THE HERALD.

J. A. MACMURPHY,.... ....EDITOR.

PLATTSMOUTH, MARCH, 9, 1876.

Lines on the death of Jennie will appear next week.

Call attention to the meeting of the Cass Co. Agr. Society.

Rock Bluffs has taken $5,000 R. R. stock. They think we'll make it yet.

The Platte rose 8 feet at Fremont on Sunday, and both bridges across the Platte to Saunders Co. were washed out.

The Omaha *Republican* gave us a very nice article last week. Do so some more and we'll love you more and help you too.

BELKNAP'S DISGRACE.

On the outside of this paper will be found the story of the disgrace of a Cabinet officer who has hitherto seemed irreproachable.

Later particulars say the Secretary of War has been impeached. A criminal suit has also been commenced.

The sale of traderships has long been suspected but it was not thought the Secretary was privy to it. It would seem as if his wife led him to it in order to shine more resplendently in Washington society.

Looked at in any light it is a mournful sight. A soldier, hitherto honorable, broken and disgraced; a woman, idolized by society, hereafter to be shunned, and an innocent child to bear the mark of its parents disgrace, perchance for a lifetime.

The corruption of Washington society is fearful. We must send men there made of so hard a metal that they can withstand these blandishments, and public sentiment must insist on a return to old fashioned Republican simplicity and economy.

We give this week the bridge question from M. L. White's, the Com'rs and Geo. Fairfield's view.

We expected this, and while the HERALD, as a newspaper shall adhere to it's declaration that this is not our fight, we are glad for many reason that Mr. Pollard's and Mr. White's statements have both been put before the public.

The people can now see that there was at least two sides to this question, and that the HERALD was fully justified in touching it lightly.

The last part of Mr. White's statement the HERALD has still less to do with, only to say that Mr. P. could not expect anything else when he took his case into the newspapers. He or his friends have called Mr. White many hard names, and he would be more or less than human if he did not retort.

Now gentlemen, you have both had a fair swing at your bridges, in the HERALD, and whoever wants to fight this any further must pay for it.

All our readers can see now why we cannot fill our paper every week with long dissertations on county questions. We either have to omit nearly all that makes a *newspaper*, or run an extra.

As it is, much news and several important matters must lay over.

CASS COUNTY BRIDGES.

GEO. FAIRFIELD'S STATEMENT.

M. L. White's own Statement.---The last Shot.

MR. EDITOR—Having seen an article in the last issue of the HERALD in regard to bridges built by M. L. White during the year 1874, in which reference is made to a certain report, (in your issue of Dec. 16th,) which for short is called Fairfield's report, charging me with greatly deceiving the citizens of Cass County and the county commissioners, I beg a hearing.

This captious Isaac says "Let the facts come out, that your readers may know the whole story." I propose to do this as far as I am identified in this bridge affair without fear, favor or any hope of reward. In order to get at this and as a general denial has been made of the fact that there are specifications on file in the office of the County Clerk, I here introduce a certified copy of said specifications at length, with the exception of the amount of material to be used in the bridge.

SPECIFICATION

Of the Altaffer Bridge at crossing of the south branch of the Weeping Water:

ART. 1. Main span of bridge 80 feet long, with one approach 16 feet long the other 20 feet long. The main span of this bridge is to rest on two frame bents, each bent constructed as follows: Mud sill 8x8 inches 20 feet long. Sole sill to be morticed as follows, setting off from the end of sill 4 feet for center of mortice, thence 6 feet for a center of second mortice, thence 6 feet for center of third mortice, thence 4 feet to end of sill. Mortices 6 inches long 2 inches wide and 3 inches deep. The mud sill is to be set in a trench excavated to bed of creek and rest upon five foundation blocks 8x10in 3 feet long, one to be placed under each end of mud sill and one under each post. These blocks to be neatly leveled and rest firmly on the ground to prevent settling. Three posts 8x8in 16 feet long, including tenons framed to fit neatly into mortices in the mud sill and sole sill and to be firmly pinned. Upon the top of each post is to be framed a tenon 2 inches thick 7 inches wide and 4½ inches long, upon the top of posts is to be placed a cap 8x10 inches 14 feet long, and to be morticed, setting off one foot from the end for center of first mortice on the 8 inch face mortice to be 2 inches wide 7 inches long and 5 inches deep, thence from center of this mortice run 6 feet to center of second mortice, thence 6 feet to center of third mortice, thence 1 foot to end of cap. The caps to be firmly pinned to the post, sway braces through the tenons.

