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THURSDAY, FEBRUARY 10 1891

As UNCLE BILLY lies at death's door, the prayers of his old followers go out like sweet incense for his restoration to health. With the exception of Grant he is the grandest, truest type of the honest, bluff soldier this age has produced. He is great in the two senses of the word—his illustrious services to his country, his true soldierly qualities in obeying orders as well as his masterful qualities as a great field marshal in planning and conducting campaigns and handling large armies, place him among the greatest captains of this or any other age. General Sherman is today perhaps more cordially hated by the remnants of the Southern Confederacy than any other Union officer; and it is on account of his uncompromising loyalty and his undying hatred of treason; the bluff old soldier has always recognized the immense cost of this restored union, the price northern patriotism paid for its maintenance and preservation; and he has always believed that to preserve it these sacrifices should not be forgotten. The sickly sentimentality embraced in the augurship cry that "the war for the destruction of the Union is over, and you must not dwell on its history," he recognized as a confederate argument to soften the crime of treason and recommended it as a mistake clothed with loyal intentions, instead of a crime hatched by traitors who preferred human slavery to universal liberty. Like many loyal men he could not understand why we should teach to our children the brave stories of Bunker Hill, Monmouth, Valley Forge and Yorktown, when loyal blood was poured out in defence of our declaration of independence, and shun the lessons learned and sacrifices made on the thousand battlefields of this country for the preservation of the Union and the maintenance of republican principles on this continent. Uncle Billy is the last one of our leaders, unemphatic by political ambitions, resting modestly on the laurels he won on the many battlefields of the war for the Union and defense of the old flag; he is loved, honestly loved by all loyal hearted citizens. He is worshiped by his old camp followers whose only prayer is that he may be spared yet these many years to enjoy the rapidly increasing greatness of the nation he helped to rescue from the plots and intrigues of traitors.

The report that Col. Eaton, of the Nebraska City Press, and Col. Huebner, of the News, had joined the Y. M. C. A. of that town, lacks confirmation. A glance at the Nebraska City papers, however, leads us to think the report correct. If it be true, we congratulate the members of the Y. M. C. A. on this renewed evidence of their zeal and power for good, and we would willingly make a liberal donation if they will turn their batteries onto Race and Keithley of the Weeping Water papers. We have had no hopes for either of them, but if Eaton and Huebner can be reformed, something in that direction might be the result of persistent labors with Colonels Race and Keithley.

GENERAL MILES scored Colonel Forsythe severely for his action in the Wounded Knee battle, when Forsythe went with the Seventh cavalry to disarm the Indians, which resulted in a great slaughter of the red men and the loss of several soldiers. Forsythe's actions have just been reviewed by the secretary of war and by the president completely exonerating the gallant colonel from all charges of brutality or actions unbecoming a soldier. General Miles seems to have received a very black eye, and at this distance seems to have been possessed with a strain of jealousy very unbecoming a soldier in any capacity and appearing much worse in a commanding officer.

The new Spanish Cortes will be even more strongly protectionist than the next American house of representatives will be democratic. In a commercial sense, however, Spain, on Cuba's account, will be compelled to make her peace with the United States.

Will you suffer with dyspepsia and liver complaint? Shiloh's vitalizer is guaranteed to cure you. For sale by F. G. Farnsworth & Co. of St. Louis.

WHO PAYS THE TARIFF?

As a result of the new American tariff, English manufacturers, particularly in Sheffield, are reducing the wages of their employees. They hope thus to partially neutralize the effect of the increase in duty. Does not their action throw a ray of light on the question, Who pays the tariff?

WOOLEN GOODS ARE CHEAPER.

The American Economist makes a strong and timely point by quoting prices of flannels in January, 1890, and in January, 1891, taking the files of the New York Dry Goods Chronicle as its authority. The McKinley bill increased the duty on all kinds of wool and on all kinds of manufactures of wool, and, next to tin plate, the democrats and free traders chose wool and its products as "the awful example" of the McKinley bill. Clothing was to increase in price, and blankets and flannels were to become luxuries for the rich all "on account of the tariff," according to the free trade prophets.

