

The Plattsmouth Daily Herald.

VOL. 1.

PLATTSMOUTH, NEBRASKA, TUESDAY EVENING, OCTOBER 16, 1883.

NO. 195

A Public Spirit for Trade GOING ON AT THE OPERA HOUSE Clothing Store!

Our methods are to interest you in our good clothes. We believe the best is none too good, where it can be purchased at a moderate price.

English Corkscrew Suits and Overcoats.

Would you enjoy seeing something nice? Then call, when passing, and examine our

Children's Department.

We hardly know how to describe them, there are so many; but if you have but \$2.00 to spend for a child's suit, and \$1.75 for an overcoat, we can supply your wants.

SUCH

Undershirts and Drawers

FOR 75 Cts.

Are Seldom Seen.

Come and we will serve you so well that you will always trade at

S. & C. MAYER'S

OPERA HOUSE CLOTHING STORE.



Sole Agents

FOR

Burt's Shoes.

JONATHAN HATT

J. W. MARSH

Beef, Pork, Mutton and Veal



JONATHAN HATT & CO.,

Successors to A. G. HATT.

HEADQUARTERS FOR CHOICE

Sugar-Cured Hams, Bacon, Salt Meats of all kinds, Lard Bologna, and all other articles kept in a first-class meat market.

AT WHOLESALE AND RETAIL.

The Highest Market Price Paid for Hides Wool, Pelts, Grease, Etc.

Fresh Lake Trout and White Fish Every Thursday Morning.

THE DAYLIGHT STORE!

Full Line General Merchandise.

Largest Stock and Lowest Prices.

Call and Satisfy Yourself

AT

JOSEPH V WECKBACHS.

Grace & Thierolf

Fresh Groceries

No old stock to work off. The latest patterns of

GLASS AND QUEENSWARE

FLOUR AND PROVISIONS. THE HIGHEST MARKET PRICE PAID FOR COUNTRY PRODUCE.

DREW BUILDING, PLATTSMOUTH.

PLATTSMOUTH HERALD.

PUBLISHED DAILY AND WEEKLY

The Plattsmouth Herald Publishing Co.

TERMS:

DAILY, delivered by carrier to any part of the city

Per Week..... \$ 15

Per Month..... 50

Per Year..... 5.00

WEEKLY, by mail,

One copy six months..... \$1.00

One copy one year..... 2.00

Registered at the Post Office, Plattsmouth, as second class matter.

Republican State Ticket.

Judge of the Supreme Court, M. B. REESE.

For Regents of the University, M. J. HULL, (Long Term)

JOHN T. MALLAM, (Long Term)

J. M. HIATT, (Short Term)

E. P. HOLMES, (Short Term)

Second Judicial District.

For Judge of the District Court, S. H. POLND.

Republican County Ticket.

For County Clerk, JOHN W. JENNINGS, of Plattsmouth.

For County Treasurer, W. H. NEWELL, of Plattsmouth.

For Sheriff, J. C. EIKENBARY, of Plattsmouth.

For County Judge, CALVIN RUSSELL, of Weeping Water.

For Superintendent of Schools, CYRUS ALTON, of Stone Creek.

For Clerk of the District Court, ISMNER S. HALL, of Mt. Pleasant.

For County Surveyor, GEORGE W. FAIRFIELD, of Plattsmouth.

For County Coroner, PERRY P. GASS, of Plattsmouth.

For Commissioner, Third District, JOHN CLEMENTS, of Stone Creek.

The Omaha Bee mentions the Cass county democratic ticket in lavish and confident terms. It is an anti-monopoly ticket "you know."

MR. J. STERLING MORTON, through the Omaha Herald, grows valiant and wishes to discuss the economic principles of government with Mr. M. B. Reese, our next Supreme Judge. After such a laborious tussle, as this formidable statesman has had over in Iowa, why not sit still and enjoy the fruits of his victory? Col. Savage and Judge Reese are both quiet, retiring gentlemen; of peaceable dispositions running for a non-partisan office, one on the Republican, and one on the democratic ticket; and as neither of these gentlemen have appeared in the arena with a chip on his shoulder, it does seem a little nonsensical for this anti-monopolist giant to attempt to provoke either of these gentlemen into such a useless and ill-timed discussion; at any rate, we here protest against Judge Reese, who has such laborious work ahead of him, as Supreme Judge, from heedlessly rushing into the ring to get "chewed up," when there is no necessity for it.

