

LETTER HEADS  
BILL HEADS

**THE HERALD**

ENVELOPE CATALOGUES  
POSTERS AND CIRCULARS

The best Republican Paper in Cass County.

THE BEST ADVERTISING MEDIUM

Its facilities for doing good and satisfactory work are complete in all departments

Having added considerable new type the office is a guarantee for good, clean job work

It prints all the county news and is the paper to subscribe for. Send us your name and let us place you on our already large list of subscribers.

Prompt attention given to all orders

ADDRESS ALL ORDERS TO

**THE HERALD**

COR FIFTH AND VINE STS

PLATTSMOUTH, NEBRASKA

**Unexplained.**  
In Captain King's "Trial of a Staff Officer" an amusing story is told of General Upton, who was at one time commandant of cadets at West Point. The commandant's tent was a great place for fighting battles over again.

One day six or eight of us were gathered there, and the floor was held by one of those blatant gentlemen who, having graduated before the civil war, and having had just as good a chance as the gallant band of ambitious young lieutenants who rose to be generals, had preferred the safety, ease and slow promotion of mustering and disbursing duty, and whose only brevet was for the service of the "recruitment of the armies of the United States."

For some reason or other such men have often been prone to disparage the services of successful men, and to attribute the promotion over their heads of such soldiers as Upton and Custer to political influence. So Major — was on this day holding forth about lack in the line, ending with this startling statement:

"Well, now, Upton's another instance. Of course, I don't mean to say but what you fought all right, old fellow, when you got a chance, but you won't deny that there were fellows who went through the whole war with the regiments, stuck to their regiments or batteries, got wounded time and again, and only got a brevet; but here you are a lieutenant colonel, and never got a scratch!"

Considering the fact that Upton had been wounded in three different engagements, he might have been excused for making a pointed reply, but he only smiled quietly, as he sat writing at his desk, and said:

"Well, there are lots of men who think just as you do, I've no doubt."

**Different Kinds of Gold.**  
"Most people suppose," says an assayer, "that all gold is alike when refined, but this is not the case. An experienced man can tell at a glance from what part of the world a gold piece comes, and in some cases from what part of a particular gold district the metal was obtained. The Australian gold, for instance, is distinctly redder than the California, and this difference in color is always perceptible, even when the gold is 1,000 fine. Again, the gold obtained from the placers is yellower than that which is taken directly from the quartz. Why this should be the case is one of the mysteries of metallurgy, for the placer gold all comes from the veins. The Ural gold is the reddest found anywhere."

"Few people know the real color of gold, as it is seldom seen unless heavily alloyed, which renders it redder than when pure. The purest coins ever made were the fifty dollar pieces that used to be common in California. Their coinage was abandoned for two reasons: First, because the loss of abrasion was so great, and, secondly, because the interior would be bored out and lead substituted, the difference in weight being too small to be readily noticed in so large a piece. These octagonal coins were the most valuable ever struck."—New York Tribune.

**"Thou Diest on Point of Fox."**  
Fox blades were celebrated all through the sixteenth and seventeenth centuries for their excellent temper, and mention of them is frequent in English drama. This is their history: There was a certain Julian del Rei, believed to be a Morisco, who set up a forge at Toledo in the early part of the sixteenth century and became famous for the excellence of his sword blades, which were regarded as the best of Toledo. That city had for many ages previous been renowned for sword making, it being supposed that the Moors introduced the art, as they did so many good things, from the east. Julian del Rei's mark was a little dog, which came to be taken for a fox, and so the "fox blade," or simply "fox" for any good sword. See "Henry V," act iv., scene 4, "Thou diest on point of fox." The brand came to be imitated in other places, and there are Solingen blades of comparatively modern manufacture which still bear the little dog of Julian del Rei.—Notes and Queries.

**Sick Room Vagaries.**  
"It is curious to notice the moral effect of illness upon people," said a prominent physician the other day. "For instance among my patients are a preacher who swears when he is sick and a gambler who prays. A successful and well known business man will not go to his bed when illness attacks him because of a morbid fear that he will never rise from it again. A lady of not the prettiest character has all her jewelry and fine dresses laid on the foot of her bed, I suppose to keep her mind from terrifying thoughts. A hundred other peculiarities are developed, but the most remarkable one to me is that of a professional man who reads up in current literature when he is really seriously ill because he hasn't time to do it when he's well."—Cincinnati Enquirer.

**He Won't Do It Again.**  
An amateur beekeeper in Penobscot county learns a thing or two almost every day. Among other valuable lessons was this: While working among his hot footed charges he clumsily upset a hive. He was shielded by netting and loose overalls and could watch with amusement the frantic jabbing of the 40,000 bees that covered his anatomy. After a moment, however, he thoughtfully stooped to pick up the hive. Then it was that the bees were amused. The loose overalls were drawn tight by the stinging process, and the beekeeper didn't sit down and enjoy himself for two weeks.—Lewiston Journal.