ART. 2. From one end of mud sill to opposite corner of cap is to be bolted and spliced a sway brace 3 inches thick and 8 inches wide, also another sway brace from opposite side and end of mud sill to opposite corner of cap, requiring seven bolts made of ⅞ rounded iron, six of the bolts to be 11½ inches long, one to be 15 inches long, this bolt stays the two sway braces to the middle post; and at each point where the sway braces intersect they are to be bolted and spiked with spikes ½ inch square and ⅝ inches long. Length of sway brace 24 feet.

ART. 3. FLOOR JOISTS—Upon the top of bent cause 3 floor joists, 30 ft. long, 3 inches thick by 16 inches wide, are to be set. The outside joist on either side are to be set 6 inches from the end of cap, making the distance from the center of one joist to center of next 19½ inches, or the distance between joists 16½ inches.

ART. 4. CROSS BRIDGING.—Seven and one-half feet from the end of joist in main span set one row of cross bridging made of 2x4 inch lumber neatly fitted and firmly spiked; another row at 15 feet, fitted and spiked same as first row; another row at 22½ feet fitted and spiked same as first row.

ART. 5. APPROACHES—One of which is 16 feet long and to have seven floor joists 3x10 in. and 10 feet long to rest on bank sill 8x10 inches and 14 feet long, with three foundation blocks 8x10 inches and 3 feet long. The outside joist to be neatly fitted to the end of joist in main span and the outside of the outside tier of joists and over the bent there will be a splice-plank 8 feet long three inches thick 16 inches wide, notched down 2 inches and bolted to the outside joist in main span and bolted to outside joist in approach with four bolts 7 inches long; two of the bolts in joist in main span and two in joists of approaches. The two approaches are to be spliced on the outside tiers in this way, there will also be required four bolts 24 inches long, made of ¾ inch iron, to be put down between the splices and ends of floor joist through cap to prevent the bridge from being washed off from bents.

ART. 6. APPROACHES—The approach on opposite end is to be constructed same as first, but to be 20 feet long and have eight floor joists and cross bridged to feet from either end, with rest plank at both ends of approaches.

ART. 7. SIDE RAILS—Each side of bridge, including approaches, are to have side railing, 2½ feet high, constructed as follows: posts for side railing are to be of 2x4 inches by 5 feet long and to be set with 2 inch faces fronting the bridge and to be placed at every 6 feet and to be securely fastened by spikes to floor joist and to covering plank. The end that is to be affixed to joist to be chamfered to 1½ inches thick. Upon the top of the post is to be a piece 2x4 inches firmly spliced, on the top of each splice there will be a piece of same size 2 feet long spiked to strengthen splice. Half way from floor to top rail there will be a fender plank 1x8 inches and of length sufficient to splice on posts, this to be firmly spiked to posts. All timber used in bridge to be of seasoned white oak and saturated with coal tar.

ART. 8. FLOOR—The main span and approaches are to be covered with Norway or hard pine, 3 inches thick 12 inches wide by 14 feet long to be double spiked at each end and single spiked on each joist thereafter, spikes ⅞ inch square and 6 inches long. All work to be done in a good workmanlike manner.

STATE OF NEBRASKA, } SS.
CASS COUNTY,

I, C. P. Moore, County Clerk in and for said county, do hereby certify that the above and foregoing is a true and correct copy of the original specifications of the bridge on Altaffer's crossing of south branch of Weeping Water, on file in this office.

Witness my hand and official seal this 4th day of March, A. D. 1876.

