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The Plattsmouth Weekly Herald.

KNOTTS BROS.,
Publishers & Proprietors.

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Good streets and good morals are two advantages of which any town may well feel proud.

When people learn to rely more upon double-barreled shot guns and less on the police there will be fewer burglaries in this community.

A few thousand dollars expended in paving Main street will do more towards giving the town a boom than holding public meetings or incorporating companies which do nothing else than incorporate. It is the throwing of dirt that counts.

The gas prospecting scheme is progressing satisfactorily and the gentlemen associated with that movement are entitled to credit for their public-spiritedness and energy.

PLATTSMOUTH people are not very excitable. Talk about nail factories and Armour's Industry and other institutions does not disturb the average citizen. When these industries begin to put up their buildings and show people that their enterprise is not altogether on paper, they will take some stock in the "reports," but not until then.

The train robbery in Texas last week develops that the work of the robbers was both well planned and executed. None of the passengers were molested, the express car being their object. The express messenger refused to open the car and was knocked down and the safe broken into and robbed. The sum obtained is estimated from \$25,000 to \$50,000.

THE HERALD desires to mention to the young men of Plattsmouth the necessity of being cautious about this speculation fever. They should be careful not to lose their heads. The speculative fever is a dangerous disease. Gambling in real estate is as dangerous as any other kind of gambling. It is proper to make prudent investments upon a rising market but it is not wise to break up one's industrious habits and educate one's self out of the idea that the solid growth of man must be through plodding. Therefore THE HERALD'S advice is stick to your legitimate business, giving to it your first thought. Opportunities to buy and sell will continue long after you have gone from this world. There is a sort of contagion in the atmospheres which ought not be permitted to get into the blood.

Our Public Improvements.

The city council has done well to secure the services of Messrs. Rosewater & Christie for the purpose of making an estimate of the probable cost of grading, paving and sewerage. It begins to look as if Plattsmouth meant business, though there is little in what has been done to convince strangers of our sincerity in pushing this work. It is true that public meetings have been held and important questions discussed, but the real work of throwing dirt has not yet commenced.

A month or two ago it was announced that a street car company had its coat off, so to speak, and was ready to commence track-laying as soon as a franchise was voted them. That franchise has been voted, but the street car company are still holding off, for one pretext or another, while strangers are asking us what we have to show for all this bluster. The fact of the matter is that a little work upon our streets will do more to strengthen public opinion and advertise the town than the holding of a half-dozen public meetings or the incorporation of public improvement concerns that do little else than secure a franchise. The sentiment among Plattsmouth tax-payers is almost unanimous in favor of anything in the line of public improvement which the mayor and council may accept or suggest, and while this sentiment is so largely shared by citizens generally, we suggest that now is the time to inaugurate the work by voting bonds for the purpose. Some are in favor of voting \$50,000, and

others \$100,000. Those in favor of voting only \$50,000, insist that if that amount makes a good showing there will be no trouble in securing another \$50,000, while if it does not make a good showing then the amount was sufficiently large. We have no doubt however, that when once the work of grading and paving our streets is commenced the result will be so favorable to both public and private interests that substantial aid will not be withheld.

The Sun's Souvenir.

We received last week from the Baltimore Sun an odd and pretty design of the first issue of that paper which was printed, and of the issue of May 17th, 1887, its 50th anniversary. The design is typical of days away back, an owl sits on an empty barrel tearing a paper in pieces, and in an instant its eyes are dazzled by the burst of an orb whose rays of light may never fade. The inclosure of the Souvenir is an envelope heavily embossed, with the sunburst, the owl, the barrel and the clouds ornamenting the upper left-hand corner.

No Mugwump Criticisms Wanted.

Republicans do not look with much favor upon presidential criticisms coming from mugwump sources. That there should be different factions within the republican party is a matter of regret, but the rank and file of that party have come to regard the mugwump as a democrat and as such he is not likely to meet with much success in advising republicans as to their presidential candidate. It is admitted, of course, that in an election the feelings of the envious or revengeful should give way to devotion to principle, but the conviction is generally becoming more and more settled in the minds of republicans that the New England reformers are allied with the democrats and for that reason very little attention is paid to their blatherings about Blaine. They intend to support Cleveland and we imagine it will be a cold day for republicans when they make a nomination to suit mugwumps or any body else outside the party fold. Give us a good straight republican and a ringing platform that means the same thing whether read up or down and if we are then defeated we can bear the humiliation with the good grace which attends defeat in a good cause.