Very recently, we heard an anecdote related by a good lawyer of his experience in the trial of a case before the eccentric Judge Gaslin, which if applied properly to this valiant challenge from the warrior from Arbor Springs will furnish a good and sufficient reason why Mr. Reese should not accept the same. Said the Attorney, "I was trying a case where a young attorney was pitted against me, who, by his manner and in fact language, informed Judge Gaslin he was going to see that the case was tried for all there was in it, and on scientific principles, and all due exceptions to rulings made against him properly saved." The young man was inexperienced and green, a fact which the old Judge at once discovered. Consequently, when the trial was in progress he would invariably interpose the same objection to each question propounded, by the attorney who was relating the anecdote, the principal part of which was that the question was leading; repeatedly the old Judge, with a twinkle in his eye, would turn upon our friend and roar out "you know that question is leading, withdraw it and put it in proper form. I'll have you understand sir we are trying this case on scientific principles, Sir!"

Finally, when the case reached the other side and the fresh young lawyer was examining his witnesses, our friend thought he would try the same tactics to see what effect it would have on His Honor. "I object for the reason that the question is leading," sung out the lawyer, which brought the old man bolt upright with fire in his eyes and the exclamation, "Now look here, are you going to make a dead-foot of yourself, too?"

We rather guess Judge Reese has too high an appreciation of the high and important office he is standing for to enter the listings with the aristocratic apostle from Arbor Springs.

STREET-RAILWAYS IN EUROPE AND AMERICA.

The following from *The Chicago Tribune* will doubtless prove interesting reading for those persons who so readily and heartily disagree with Mr. Justice Cooley of Michigan in his views recently expressed in an able article upon the regulation of corporate profits by the state, published in the *North American Review* for September.

It appears that Street Railways and like corporations manage to get along and amass wealth in France and Germany minus the exclusive franchises granted them in this free—free—country.

A few weeks ago *The Tribune* gave its readers the details of the agreement which exists in Paris between the municipality and the gas company, whereby the latter, in consideration of its franchise and the use of the streets, is required to light the public buildings free of cost, pay a certain percentage into the Public Treasury, divide its profits over and above a certain amount with the city, and surrender its rights and plant at the termination of its contract upon certain fixed terms. This arrangement yields the city a large revenue and yet the gas company makes a handsome profit on its capital by charging a much lower rate to consumers than the average rate in American cities. Attention was directed to this statement for the purpose of showing how flagrantly municipal interests in the United States are neglected by the trustees who are chosen by the people, and use their power for individual profit of further political preferment in place of public frugality. The same fact is pointedly illustrated by a contrast between the street-railway systems of American cities and that of European cities.

The most important information developed at the meeting of the American Street-Railway Association held in this city during the last week was contained in the report of Hermann Kreissman, formerly American Consul at Berlin, and now a resident of that city and an owner of street-railway stock. His statement shows that the construction of street-railways in Berlin is regulated by the municipal authorities; that the corporation is required to keep the streets they occupy and keep them in repair; that asphalt and granite are used chiefly for the pavements; that a 6 per cent tax is exacted on gross receipts up to \$1,000,000 and 7 1/2 per cent on receipts in excess of that amount; and that the corporation are required to carry on each car only as many persons as there are seats, with four additional on the front platform and five on the rear platform. It has been thought that the provision limiting the number of passengers to the seating capacity of the car would be a great hardship to the public as well as the companies in the rapidly growing cities of the United States; but Berlin is a city of nearly 1,200,000 inhabitants, and during many years grew as rapidly as Chicago, and the requirement of seats for passengers in the street cars does not seem to have been represented by either the companies or the public. The enormous revenue obtained by the municipality from the street railway franchises may be appreciated from the statement of a single company in which Mr. Kreissman is interested. Its gross receipts last year were \$1,500,000, and it paid to the municipality \$65,000 tax thereon—5 per cent on \$1,000,000 and 7 1/2 per cent on \$500,000. The only apparent advantage of the American system is, that passengers are carried in most of the cities at the uniform rate of 5 cents, whereas in Berlin the fare is regulated by the distance, two and a half cents being charged for one and a quarter miles. But the average charge seems to be lower than that made by the American street railways, for 60,000,000 passengers were carried for 1,600,000, which is at the rate of two and two-thirds cents per passenger. Mr. Kreissman added that "if Berlin roads had the freedom enjoyed by those in this country their income would be much greater." Undoubtedly; but he did not pretend that the Berlin companies do not make a fair interest on the capital invested, and, indeed, if that were the case, no street railways would be constructed in that city.

