The Plattsmouth Daily Herald.

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The members of the Republican State Central Committee are requested to meet at the Paxton Hotel, in the city of Omaha, on Thursday, June 28, 1883, at seven o'clock, p. m., for the purpose of fixing the date and place for holding a convention to nominate candidates for Judge of Supreme Court and Regents of the University, and such other business as may properly come before it.

G. W. E. DORSEY, Chairman.

Fremont, June 9, 1883.

THE Iriquois club want the national democratic convention to meet next year in Chicago. It will be safe to say, that body will be as vascillating and undecided as a Hamlet, but it may just as safely be stated that the Iriquois club will not allow Carter Harrison to stalk around as the ghost; he has created consternation enough already while acting in that capacity.

A LINE of railroad from Ashland up and across the Platte into northern Nebraska if built by the B. & M. would double their construction work in their shops at this city to the no small benefit of Plattsmouth. It would further do much more, it would open such extensive fields for wholesale trade that Plattsmouth merchants could embark in that branch of business and compete successfully with Omaha and other points who now occupy the territory to the northwest of us.

THE Republican State Central Committee, in session in Omaha today, have the calling of the State Convention which will nominate one Judge of the Supreme Court, and two Regents of the State University, who will be voted for at the fall election. It is not at all probable that the committee will inflict the public with a few false, buncomb and Arbor Springs Lodge resolutions, as did the Democratic State Committee. The republicans express their sentiments in open convention.

PAUPER IMMIGRATION.

It appears, that the ball which the governor of Massachusetts set rolling sometime since, has assumed such proportions that the president and his cabinet are now engaged in discussing it. It is no new question to this country. English misrule for the last half century in Ireland has precipitated an oppressed, and at times, poverty stricken immigration upon our shores During none of the famines, in times past, which have always increased the volume of Irish immigrants to America, has this home government shown any disposition to take care of her Irish subjects in a paternal manner. In government circles, in times past, the audacious proposition has been made by the English government to furnish free bottoms to the evicted tenantry of Ireland, in order to land them upon our shores and thus get rid of a dissatisfied population. And this with the full knowledge of the American government both at home and abroad.

It seems to us folly upon the part of the authorities at Washington and New York to talk about returning these paupers to their native island or compelling the steamship companies which brought them here, to return them. We presume that these steamships, if paid enough by this government, would have no objection to carrying these people back and forth the entire season.

We are quite certain that this government has no power to compel them to return these paupers to the old world.

We are also quite certain that our government should not attempt to remedy this evil by refusing to receive this immigration in the absence of legislation.

It is not a matter between the Irish immigrant and this great government; he has a right to come to this country in any manner open to him. It is this English nation who is thus seeking to get rid of their dissatisfied subjects, we have to deal with. And we hope that the present administration will so emphasize its requests and demands upon England, in this respect, that there will be no mistaking our position. Ireland is misgoverned; the life is ground out of her people; for long weary years they have been forced to fly from a home rule which should shelter and protect them, to this country as an asylum. And whether their way has been paid by co-operative societies in this country, or at home, makes very little difference.

That these people are present with us, and that the cause of their presence is oppression at home, no one will dispute for a moment. And now, since the English government has adopted this offensive policy of sending her dissatisfied subjects to this country in a pauperized condition, it is high time an indignant and emphatic protest should go forth from the state department, that will not only be understood, but which will bring this matter to a crisis at once.

TOWNSHIP ORGANIZATION.

How township organization can be effected under the new law, the Clay county Journal explains as follows:

The time is near at hand when some move should be made to bring the subject of township organization directly before the people. Although we are of the opinion that the great mass of people of this county are in favor of that system of government, which will bring the officers home to the people, yet it is necessary that a move be made by getting up a petition, which the law says must be signed by at least fifty voters, asking the county commissioners to submit the question of adoption to a vote of the people at the next general election. This petition should be prepared and presented at an early meeting of the board. It requires a majority of the legal voters voting at election to carry the proposition. The county shall begin to be governed by the new law if adopted after the first meeting of the supervisors. For temporary organization each precinct forms a township, and a supervisor elected from each precinct. If adopted and a majority of precincts select supervisors, a special meeting of the supervisors shall be held at the county seat the fifteenth day after the election. When they have met and organized, the office of the county commissioners becomes vacant. At this first meeting of the board the townships are designated, but must conform as near as may be to the survey. The electors of each precinct choose one supervisor, and if it has over three thousand inhabitants, two, one clerk, one treasurer, one assessor, three judges, and two clerks of election one overseer of highways in each road district. The township officers must be elected at the general election, at which the question of adoption is determined. This is a brief synopsis of the law, relating simply to put it in operation. Its provision are simply for organizing.

BLAINE'S NEW BOOK.

There are few men better qualified to write the latter day history of the United States than James G. Blaine. His long public service, covering one of the most stormy and eventful periods of our existence, has given him a mass of information and data that it would be well-nigh impossible for any other man to compile. His experience as congressman, speaker of the house, senator, premier of the Garfield cabinet, and general confidant and adviser, served as an "open sesame" to unlock the secrets of diplomats and rulers. Such a man, throwing aside the political bias that has warped his public life, should as a historian be able to write honestly and instructively of the great scenes in which he was such an important actor.