**Cost of America's Big Bridge.**  
The cost of the Brooklyn bridge was \$15,000,000, which was \$3,000,000 in excess of the final estimate of the engineer, Roebling, who was appointed in charge of the work on May 23, 1867. Two years later he was injured by an accident, from the effects of which he died, and the engineering was carried through by his son.—New York Sun.

**A Domestic Hero.**  
"Thank heaven, I am safe!" shouted the boy hero as he ran into the woodshed pursued by his chum disguised as an Indian. "You are, indeed, me boy!" said his father as he caught him by the slunk of his trousers and ran him into the house to take care of the baby.—Detroit Free Press.

**What May Be Patented.**  
A United States patent will be granted to any person who has invented or discovered any new and useful art, machine, manufacture or improvement thereof, not known or used by others in this country, and not patented or described in any printed publication in this or any other country before his discovery or invention thereof, and not in public use nor on sale for more than two years prior to his application, unless the same is proved to have been abandoned. In this connection the word "art" means the process or method of producing an old or new result. If a method of doing anything contains one or more new steps, the process is new and patentable. The word "machine" means any device or thing by means of which a mechanical result may be produced, such as a pin, a churn or a locomotive. The word "manufacture" means a made up article, such as furniture, clothing, harness and the thousands of things which are offered for sale. "Composition of matter" means a chemical compound of ingredients, such as hard rubber, liquid glue, medicine, etc. Patents may also be obtained for designs for manufactures and works of art, for three, seven and ten years.

Trade marks may be registered for any arbitrary sign or symbol which is not descriptive; the government fee is twenty-five dollars. Such marks are the exclusive property of the registrar for thirty years, and the time may be extended. A "label" is any descriptive tag, print or impression to be placed upon any article or its case, and it may be registered for twenty-eight years. The government fee for a label is six dollars; but if it contains any special mark or symbol, the office decides it to be a "trade mark" instead of a label.—Washington Chronicle.

**Ticket Agents and Counterfeits.**  
Counterfeit money comes into the hands of the railroad ticket agent more frequently than anywhere else. But this official of the great steel highway has to become an expert in detecting it, else his salary would suffer to the amount of spurious coin which he took in. The detection of counterfeits seems to become a sort of second nature with the ticket seller. To discover a bad piece of silver is a comparatively easy matter, for it has a greasy feeling and very seldom looks like good money. Even if it possesses these requisites of good coin it very seldom has the weight of the genuine quarter, half dollar or dollar, and the lack of weight is perceptible by taking it in the hand.

But to detect a bad bill is not, to the layman who is not burdened with handling thousands of dollars each day, an easy task. The expert ticket agent will, however, when counting a stack of bills ranging in value from one dollar to fifty dollars with great rapidity snap them in both hands one after another and pick out the counterfeits, seemingly by an acute sense of touch. Some ticket agents are marvelously clever in this way. The method used by the majority in detecting a bad bill is to hold it to the light and see if it contains parallel silk threads running horizontally through it. All genuine bills contain these.—Albany Argus.

**How Some Seeds Travel.**  
The most curious provision possessed by seeds for self dissemination is the hygroscopic awn. In the wild oat (avena fatua), for example, there is attached to the glumella (a small, leafy structure connected with the seed), a spiral awn covered with humoriferous fine hairs, and this awn has the power of expanding when moist and of contracting when dry. Thus the attached seed is constantly on the move with the changes in the weather, the hairs clinging to any object met with, until germination or destruction puts an end to its motion.

The seed of barley, too, is provided with a similar awn, which is furnished with minute teeth that point toward its apex. The seed, when lying on the ground, naturally expands with the moisture of the night and contracts with the dryness of the day, but, as the teeth prevent its moving toward the point of the awn, all motion must be in the direction of the base of the seed, which will thus travel many feet from the parent stalk.—Knowledge.

**Carlyle's Opinion of Washington.**  
It is worth noting that Carlyle in his sweeping assertion made no exception in behalf of Emerson, who perhaps bored him more than he dared acknowledge with his transcendentalism and effusions of the "over soul." But one might have thought that he would have spared Washington. Far from that, we find him pleasantly remarking at some grand dinner to Mr. Fields (a gentleman who, both by his writings and from all accounts by the charm of his personal presence, must have done much to remove the imputed odium from his countrymen): "That grete mon of yours—George" ("did any one under the sun ever dream of calling Washington George before?" exclaims Miss Mulford, who recounts the story)—"your grete mon, George, was a monstrous bore and wants taking down a few hundred pegs!"—Exchange.