Four months of operation of the McKinley bill has proved the falsity of their predictions. Prices are not higher; they are lower. But let the figures quoted by the economist from the Dry Goods Chronicle speak:

FLANNELS—STEVENS' B.H. FINE WHITE.	Prices in January, 1890, before the "infamous bill."	Prices in January, 1891, after the "infamous bill."
No. 1, 3-4.....	20 1/2 @ 27 1/2	25
XX, 3-4.....	29 @ 30	27 1/2
No. 2, 7-8.....	31 1/2 @ 32 1/2	29 1/2
XX, 7-8.....	33 1/2 @ 35	31 1/2
No. 2, 4-4.....	31 1/2 @ 32 1/2	29
XX, 4-4.....	33 @ 34 1/2	31 1/2

Ballard Vale Mills flannels show like reductions. Hardware, as a rule, is cheaper at wholesale than before the passage of the McKinley bill, linen thread is cheaper, flannels are cheaper, Kentucky jeans are cheaper, most kinds of clothing shows a downward tendency, sugar is sure to be cheaper; farm produce is about the only marketable stuff that remains firm.

A KING'S REPLY TO WORKINGMEN.

The reply of King Leopold of Belgium to the deputation of workingmen from the Council of Industry is well worth being taken to heart and studied by the representatives of those federations of labor who threaten a universal demand for short hours on May 1. King Leopold, who is one of the most widely-read and liberal monarchs in Europe, disabused his hearers of the belief that he was a dictator, and added: "Workingmen are wrong in considering themselves a separate caste. We are all Belgians, in different grades, and all workmen."

The king was right. All capital is but accumulated labor, and workingmen have the betterment of their condition entirely in their own hands. Though the Belgian government is one of the freest in Europe there has been discontent brewing there among the bourgeoisie, culminating in monster meetings, from one of which a deputation was sent to interview the king. The Conservatives are disposed to favor the popular demands, which for the time take the shape of demanding an extension of the franchise, and the workingmen taking advantage of the feeling pressed their own grievances, not as a part of the people, but as a class. The reply of King Leopold points a moral and has a general application to the labor situation everywhere.

Class legislation has failed and is indefensible from every point of view. Workingmen are therefore wrong in demanding its continuance and should remember that their condition is interwoven with the general welfare of the people of whom they are a part. There is a wide-spread notion among workingmen that those not actually engaged in manual labor do not work. Nothing could be more illusory. King Leopold has illustrated a great truth when reminding Brussels workingmen how much of a laborer he is, and how little they have to gain by renewing the worst forms of class legislation.

E. L. CORTHELL, the noted Chicago engineer, read a very important paper Wednesday before the Canadian Society of Civil Engineers on canals and waterways. Mr. Corthell proposes to build two or three ship canals and enlarge a few places in the St. Lawrence river that ocean craft might land in Chicago and other lake ports. He points out very clearly the feasibility of the scheme and the almost incalculable advantages to be derived from such a course. We believe that before many years Mr. Corthell's plans will be adopted, or similar ones, and then with the completion of the Hennepin Canal from Lake Michigan to a connection with the Mississippi, which is now being prosecuted, we would soon make seaports of our Mississippi River towns. Burlington, as a seaport, situated on the far interior of a great continent, would seem a little odd, yet practically it would be a fact. Cheap transportation is a great problem that is easily solved with good water routes to the markets of the country.

Arrived at Wildman & Fuller's a complete stock of children's clothing.

AN IMPORTANT RAILROAD RULING.

Globe, Chicago.
One of the most important decisions yet made by the Interstate Commerce Commission has just been rendered in the case of the New York board of trade vs. the Pennsylvania and other railroad companies. It is to the effect, generally speaking, that where merchandise is shipped from abroad into this country, it shall not be taxed by the railroads from the port of entry to the place of final delivery at a lower rate than the regular charge upon internal traffic between such points. As the matter has heretofore stood, the railroad and steamship companies have combined to make a through rate from Liverpool, for instance, to Chicago or St. Louis, less than the sum of the ocean and inland rates, thereby giving the foreign shipper a decided advantage over the local shipper on the same inland business. That is to say, the railroads have been carrying English and French goods from the Atlantic seaboard to the cities of the west and south at prices considerably below those imposed upon home dealers in like products. This form of discrimination is manifestly unjust and unfair, and the Interstate Commerce Commission rules that it is also in direct violation of the law.