If the disaffection which exists in the east could be healed by the nomination of some straight republican acceptable to all, then it would be the part of policy to make such a nomination, but the trouble with those dude moralizers down east is that their choice would be a mongrel republican or a full fledged democrat, and for our part we prefer defeat under the leadership of a candidate acceptable to democrats.

The "No Issue" Fraud.

When the democrats were out of office they were familiar with many reasons why republican rule was disastrous to the best interests of the country, but now we hear it remarked occasionally that there is "no issue" between the parties and that there is no need for any particular change in the administration. Democratic preception is very keen, to say the least, but it is exceeded by the brazen audacity which is exhibited in the pretention that there is no good reason why democrats should not continue to hold the fort at Washington.

In the first place, there never was a good reason why the management of the affairs of the nation should be handed over to that party, and in the second place that party has not improved the opportunity to show cause why it should continue in power. But now that they are in power, and would sooner die than resign, they endeavor to influence well known republicans, otherwise known as mugwumps, by intimating that there is really no issue between the old parties and that as a matter of fact it is merely a question of men. What an imposing spectacle a democrat presents in advancing such an idea! For a party that has constantly opposed every great measure calculated to advance the commercial interests of this country, to stand up and insist with christian meekness that it is not unlike another party, whose history is the history of this country during its most progressive period is an exhibition of gall of which democrats are only capable.

The republican party may not be entirely harmonious upon certain principles, but as a party it is justly recognized as the strong friend of a protective policy; it is the only party that has made an honest effort to regulate manufacture and sale of intoxicating liquors, and to those marks

author of the leading statutes which have stimulated trade, protected industrial pursuits and given to the country honor at home and fame abroad during the last quarter of a century. While on the other hand the democratic party has not only opposed the legislation which brought about the greatest era of prosperity the nation ever saw, but it has come to be recognized as the party of conflicting theories. As a party, the democrats are free traders, but a respectable minority are as rabid protectionists as are found in congress. In Nebraska even they are not harmonious upon the tariff, or, we might add, upon any other question, not even the offices.

In Connecticut, democracy means civil service reform, while in Indiana it means "to the victors belong the spoils;" in New York democracy means free whisky, while in Georgia, Texas and a few other places it means prohibition. But as a party the democrats are practically unanimous in favor of whisky, especially if made in Kentucky. So it appears that instead of there being "no issue" between the two great parties, there is scarcely a great question before the country upon which these parties agree. The highest ambition of the one party was good government; the highest ambition of the other was the offices, and it is not surprising therefore that the more blunders the democrats make the more they wish to impress people with the bogus idea that they are not unlike republicans. But it won't work. The differences between the two parties are so plain that in the election of 1888 we confidently believe the republicans will elect Mr. Cleveland's successor.

The Crimes Act Unlawful.

The English Bastille of Ireland, Kilmalmain jail, has been made to disgorge, to release an Irish patriot, Father Keller, from its confining walls. The law intervened to release him from the outrageous imprisonment to which a wrongful interpretation of the law consigned him. There is more in the release of the reverend father than the return of a patriot to active service in behalf of Ireland. He was incarcerated for advocating "the plan of campaign." His imprisonment having been declared illegal by the highest court of resort, his release is a vindication of "the plan of campaign." Father Keller's restoration to liberty is equivalent to a declaration that the Irish have the right to combine to resist as they have, in "the plan of campaign," the exactions and exactions of rapacious landlords.

Furthermore, the order that opened the gates of Kilmalmain jail was as much a legal protest and decision against the illegality of the proposed coercion, or crimes act, as it was a mandate giving Father Keller freedom. The purpose of the crimes act is to empower the government with authority to proceed against all interested in conducting and advocating "the plan of campaign," and taking advantage of its operations; but now the highest court of the land has intervened to declare that there is nothing illegal in "the plan of campaign," and that its advocates or beneficiaries are not outlaws, nor amenable to criminal prosecution, or the usual consequence of British prosecution of an Irishman—imprisonment. In other words, the Salisbury government is put, by the release of Father Keller, in the position of seeking authority to combat, prosecute and persecute an association which the courts declared is authorized to exist and act as it has done and as it proposes doing.—Omaha Herald.