C. P. MOORE, Clerk.
[SEAL.] By R. KNOWLES, Deputy.

This bridge called No. 1 is the model bridge; all other bridges to be constructed at that time are referred to this bridge for mode of construction, as No. 1 at Altaffer's crossing of the Weeping Water. It is here necessary to state that I was appointed as engineer to draw plan and specification for the construction of a good substantial class of bridges, and to superintend the erection of the same. The foregoing specifications I submitted to the board of com'rs, and they are the specifications in accordance with which the bridges were erected, so far as the banks of the streams which the bridges were to span would comply with the approaches. I would refer you back to that part of the specifications which refers to approaches, and more especially to the bank end, which is to rest on a bank sill; (see article 5 of specification.) For the benefit of those unacquainted with bridging, I will endeavor to explain what a bank sill is; it is a stick of timber laid on the bank of the stream where the end of the approach intersects the bank, and the end of approach joist rests thereon. The sill is generally laid on small pieces of plank or other material for the purpose of preventing the sill from coming in contact with the ground to prevent rotting. In the construction of these bridges there is not a bank sill to be found in one of them, and why? In the first place there was no accurate measurement of the length, or bank height of any point, or crossing of stream where these bridges were built prior to the filing of the specifications to govern the erection of bridges then under contemplation; and at the time I staked out the foundation of these bridges I found that the width of the stream and height of banks would not admit of this bank sill without lengthening the bridge in many instances from 10 to 30 feet, and many places would not admit of a bank sill at all. In order to save this lengthening of bridges, I ordered an end or approach bent, made of the same kind of material that was used in the main bents, to be framed and braced with one sway brace, and to be set in trench cut sufficiently deep in the ground to make it as safe as the main bents; and a plank to be spiked on the bottom of the post of approach bents, 3 in. thick, 14 feet long and 10 inches wide, to prevent the bent from settling.

Now, Mr. Pollard, for your end bridging. As I have shown the cause of not putting this bank sill on the ground you see by the change I made from bank sill to approach bent, that the cost was largely increased: first, in material; second, in hauling; third, in framing; fourth, in excavating a trench to receive bent, and filling the same after bent was set. Many of these bents have been set from four to six feet in the ground when the bank was steep and liable to slide in, and the measurement of the end planking as a part of the bridge was done in order to defray the expense of material and labor on these approach bents, and in most every case the measurement of the end planking at $7 per foot did not compensate for the cost of bent. You publish correspondences between yourself and the King Bridge Co., and yourself and Mr. Clarke, Bridge Builder, and attempt to show by them that it is not customary to measure bridges in this manner; and, sir, you put a great deal of stress on their answers to your letter of inquiry. Did you send them a copy of the specifications and tell them that there were no bank sills, but that there was a heavy frame bent, same as main bents, used instead of the bank sill. The answer you received from those Bridge Builders plainly shows you did not, and that they answered your letter of inquiry just as I should have done, had I been called on, presuming that you had stated all the facts in regard to the bridges. In your article you say that Mr White used joist 2 in. thick, instead of 3 in. thick; this is true in some cases, but, sir, why did you not tell the whole story? You pass over in silence the explanation of this with the intention of deluding the people, and cause them to think you are the hero of detectives; why did you not tell them that where 2 in. joists were used 13 joists were put in, and where 3 in. joist were used only 9 were put in, according to the specifications, which additions of 4 joists 2 in. thick, would sustain as many pounds to the square foot as 9 joist 3 in. thick. Figure this up, Isaac. When Mr. White told me that he could not get the three in. joist he asked what he should do in regard to this; I told him, to put 13 joist in of 2 in. thick, which would be equal in strength to 9 joist 3 in. thick.

You say if the notice to bidders had been issued for bid on specifications like the bridges actually built by Mr. White, the bids would have been less. Admitting this to be a fact, would not the bids have been higher than they were when this change from "banksill" to "approach bent" was made? I here insert bid of H. T. Clark, *per* H. A. Robertson, agent:

GENTLEMEN:—I propose to build your small bridges, No. 1, No. 2, No. 3, No. 4, No. 5, as per specifications now on file in the Clerk's office, for the sum of seven dollars per lineal foot.

