ford plant, looks to be very simple. The raw materials are introduced into the furnace where they become a molten mass. Drawn from the furnace in a semi-liquid state, the glass passes under a roller, which gives it width and thickness, and on to a moving conveyor. This carries it for 454 feet thru a gradually cooling furnace. At the end it is cut and placed on another conveyor which carries it thru the grinding and polishing, after which it is ready for use.

This adds a new link to the fast growing chain of Ford Industries, which are being established and expanded from time to time in line with the Ford policy to achieve complete independence of outside material sources in manufacturing Ford products, and at the same time are the means by which Ford is enabled to use in the production of motor cars, trucks and tractors material of unusually high quality and sell them at the famous Ford prices.

Popular copyrights and the latest fiction at the Journal office.

ANNOUNCEMENT!

WE NOW GIVE "S. & H." GREEN STAMPS

The giving of a little "Extra" for prompt settlement is an old established custom by many merchants throughout the land. War times has taught us many valuable lessons in "THRIFT." Our Government calls it "Conservation," which implies that we must Save to Have.

The adoption of "S. & H." Green Trading Stamps by this store, and the issuing of same on all cash purchases of our old and new customers, will enable them to "Save, Have and be Thrifty."

START A BOOK TODAY

HERE IS THE PLAN: One stamp will be given with every 10c purchase. A stamp book in which you will save the stamps will be furnished at this store. When your book is filled you can select the article of your choice from a large and varied selection of merchandise.

Our desire to give full value and a substantial reward for your cash patronage brings this announcement. We will appreciate your trade and our prices and added discount in Green Stamps will make it worth your while to try us.

Trade with us and share the benefits of Prompt Service and Quality Merchandise. We want your patronage and we are ready to reward you with a substantial discount in "S. & H." Stamps.

You will save money by dealing with us, because we handle the best quality groceries at Rock Bottom Prices. When you deal, look for a square deal. We do not keep groceries—we hustle to sell them, thus assuring our customers fresh groceries on every purchase.

Come In! We Invite Your Inspection!

Kauble & Rishel,

Staple and Fancy Groceries.

Our Motto: Quality, Courtesy, Service and Fair Prices!

South Sixth Street, Plattsmouth, Nebraska