The Railroad Assessment.

The state board of equalization has once more gone through the farce of making an equalized assessment of the property of railroad and telegraph companies in Nebraska. To call their work a farce does not, however, do them justice. It was worse than a farce. Its so-called equalization of the railroad assessment is in reality downright discrimination in favor of certain railroads as against others, and reckless partiality at the expense of the tax payer.

Let us examine the figures. The main line of the Burlington road from Plattsmouth to Hastings is assessed at \$12,500 per mile. This is the highest rate at which any of the roads are assessed, the Union Pacific main line being rated at \$11,155, and all other railroads considerably lower. The Omaha & Southwestern, which is as much the main line as any part of the B. & M. system, is appraised at \$9,150, and the Republican Valley extension of the main line of the B. & M. at \$5,850, or less than one-half of the assessment against the same road between Plattsmouth and Hastings. There are 552 miles of the Republican Valley extension

paid only 191 of the main line. If the main line is worth \$12,500 a mile, the extension of the main line west of Hastings is worth fully two-thirds as much.

The Sioux City & Pacific railroad, which only returns twenty-six miles for taxation is appraised at \$5,650 a mile, while the Fremont, Elkhorn & Missouri Valley railroad, which extends 638 miles through the state, is assessed at only \$4,450 a mile. Was there ever a more bare-faced imposition attempted upon the taxpayers of the state? The Fremont, Elkhorn & Missouri Valley road is no longer a branch line confined to traffic between two or three villages, but in reality an extension of the Chicago & Northwestern railroad. It is as much a trunk line as the B. & M. railroad. It sustains precisely the same relations to the Chicago & Northwestern as the B. & M. in Nebraska does to the Chicago Burlington & Quincy road. Why should such a road, doing about one-third of the traffic of the state, be classed as a stub road, and assessed at one-third of the valuation placed upon the main lines of the B. & M. or Union Pacific?

If it is not quite up to the standard of those roads, why should it be appraised at fifty per cent of the valuation of the Omaha & Southwestern and way below other roads that are not doing one-half of its traffic? Why is it assessed \$2,000 per mile less than the Missouri Pacific, which does not carry half as much traffic as the Elkhorn Valley line?

Years ago, when the Elkhorn Valley road was only extended to Norfolk, there might have been some excuse for its low classification, but with a line 638 miles long, traversing a region in which it has the monopoly of traffic, it can no longer be classed as a poor little stub road, and should be made to bear its due proportion of railroad taxes.

These unequal assessments will very seriously affect the taxpayers in the counties through which these roads pass. Many of the counties traversed by the B. & M. extension and the Elkhorn Valley line have bonded themselves to aid in the construction of these railroads, and now they will receive only a very small proportion of the taxes which the railroads, properly assessed, should have paid. If the last legislature had done its duty and passed the laws recommended by Governor Thayer in his inaugural, the present board of equalization would have been wiped out, and a new board created more familiar with the relative value of railroads in Nebraska. A state board made up of at least one member of every organized county would have made an assessment based on the known valuation of the different roads.

The present method of equalization by three state officers is unsatisfactory and liable to grave abuses. Instead of a board of equalization, it always has been, and always will be, a board of discrimination.—Omaha Bee.

To Whom Passes are Given.

A newspaper correspondent in the east with a pocket filled with annual passes, writing in defence of the inter-state law, among his other logical propositions, says: "But if it shall turn out that the majority of the free passes have been issued by traffic managers to shippers, and by cutting off the passes less money will be received from freight."

He might as well have said that if it turned out that free passes have been issued alone to ministers, the companies now stand a poorer show for salvation. It is notoriously known that nine-tenths of the thousands of passes on which dead-heads, dead-beats and sore-eyed politicians rode over Nebraska were given alone for political influence. Legislators were corrupted; newspapers were hushed; politicians were captured, and the entire band of "favored" mendicants worked industriously for all railway measures.