I also insert bid of King Bridge Company:

"We will furnish all the material and put in the substructures superstructures and approaches of the five wood bridges advertised above, at the following prices: No. 1, Altaffer's crossing, 80 feet span, with one 16 foot and one 20 foot approach, $840.00. No. 2, south branch Weeping Water, 18 foot span, with two 8 foot approaches, $256.00.—No. 3 and 4, same as above, $512.00. No. 5, 20 foot span, with two 20 ft. approaches, $485. The same to be built of good sound pine lumber; except posts and sills, which are to be built of good sound oak; and the same to be constructed according to specifications on file in the Co. Clerk's office; to be completed and ready for travel within ninety days from date.

Z. KING & SON,
By JNO. R. MANCHESTER, Agent.

I insert these bids to show you that you are mistaken in regard to the frame work to be constructed of oak timber. Mr. King's bid is for oak posts and sills. Whereas the specifications call for sub-structure to be constructed of seasoned white oak. At the time I drew the specifications, I understood from the Comr's that substructure was to be of oak, I learned from them at the time I submitted the specification, that the posts and bank sill were to be of oak, the rest of pine.

At the time said bids were put in, the parties representing the different bridge firms were notified of this fact, before they put in their bids. This was the understanding I was present at the time and *know* that Mr. Robertson was informed of this change, and King & Co.'s bid shows for itself that they understood what kind of bridge they were to build.

As regards the 1,274 feet,—White could not get the 3 inch plank, and I ordered him to put in 2 inch plank instead, and the county was credited with every foot of the difference.

The Porter bridge, near Porter's own house, was originally built in 1873, of pine, no trestle work, and laid on the ground, 20 feet long, built under the supervision of the then Comrs. at $11,-50 per foot. It was what is called "stirrup bridging,"—there was no side railing, it was dangerous to cross and utterly worthless as a bridge.

In the fall of '74 White rebuilt the bridge, sending for 30 feet joists and 13 feet oak bents, and the county was credited with *all the lumber* of the old bridge.

The other one, No. 88, (Cook's) was built in '74, at $11.50 a foot; no sway braces, only four bolts, plank not spiked down, and no side rail, and could not be used until approaches were built, as the bridge stood 7 or 8 feet high.—There would have been 40 feet of approach on the east end and 30 feet on the west end. It was built with pine posts, which would not last 5 years, while the oak ones White put in will last 15 or 20 years.

White put in a bent on each end, of *oak*, spiked down the plank, put on a rail and thoroughly saturated the whole with coal-tar. In this way White got credit for 14 feet of bridging on each end, and that was all he did get pay for. I was not present at the Comrs' measurement of the bridges. In *our* measurement the whole bridge was measured over, intending to deduct the 20 feet Porter built. In writing up our notes in a hurry for the "report" this was forgotten and there is where 20 feet of the discrepancy between our measurement and the Commissioners' came in; but Mr. White never got pay for that 20 feet, as he was paid by the Comrs' measurement and not by our Committees'.

The caps of all bridges, under the instructions were to be of *pine*; and the rest of the discrepancy between the Comrs' measurements and the Committee's, may very well be accounted for by the fact that the committee measured them more accurately. It is only 18 feet 2 inches, which difference would occur in almost any two different measurements of so many bridges.

GEO. W. FAIRFIELD.

I, G. W. Fairfield, being first duly sworn, says that the above statement as far as his connection with the building of these bridges is concerned is true to the best of his belief and knowledge.

GEO. W. FAIRFIELD.

Subscribed in my presence, and sworn to before me this 7th day of March, A. D. 1876.

[SEAL.] C. P. MOORE, Clerk.
By WM. L. WELLS, Deputy.

FROM M. L. WHITE.