**Legal Expenses Over One Sovereign.**  
The Textile Mercury calls attention to a recent bankruptcy case in which the liabilities exceeded £40,000, and there was an item of £338 for legal expenses. Asked by the official receiver to explain how this was incurred, the bankrupt stated that the costs arose in connection with a dispute over a sovereign, as to which he denied his indebtedness. The myriads of the law were thereupon set to work, and after the litigants had had their fill the "gentlemen by act of parliament" who had been conducting the contest presented the debtor with a bill for £338.

**An Every Morning Incident.**  
Mr. Suburb (slowly waking up and rubbing his eyes)—What time is it?  
Mrs. Suburb (looking at watch)—It's three minutes of train time.  
Mr. Suburb (springing out of bed)—Tell Mary to hurry up the breakfast.—New York Weekly.

**SHIPS PULL UP CABLES.**

**QUEER FISHING WITH PROPELLER SCREWS OF BIG BOATS.**

**An Ocean Steamship Carries a Piece of Submarine Cable from New York to Liverpool and Back—Experience of a Ship That Ran Into the Mud.**

Submarine cables laid in shallow waters are often exposed to greater risks and rougher treatment than the great ocean cables, which sometimes cost their owners a small fortune in repairs. Not long ago an ocean going steamship, in leaving her dock at Jersey City, plowed up the soft bottom with her powerful propeller, and secured a costly and valuable catch in the shape of about a dozen submarine cables, which enmeshed themselves in the blades of the propeller so effectively that all the cables were torn asunder, and the ship had to go into dry dock to clear her screw of the garlands of iron, brass and Kerite with which it had become embellished—not to say embarrassed.

The learned judge who presided over the argument as to whether the telegraph company, which owned the cables, or the steamship company, which owned the inquisitive vessel, was the aggrieved party, decided in favor of the latter, holding that a harbor is to be kept free for navigation, and that a steamer is entitled to plow through mud as well as water, cables or no cables. If the cables were thought to be secure because they were lodged in two feet of silt, why, so much the worse for the cables, or rather for their owners.

According to the learned judge, ocean steamers possess the right of way through the silt, even down to hard rock, and the waters of a harbor for purposes of navigation have no "bottom." This is cold comfort for owners of submarine cables in harbors, but by way of adding insult to injury the very practical suggestion was made that cables might be laid in a species of submarine trench, and thus be kept out of harm's way when ocean steamers (or others) find it necessary to "take the ground."

**TUGBOAT AND CABLE.**  
It is quite conceivable that the powerful machinery of an ocean steamer should make light work of gathering up and sending into fragments a dozen or so of submarine cables, but that a river tug should take to the same game and twist some hundred feet or so of heavily armored seven conductor cable into a bunch of Gordian knots is a little too much. The cable is the property of the American Telephone and Telegraph company, and serves to connect the pole line across Staten Island with that running through New Jersey, the cable crossing the Kills between Lincolnville and Carteret.

The tug caught up the cable in the most approved manner, according to the laws of harbor navigation, snatched it from its quiet resting place in the silt, and a stern battle between the pugna-cious propeller and the inoffensive and defenseless (though armored) cable ensued. Needless to say, the propeller was victorious. The iron armor resisted vigorously, but it was never intended to withstand the attack of a river tug's propeller, so, after a stout resistance, accompanied by endless writhings and contortions, it succumbed.

The sea serpent itself could not have made a better fight. If the cable was vanquished, its enemy was also, at least for a time, placed hors de combat, for, so closely were propeller and cable interlocked in their deadly feud that the tug had to be brought to New York and put in dry dock in order to separate them. The snarl contains about one hundred feet of cable, and bears strong evidence as to good construction. Few would believe that a cable could resist long enough to be twisted up into such hideous shapes instead of breaking almost at once. The cable, which is a seven conductor, Kerite make, has been down for about five years, and was found to be in perfect condition when repairs were made. Indeed, the snarl testifies to that.

**SOME CABLE STORIES.**  
Not long ago Frank Stockton contributed to one of the magazines a nonsensical story, in which a startling incident was narrated. By a stroke of lightning a steamer had been converted into an immense magnet, and had attracted to itself a submarine cable, which held it fast until the cable ship came to the rescue. This flight of fancy is not altogether without excuse.

There is a story of an ocean steamship, catching up a piece of cable in the North river, and towing it all the way from New York to Liverpool and back without discovering to what mysterious cause the strange reduction of speed on the round trip could be attributed.

There is yet another story of a "sound boat" which fouled a submarine cable in New York waters and towed a goodly length of it to New Haven. There the piece of cable was cleared away, coiled down on the dock, and subsequently sold by the steamship company to another corporation whose business it is to maintain electrical communication between places. That corporation put the cable into service, and (so the story goes) is using it at the present time.—Herbert L. Webb in Electrical Engineer.