The decision affects all the eastern trunk lines, and many of the western roads that have traffic arrangements with said lines. It is not likely that the railroads will care to resist or evade a ruling that simply places the foreign and domestic shippers on an equal footing. Their home traffic is worth far more to them than that which comes from abroad, and if any favor is shown it should be to the former. The matter has a certain significance from the tariff point of view. It involves the idea of protection to American manufacturers and dealers against foreign competition. There is no reason why the European shipper should have reduced freight rates on inland transportation, and be enabled thereby to neutralize in whole or in part the duties imposed upon his goods for protective purposes. The most that he can reasonably ask is the same rate that domestic shippers have to pay. This is all that he will get hereafter. He must compete with the American trader on even terms so far as the distribution of his goods through the country is concerned. There will be no more through rates so arranged as to permit him to ship merchandise over our railroads at less than the established rates for local traffic. The ocean charge can "not be controlled, of course, and he is at liberty to make all he can out of that; but when his goods reach our shore and are transferred to the railroads for internal shipment, they will have to bear the same burden of cost that is placed upon the competing domestic products.

BANKERS AND TREASURY CHIEFS.

Globe, Democrat.
Presumably the president will disregard the advice of those persons who urge him to give the treasury portfolio to a banker or some professional financier. There is no necessity for limiting the field of choice to these occupations. In fact, there are certain weighty reasons why the official to be selected should be sought elsewhere. The technical knowledge which the successful banker possesses would undoubtedly be of great service to the man who holds the post of secretary of the treasury. That this knowledge, however, is not indispensable is proven by the fact that very few of these officers have ever had it, while nearly all of them have met the requirements of their position in a manner fairly satisfactory to the country. McCulloch and one or two other of our treasury chiefs had some training as bankers before going to that office, but the great majority of them, like Hamilton, Gallatin, Dallas, Chase, Sherman and Windom, knew nothing of financing in any direct and practical way when placed in charge of the monetary department of the government. Even in Europe, where technical knowledge in the case of government financial officials is deemed to be more of a necessity than it is here, this consideration is not and never has been rigidly insisted on. With us, and to some extent with other nations, all the technical information essential to a finance minister can be amply supplied him by his subordinates. Moreover, there are practical and positive reasons why the selection of a banker for head of the treasury would not be desirable. His training, to a large degree, unfits him for this office. The intellectual development induced by his calling is one-sided, and must necessarily produce a rigidity of view and a lack of elasticity of mind and fertility in expedients essential in this post. There is no close or direct correspondence between his calling and the duties of the head of the monetary arm of the government. From the nature of his occupation he, more than the average intellectual man of affairs, would be likely to be fettered by example and to be hampered by precedent. In the face of conditions which are constantly changing he more than a man who knows the law of the land is required.

would be impeded by tradition. We refer now to the typical banker, and not to the few men of that class whose labors in this employment have been supplemented by political service in a high official capacity. A statesman is the man who is needed for secretary of the treasury. If he has a good knowledge of the principles of finance in its broader phases, sound views on the question, sagacity, courage and tact, a statesman has the mental equipment requisite to make him an acceptable chief of the financial department of the government.

GROVER CLEVELAND has finally set at rest all doubts as to his having changed front on the silver coinage measure, he having come out squarely against free coinage. This is very sad, considering the fact that the Western worshippers of the immaculate Grover are also devotees at the shrine of free silver. What will the Journal man of this city do now? The one principle to which he has been wed, so harshly thrust aside, we fear will necessitate divorce proceeding at once. Come to think of it, however, principles don't usually seem to worry a democrat very much. The only democratic principle we ever heard of that has not been changed is the office hunting principle of "get there" any way you can only get there. This is the cardinal democratic doctrine which even the war did not change, so that under the circumstances, Cleveland's ultimatum will probably have no effect on his hungry and enthusiastic followers in the West.

OUR TRADE WITH BRAZIL.

American Economist.
Mr. Joseph O. Kerby, United States Consul at Para, Brazil, reports that two-thirds of the rubber exported from his consular district comes to the United States. From January 1 to September 30, 1890, the total exports were 10,983,629 kilograms, of which 6,693,114 kilograms came to New York. He reinforces the earnest pleas made by our representatives at other ports for the passage of the shipping bills, by pointing out that, notwithstanding our liberal purchases, two-thirds of the goods imported into the district come from Europe. He gives in detail a specimen cargo of goods from Spain, which contains almost nothing that could not be supplied by American farms or factories. Mr. Kerby asserts confidently that our own merchants could profitably compete with the prices of these European goods, but unfortunately their rivals have superior transportation facilities and receive the benefits of a trade which rightfully should belong to the United States.

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