To the above which gives a plain statement of how the bridges were built and by whom measured, I only desire to add: I have been hounded long enough about these bridges by reckless, disappointed men, and malicious busy-bodies. When I took my seat as Com'r., almost the first question that came up was about bridges. Numerous petitions were before us asking for bridges in the County. The supervisors of some precincts were demanding bridges. Especially in the west was this demand strong, they complaining that they never had justice in this matter and that they could not market their grain with the roads and bridges then existing in the county. On the other hand, parties in Plattsmouth and elsewhere in the older portions of the county urged that the western precincts were settled by homesteaders, who paid no taxes, and that the east and south would have to pay for these bridges. To this it was answered that the homesteaders and all the residues in the western precincts had as good a right to a market as those in the older portions of the county. That the prospect for a large crop of wheat was good and they must have a way to get to the depots and the markets, that their crops and their improvements helped to increase the wealth of the whole county as much as anybody's and they must have good bridges.

In fact as I understand, the Com'r. for the Western district was largely elected on this basis and pledged to build bridges. The West got good bridges, claiming that all the money thereon had been spent in the east and south of the County. It is absurd to suppose that a Com'r from the Plattsmouth precinct should urge the building of bridges that did no good here, except as I saw the justice of these complaints and therefore assisted to procure appropriations to have them built. The Com'rs were obliged to do one of three things: either refuse all petitions for new bridges, (which would have soon raised a howl, and subjected us to bridge-hazard, here and there over the county, as had been done; or 2) form some comprehensive and systematic plan of bridging the main arteries of travel throughout at least a portion of the County.

After due deliberation the com'rs, (not M. L. White as he intimates,) of Cass County, chose the latter course and I think still it was justified by the facts before us.

In the memorable bid before we had fully come to this conclusion, in answer to petitions for bridges at specific points, bids for the Altaffer bridge and 4 others were advertised. It has been charged that the Com'rs used design in advertising the Altaffer and Porter bridges at $8 and that it was done intentionally. This is *false*, when the five bridges were talked of, we did not contemplate building more that summer.

Before the bids were opened however, these petitions I have spoken of, and the complaints of injustice from the West poured in and convinced us that one mere would not be enough and that a systematic course of bridge building that summer would save the county money in the end.

Admitting that the Com'rs had made up their minds to build some 20 bridges and advertised five bridges to see how low contractors would bite, is there any crime in that? Is there any law or reason that obliges us to tell everybody, outside of the county and all over, what we intended to do, for fear some one may be hurt by it? There is nothing wrong or criminal, and we so advertised, but the facts are that the publishing of the 20 bridges was the natural outgrowth of the wants of the county, and the demand that an outlet for that season's crops should be made *that fall*.

There is still another and paramount reason, why the number of bridges asked for were not could not have been let so as to have been built *that fall* by outside parties. We had no money in the Treasury to meet the demand, if we had contemplated, let alone a systematic bridging of the County.

We could have paid for the five advertised and hardly that, and there we must stop or devise some other plan.

In examining the County records on bridges we found that there had been a heavy tax levied on bridges under former com'rs, by the contract system, of which very few wooden ones were less than a thousand dollars apiece, and this immense sum had been utterly thrown away and wasted. *Thus fact*, as much as any other, determined the com'rs to improve the bridges by permanently bridging the County, and not till then, was it considered that the Altaffer and the four bridges advertised for might as well be let together, and as far as low as any contractor has offered to build them, but with the constant intention and belief that better and more lasting bridges could be built under the eye of a skilled engineer.

The next step was to get the money and *the three Com'rs* went to the bank and *borrowed $10,000, giving their individual note for the same.*

It has been charged that I got a 5 per cent order at once before a bridge was built. It is true a clear lawful 15%. This $10,000 purchased the lumber and started the bridges and there was never an order drawn interest and in advance of work done.

The $10,000 borrowed and the work begun, the orders were issued to parties who had furnished purchased in my name as a matter of convenience. These orders would have to be drawn to same one com'r., not to all three. You all know but one Com'r. signs orders as chairman of the board. You would not have them drawn to him nor to the board generally, some one had to handle and keep account, and I was appointed by the Com'rs. to audit the accounts and inspect the work.