**To Preserve Shoe Leather.**  
A German chemist has invented a preparation which, it is claimed, when applied to the soles of shoes, has the effect of increasing their wearing capacity from five to ten times, besides making them waterproof. The preparation is applied after the shoes are finished and the soles are buffed. The right to use it has been sold to the Bavarian government for the army. The inventor says it has been tested in the German army satisfactorily.—Exchange.

**German Ingenuity is stated to have resorted to a method—revived from the most ancient past—of rendering fabrics proof against the ravages of decay for an indefinite period, a process by which it is said, no matter how delicate the texture or color of the fabric may be, its long life is assured. It appears that the inventor in this case, a German chemist, based his experiments on the commonly known fact that the wonderful preservation characterizing the headbands of Egyptian mummies is attributed to their having been impregnated with a kind of resin. Acting upon this assumption, experiments were made with the substance extracted from birch bark, with the result that the green tar left after the oil used in tanning has been extracted from the white bark of the birch tree yields a substance neither acid nor alkaloid; and this, in solution with alcohol, forms a liquid with a power of resisting, after once becoming dry, even the action of alcohol itself, and is alleged to possess the property—so long a desideratum—of rendering textile fabrics apparently imperishable, as far as decay is concerned, a peculiarly valuable property being also claimed for it, namely, a ready union with the most delicate as well as brilliant colors.—New York Sun.**

**It's Her Way, Bless Her!**  
It was an up town surface car, and three women carrying small parcels boarded it.  
After disposing of their bundles and themselves on the seats, two of them started desperately at work to open the pocketbooks that they carried in their hands. Neither succeeded to any extent, and the red haired conductor waited and winked at a cross eyed passenger in order to note for future reference how a cross eyed man wins.  
Meanwhile each of the women had grasped the other's arm and exclaimed: "Don't, dear, I have change." The third woman said nothing, and the conductor paused in front of the trio for his fare.  
"Don't you dare to pay the fare!" said one of the women.  
"And don't you!" was the reply.  
Then while this friendly argument was going on, the small woman who had said nothing quietly handed the right change to the conductor and the agony was over.  
"Faith, thim winnin' do be always the same," said the conductor as he returned to his post. And who shall say he was wrong?—New York Recorder.

**No Doubt About American Soldiers.**  
Infantry, of course, constitutes the main body of all modern armies, and by the quality of its infantry an army must be judged. The capacity of Americans to make excellent soldiers was proved in the war beyond a question. That hundreds of thousands of men, most of them entirely unacquainted with the elements of discipline and drill, were transformed in so brief a period into officers and soldiers was certainly one of the wonders of our time. But the material was in the main of the best, the desire to master the new trade well nigh universal and very strong, and there were from the beginning many opportunities for practicing what had been learned.

The armies of 1863 were far and away superior to the levies of 1861. The armies of 1863 were decidedly superior to those of 1862. But in 1863 it is probable that the highest point of efficiency was reached in both the Federal and Confederate armies in the east, and certainly in the western army of the Confederacy.—John C. Ropes in Scribner's.

**Hints for Travelers.**  
Nausea, from the motion of the cars, may be prevented in the following way: Take a sheet of writing paper large enough to cover both the chest and stomach, and put it on under the clothing next to the person. If one sheet is not large enough paste the edges of two or three together, for the chest and stomach must be well covered. Wear the paper thus as long as you are traveling, and change it every day if your journey is a long one. Those who have tried it say that it is a perfect defense. Those to whom the term "sleeper" is a hollow mockery may profit by the experience of salesmen and others who travel frequently, and have the bed made up with the pillow toward the locomotive. Just why this should make sleep easier is not explained, but the plan is highly recommended.—Ladies' Home Journal.

**Out of the Question.**  
Many pleasantries are written and spoken about the capriciousness of female servants, but it is doubtful if, as a class, they approach in capriciousness the male domestic servants employed by the rich. Good male servants are hard to get, and proportionately hard to please. A gentleman had engaged an English valet de chambre at good wages, and everything had apparently been satisfactorily arranged, when the man said: "Might I ask, sir, if I'm to wear livery, sir?"  
"Yes."  
"And what color will the weskit be, sir?"  
"Red."  
"Ow, indeed! Then I cawn't take the place, sir, I'm much too blond, you know, for to wear a red weskit, sir!"—Youth's Companion.

**A General Concurrence.**  
Bloomer—Don't you think the high hats worn by the women should be abolished?  
Blossom (who has just paid a milliner's bill)—Abolished? Of course I do.  
Bloomer—Especially in the theaters.  
Blossom—Theaters or churches, they should be abolished. What we want is a low priced hat every time.—New York Epoch.

**This Gentleman Did.**  
"Well, Rastus," said Mr. Freshfield to the waiter, handing him a five dollar bill to pay a fifty cent check, "I understand you have discovered the difference between a gentleman and a gent."  
"Yassir," returned Rastus. "De gentleman pebber waits for no change, sah."—Harper's Bazar.