Mr. Blaine promises that his book shall be "a succinct and impartial history of national legislation upon the great questions arising from secession and the civil war, including emancipation, reconstruction, legal tender paper and the return to specie, the impeachment of President Johnson, the work of the electoral commission, and other important domestic and foreign measures. Also of the contemporary adminstrations, with sketches of the leading prominent men in congress for the twenty years included in the history, and introductory chapters showing the remote and immediate causes of the civil war." This certainly will afford him scope for a great work, and if he does it, as he alone is able to, the public will be well satisfied and his purse will grow plethoric.

The title chosen is "Twenty Years of Congress, From Lincoln to Garfield." It will contain fifty fine steel portraits of the leading statesmen during the period it covers, engraved by the best artists. Photographs for these portraits have in all instances been furnished by the families of the subjects, with a view of having them as nearly accurate as possible.

While Mr. Blaine purports to give only a congressional history, it is well understood that he goes back many years before the war, to get a good start, and by way of explanation brings in various matters of interest connected with the inside management and conduct of affairs of state.

How Far It Was to Catfish.

Arkansas Traveler.

Lord Glendale pho is now traveling in Arkansas, when asked the other day how he liked the country, said:

"Oh, I'm much pleased with the country, and very much enjoy traveling in it, but do you know, that your railroad eating-house system is very annoying? Just as a man settles down and pursuades himself into a nap, a negro comes along, shakes him and says: "'Supper at Catfish?'"

"You tell him yes, and arouse yourself. You are, of course, very hungry, and every time the train stops you expect to hear some one shout 'Catfish; twenty minutes for supper,' but the train rolls on. After a while the negro that aroused you comes along, and you say:

"How far is it to Catfish!"

"Sah?"

"How far is it to Catfish!"

"'Bout twenty-five miles, sah."

"What made you arouse me back yonder?"

"Wanted to know whuder yer wanted supper, so I could telegraph ahead. Da only cooks what's ordered, sah.'

"Twenty miles to a hungry man is a long distance, and you loll around with a cigar awhile, and finally drop off to sleep. After awhile you awake, and wait for the train to get to the station. The negro came through again.

"How far is it to Catfish?"

"Sah?"

"I asked, how far is it to Catfish?"

"We'se dun passed dar, sah."

"Why the devil didn't you wake me?"

"Case yer got mad when I woke yer afo', sah."

STATE RAILROAD NEWS.

The state papers are unanimous in expressions of approval over the deserved promotion of Supt. Holdrege, to be ass't General Manager of the B. & M. in Neb.

Work on the Beatrice, Tecumseh extension of the B. & M., has extended eastward from Beatrice, ten miles, and is being pushed with all possible speed.

The directors of the Plattsmouth & Southwestern R. R. will have the stock of the road on sale shortly, and will order the preliminary survey of the route from Plattsmouth to Avoca, Syracuse, Sterling, Beatrice and Fairbury.

The necessary amount of stock of the Salina, Lincoln, and Fremont R. R. has been subscribed, and W. H. Dickinson, of Wahoo, has been elected the first president of that corporation.

It is understood from the best of authority, that the B. & M. cut off from Kenesaw to Arapahoe, will be built the coming fall by which means the route to Denver will be shortened some forty miles.

The Nebraska City Press asks that the B. & M. pull up their river track between that point and Brownville and build a new line across the country. In all probability the demand will be acceded to speedily.

The Omaha & Northern R. R. recently incorporated, has already agents in New York city soliciting capital to combine with Omaha capital and construct the road at once.

Lincoln is again agitating an eastern connection with the Missouri Pacific at Avoca, and it ought to occur to that corporation when they build that line, that it would be a paying investment to extend it north-east from Avoca to Plattsmouth.

The Blair bridge over the Missouri, which is largely a counterpart of the Plattsmouth bridge, is being pushed rapidly toward completion, although the approaches suffered heavily from high water.

One of the most inviting fields for railroad building in the state which is guarded by the Union Pacific with a jealous eye, is a route from Ashland north west to Fremont or North Bend, and from thence into northern Nebraska. The B. & M. could make a brilliant move in this direction.

July 1st, the Union Pacific shorten their time to Denver and Ogden, and the B. & M. meet them on the Denver run with a time card that shortens their running time to meet the Union Pacific on an equal footing. These changes are the beginning of active competition between the two roads for western passenger traffic.

The passenger travel from the east over the C. B. & Q. to Plattsmouth and from thence over the B. & M. to Denver, and the D. & R. G. to Salt Lake and Ogden, is increasing constantly, and is four fold what it was six months ago. Two heavy trains leave Plattsmouth for the west daily, and it is safe to say that already fully one-half of the mountain travel goes westward via the C. B. & Q. lines.

The Missouri Pacific, the Atchison & Nebraska, and the Denver & St. Joe the roads running south in the state, were the greatest sufferers by the recent floods, and are requiring a large amount of work in repairs and bridges.

THE Iowa convention held yesterday, nominated Gov. Sherman, Lieut. Gov. Manning, Supt. Akers, and for Judge, nominated Judge Reed, of Council Bluffs. Mr. Manning, in his speech of acceptance, cited the case in Iowa, exactly, He said: "he believed the party was advancing to higher grounds, and to stay; that he needed no augury of victory; republicanism meant a school house on every hill and no saloon in the valley." The full proceedings appear on our telegraphic page, this issue.

IN response to the request of the President of the State Press association to state where we would prefer going on the excursion, we reply: We would like to visit the Mormons for about thirty days, and we would like the press association to send an able-bodied fighting man to hold down our position while we are absent. These preliminaries being settled, we will attack a soulless corporation for transportation, and proceed to enjoy ourself.

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