I assumed the responsibility of drawing these orders, and building these bridges under their advice, acting as the agent for the county and their agent, as you may say, limited in such capacity, only, to constructing the very best bridge for general country use, that could be devised, provided, I could build it for seven dollars per foot in orders, being the lowest contract bid in cash. If I expended more money than this I should have made a losing business. If I could I really built the bridges for $6.99 cash.

In so doing, I and they considered that we were acting as fiscal agents for the county, doing this for the best interests of the county, and to save money to the county. However much mistaken the other com'rs or myself may have been about the propriety of this way of bridging, it was entered into with a sincere desire to save expenses in the long run, and with the belief that we had the moral and legal right to do so.

If it has been an error, it was an error of judgment and not one of fraud, as charged so often; and we offer in justification: The bridges are well built and serviceable, and the opinion of good legal authority, at the time, that we had the right to build them, if for the best interest of the county. We acted for what we thought the official agents of the people, and have full powers to act in that capacity, in whatever shall prove to be, when necessary, subject only to the same punishment for gross negligence or dereliction of duty as other agents are.

If these bridges were needed and asked for, and we had not the money to contract and chose to build them within the county, so that our people could get to market, I think we were justified. It was this or no bridges, that year.

And now we come to my own particular part of the business:

HOW THEY WERE BUILT AND BY WHOSE INSTRUCTION.

When I undertook to build those bridges for the County, I did so with the sincere desire to give this county a good lot of bridges, for as little money as any contractor could do work in a workmanlike manner, and I knew that a class of bridges that would outlast the ordinary bridge built by contract and be a saving to the county. The previous system had been expensive and the smaller bridges worthless.

With the consent and by the advice of the other Com'rs I undertook the job in my own name because at that time I had the leisure to give to the work and they had not. I assumed the responsibility of constructing good bridges under their orders or the engineer's at $7.00 per foot in orders, or $6.99 in cash. If I spent more I had to bear the loss. If less, I had to pay the loss on orders, discount on original money borrowed, and get out of it pay for my time. I had a was to have good bridges, that would pass inspection by themselves and the engineer. I had no idea of trouble, wrong, or fraud about it. I built the bridges, under Mr. Fairfield's orders, to the best of my ability, and he and they inspected and measured them; I never did.

I positively assert here (quoting it by the record) that I did not inspect these bridges myself, nor did I swear to the number of feet of lumber in them.

I kept an account of the outlay and expenditures, and when done told them to measure the bridges. A great bugbear has been raised because I did not have a measure, and the length of each bridge &c. I did not need it; I did not want it. I did not know how many feet of bridges I had put up when it was done. I had no business to measure them. I kept my expenditures, handled the funds, and saw that the men put in the work exactly as Fairfield had ordered it; that was my business!—not to measure these bridges.

"END BRIDGING."

I did not ask how they were going to measure them. I did not invent the term "end bridging," that is howled about. I did not make an itemized bill, because it was not my place; if I had it would have read for each bridge, 1st "approaches," under the original plan, and "for extra work ordered by Fairfield, for safety," under the new one, as he tells you.

When Fairfield suggested the change from "bank sill and approach," to "extra neat and framing," I asked him if that would not cost more and run over my $7 per foot. He said it would cost more of course for the number of feet, but would shorten the approaches, and I could bring it under the $7 any way, as I would be entitled to pay for more feet of bridging.

I could have made more money the other way, if it was money alone I was after, or if Fairfield and I had been in collusion, by charging down the banks a little, we could have made from 5 to 10 feet of approaches, extra, on each bridge, which no one denies the right to have charged for at same price. I knew this was practiced, and when some asked the Com'rs and F. to go and measure them, F. was sick or away, and could not go. The two Com'rs went, measured them, and inspected them, and received this report:

PLATTSMOUTH, Oct. 6th, 1874.