To-day in the state of Nebraska there are hundreds of one-horse politicians, fledgling lawyers and disreputable bummers being carried within the state free of charge on every line of railroad doing business in Nebraska. They come under the head of employees. The interstate law says it is unlawful "to make or give any undue or unreasonable preference or advantage to any particular person in any respect whatever, or to subject any particular person to any undue or unreasonable prejudice or disadvantage in any respect whatever." In another section the law permits railways to give free carriage to "their own officers and employees," and exchange "passes or tickets with other railroad companies for their officers and employees."

It may be that no passes have been issued to the alleged employees, good on lines of and outside of Nebraska, but if

the "employee," was considered "valuable" enough, he no doubt could secure transportation, in all of the states where the B. & M., the M. P. or U. P. own or control leased lines.

The railroad companies wearied of annually carrying exhausted strikers, and accordingly took advantage of the interstate law to cut off the gratuities and when the next legislature meets, unless there is a radical change in public opinion, such strikers as Carns, Palmer, Humphrey, Lee, Greene, Walters, and in fact the entire troupe of railroader blatherskites will have at their disposal books of blank passes, and every man who cares to serve the corporate bosses will become an "employee" during the session. The issuance of free passes is a corrupting evil, but the railroads, if it will serve their interests, desire corruption.—Omaha Bee.

THE Springfield (Mass.) Republican publishes the following quibble about the tariff:

Let nobody be deceived by any idea that some part of this tax is paid by foreigners. This is a favorite protectionist superstition, which has not a leg to stand on. The American people, and no other, bear the burden of their own Government. The goods which pay duty do not pay it until they are bought abroad in the market of the world and arrive on American soil. Nobody pays our taxes but we ourselves.

It is easy enough to talk about "superstition which has not a leg to stand on," but what a terribly weak case it must be that requires bolstering up by such arrant nonsense as this. Foreign manufacturers who send their wares to America have to fix their prices so as to compete with home-made articles. It is utterly immaterial whether the exporter pays the duty, or whether the importer pays it and deducts it from his invoice. The tariff is really paid out of the pocket of the foreign manufacturer and out of the wages of the foreign workman. If the former were not handicapped by the tariff, he could flood the American market with cheap articles produced by pauper labor, and make home manufacturing at a profit impossible. The statement that no part of the tariff is paid by foreigners, and that "the American people and no other" pay it, is a free-trade superstition, which, verily, "has not a leg to stand on."—Globe Democrat.

WHILE recently investigating the title to some New York suburban property belonging to the estate of Gouverneur Morris, the lawyers came across the will of Lewis Morris, the grandfather of Gouverneur Morris, in which the following occurs:

It is my desire that my son Gouverneur may have the best education that is to be had in England or America, but my express will and direction are that he never be sent for that purpose to the colony of Connecticut, least he should imbibe in his youth that low craft and low cunning so incident to the people of that country, which is so interwoven in their constitution that all their acts can not disguise it from the world; though many of them, under the sanctified garb of religion, have endeavored to impose themselves on the world as honest men.—Ex.

THE mugwumps are "turning backward with averted gaze" from Hon. Theodore Roosevelt for the evident purpose of forcing him to quit the field of politics; and we can only say that their course is entirely unjustifiable when he talks about them in the following invidious and unfeeling manner:

"I want to point out to you an involuntary compliment that is paid us by our more recently acquired antagonists. They always claim, when they say that we have done wrong, that we have failed to live up to the old republican standard. When the democrats do as they think right, as the highest praise they can give them, they say they have gone contrary to all the traditions of their party."—Globe Democrat.

THE democrats of Kentucky are in such a demoralized condition that predictions are made that the republicans may carry the state this year. One of the sources of dissatisfaction is the state debt. Twenty years ago, when the democrats came into control, the state was free from debt, and had a balance of \$4,000,000 to its credit. Now there is no surplus, and a deficit of \$1,500,000 exists. Then there is the temperance issue and the labor question, while John G. Carlisle, for some reason, particularly in his own district, does not lighten the democratic load.—Sioux City Journal.

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Gov. TAYLOR, of Tennessee, points with pride and gratitude to the fact that there is not a republican left in any local office in that state. That is, in Tennessee, "the mad chase after tianian spoils" has come to an end, very good reason that there are no any spoils to be obtained.—Globe