Cass County, to M. L. White, Dr.,

To furnishing material, and building 60 bridges as per specification, 2,581¾ feet including approaches at $7 per foot	$22,970 50

The credits &c., were then added; it was satisfactory; threatening of no trouble I went about my business. Settlers and interested parties who were mad because bridges were not built at their doors to go to hell, and investigators, did examining (using the very same rod for; under this pressure one was appointed; one democrat and one republican, and the engineer who located the bridges, because he only, of that committee knew where to find all the bridges, and all were sworn to do their duty.

They re-measured them, and to more particularly satisfy the public of bridging, built a "end-bridging." The Commissioners called it "approaches" (see above bill). I never saw the report and signature; I never made out either, or any bill, and all yarns about White charging for "end bridging" is false. I charged for nothing. I put my pay (as any same unbiased man can see by the records) according to the first measurement made in the beginning, and I said for "approaches" and in any case I never called the same additions anything, or have called for the additions in any bill I put in for work. I knew how, kept an account of the expenditures and let the proper authority measure them, and call it what they liked.

SOME OTHER MATTERS, TAXES, &C.,—PLEASE READ:

The lowest bid, in orders, at $5 cts. was $8 65 a foot; and in *cash* (Clark's) $7.00. We had no cash. We did all we could for the county; built the bridges and took the usual contractor's profit (not what was paying for all discounts, expenditures and time wasted. Not a dollar was drawn until work was done for it. Ordinary bridge levy has been three mills, for years. Year we asked it to give 4 mills for next year, and gave the county all these good bridges. This year there is no bridge levy needed, and the whole levy only 2½ mills on the dollar, for county purposes. Our taxes in this county are only about one-third of what they are in Otoe, Douglas, or Lancaster. The County is in good shape, much better than when I was elected. Every good business man in the county knows that.

"BUT WE WANT TO GET RID OF WHITE"

Do you? Well you could have been rid of him long ago if you had acted sensibly. Before the Democratic convention, I had my resignation written out and placed in the hands of a friend to present to the board. I did not intend to come down even; but I was informed that all liberty was in an uproar, and that they would like my hat and leather me, sue me and make me. I came down, "Old White," as you flippantly designated me, is not the kind of man that backs out under fire. Hitchcock, Mr. Fairfield, Mr. Kirkpatrick, Todd and others some citizens did come up here and hold an "indignation meeting," and they talk strange, but, "a man is a man." If I had been in the party to attend that, and I was, in their nomination meeting, I would have run; but what they were shouting house up at the time I was down, I knew they were not my business. They appointed a committee of investigation, who streaked down stairs and into the county court room. I did not run, I calmly answered every question put to me, and not one of this committee have ever had the manhood to tell this people, that I did not, or give the reasons as I now have set them before you.

I now trust I have laid this whole matter before the people of this county. I am a respectable young man, of Cass County, and if the best work I shall do for you, please me the justice to cease my name and calumny until you have read the facts. With great respect for the intelligent and honest people who have been misled by this garbled, and form, and clamor about bridges, and with many thanks to those who have stood by me and the other officers of the county. I remain yours, &c.,

M. L. WHITE.

P. S. ONE WORD TO POLLARD.

As will be observed in the above, I have addressed myself to the people of Cass Co. They are the parties who must judge this matter, but as one Pollard has taken upon himself to be the people, and has called me many names, and instigated others to persecute, I feel obliged to tell the *autocrat* of this whole thing, and then I am done with Mr Pollard—and his partner, Mr Sheldon. After the Legislature of '71 (of which Sheldon was a member,) adjourned, and pending the Grant Campaign, Messrs. Pollard and Sheldon received a large surveying contract, the net profits of which are currently reported to have been $4,000. They never did a stitch of work, both stayed home and ran their farms and pocketed $2000 each, of somebody's hard earned money.

Before they got this contract they pretended to be great Grant men, but no sooner was it signed beyond recall than they turned round for Greeley.

Now to the present issue: In the first place, Pollard wants a finger in the county affairs; barring that, they mean to strike for higher game. Another legislature is soon to be elected. A chance for somebody and if these gentlemen can howl fraud enough to overthrow the Republican party, Sheldon might get elected again, and pocket another $4,000, for very easy work, much easier than building bridges for county orders; there is the whole gist of all this cry.

M. L. W.

Please cut this out and preserve for future reference. We do not want to go over this bridge matter again, and as this paper contains many of the facts we hope all our readers will keep it.—[ED. HERALD.

A Union soldier residing in Aurora Ill., after reading Ben. Hill's speech, recalls the following leaf in Hill's military career:

Ben Hill, the Georgia Congressman, *was a soldier*—a General of Home Guards in Georgia and Alabama, in which capacity, at the head (when they started home) of about 500 "mossbacks," he undertook to drive back, from Talladega, Ala., April 23, 1865, about eighty soldiers of the Second Michigan cavalry, but Benjamin changed his mind (as he lately changed his speech), and, within five minutes after the first rifle shot, he was busy digging the soul out of a noble Southern mule, with a big pair of spurs, and still at the head of his command. The "General" left on the field everything that was not fastened to him, such as artillery (two pieces), pack mules, overcoats, blankets, his hat, etc. His command did not again get together until the day of B. H's election to congress. It may be they have scattered again.—*Chicago Tribune.*

The actors in London who made up the donation of 1,000 to the Centennial fund were Miss Nielson, Mr. Southern, Mr. John Clarke, and Mr. Jefferson.

THE MARKETS.

HOME MARKETS.

REPORTED BY WHITE & DARNAR.

Wheat	40@78
Corn	20@23
Oats	16@18
Rye	50@60
Barley	20@40
Flax Seed	1 20@1 30
Hogs	6 00@6 25
Cattle	3 00@4 00
Buckwheat	50

LATEST NEW YORK MARKETS

NEW YORK, March 8.

Money	5@6
Gold	$1 14¾

LATEST CHICAGO MARKETS.

CHICAGO, March 8.

Flour	5 00
Wheat	1 00
Corn	44
Oats	24
Rye	63½
Barl'y	64½
Hogs	7 95@8 10
Cattle	5 00@5 50

Forest Tar,
For Throat, Lungs, Asthma, Kidneys.

Forest Tar Solution,
For Inhaling for Catarrh, Consumption, Bronchitis, and Asthma.

Forest Tar Troches,
For Sore throat, Tickling Cough, Hoarseness, and Purifying the Breath.

Forest Tar Salve,
For Healing Sores, Ulcers, Cuts, Burns, and for Piles.

Forest Tar Soap,
For Chapped Hands, Salt Rheum, Skin Diseases, the Toilet and Bath.

Forest Tar Inhalers,
For Inhaling the Solution for Catarrh and Bath
AT CHAPMAN'S. 47t3

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Painter & Grainer,
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And Repairing all kinds of Machinery, such as Reapers, Mowers, Threshing Machines, Plows, &c., &c.
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☞ As our advertiser has not made his advertisement quite as explicit as we desired, we will interpret and elaborate it as follows:

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Centre Tables, $6, up.
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If you don't believe it call and see for yourselves, at
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REPAIRING FURNITURE,
MAKING PICTURE FRAMES, &C.
Also Agent for the COMMON SENSE IRONING TABLES,—of which I have a number on hand; call and see them.
Careful Work and Prompt Attendance to Calls.
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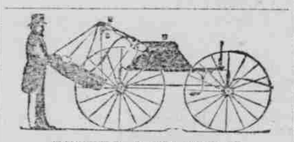

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CEMENT, LIME,
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AT LOWEST MARKED RATES.
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Hatt Goes Out, and Marthis
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The same old butcher stand, but JNO. MARTHIS is going to run it awhile.
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I cordially invite all the old customers of the Stand, to continue their patronage, and respectfully ask a share of the public patronage, and respectfully ask a share of the public patronage, to which I am entitled and hope to rece