The conditions imposed upon the street railway companies in Berlin may be assumed to represent the terms upon which similar franchises are granted in other cities. It is certain that exclusive privileges and valuable grants are not issued in any European city without reserving some share of the profits to the municipality, thereby increasing its revenues for the maintenance of the police and fire departments, and for other public purposes, and at the same time reducing the rate of individual taxation. In this city, however, the municipal authorities voted away street railway franchises for twenty-five years without consideration, and recently renewed the same upon condition that each car shall pay a license of \$50 a year, which is so modified by a schedule of thirteen round trips a day that the tax will yield an insignificant revenue to the city. There is no requirement that the companies shall pave or repair the streets outside their own tracks, nor of any other contribution to the public treasury or the public comfort at all commensurate with the valuable and exclusive privileges enjoyed by them. American cities are governed in the interest of the corporations and the saloons—not in the interest of the people.

License Notice.

Notice is hereby given, that the undersigned has made application and filed his petition with the County Commissioners of Cass county Nebraska, for license to sell malt, spirituous and vinous liquors at his place of business in South Bend, Cass county, Nebraska, and that the same will come before the Commissioners for action at the November session of the board.

DAVID CARPENTER.

SOUTH BEND, Oct. 9d, 1883.

WESCOTT'S BOSS CLOTHING HOUSE

Is the Place for YOU to Trade.

Our system of doing business will please you. Every article is marked in plain figures and sold on its own merits. No monkey biz, no jewing, no humbug, no auction goods, no shoddy goods; you get your money's worth every time. The latest styles and best goods obtainable with money are in stock, and we will never be undressed by any house, either large or small, and you will always find us anxious to serve your interests in a manner to gain your solid custom. Come and see us.

C. E. WESCOTT, THE BOSS CLOTHIER,

Rockwood Block.

The Favorite Line

K C St. J., and C. B.

Safest, Best and Most Reliable

LINE IN THE WEST.

Magnificent Dining Cars.

Elegant Day Coaches.

2 St. Louis Trains Daily,

2 Omaha Trains Daily,

2 Kansas City Trains Daily

2 Atchison Trains Daily,

Two Trains for

St. Paul, Minneapolis, Sioux City,

Pullman Sleeping Cars,

Between Kansas City and St. Paul

WITHOUT CHANGE

All trains run on time connecting for all points

East West, North & South

Tickets for sale at all regular ticket offices

Information regarding rates, time, etc., cheerfully given by addressing

J. F. BARNARD, Gen'l Supt

A. C. DAVIS, Asst. Gen'l Supt

Gen'l Pass. Agent.

HENRY BOECK

DEALER IN

FURNITURE

SAFES, CHAIRS,

ETC., ETC., ETC.

Of All Descriptions.

METALLIC BURIAL CASES

WOODEN COFFINS

of all sizes, ready made and sold cheap for cash.

MY FINE HEARSE

IS NOW READY FOR SERVICE.

With many thanks for past patronage. I

invite all to call and examine my

LARGE STOCK OF

FINE FURNITURE AND COFFINS

G. A. WRISLEY & CO'S

Napkin

SOAP

BEST IN THE MARKET.

Made ONLY of Vegetable Oil

and Pure Beef Tallow.

To induce housekeepers to give this Soap

a trial, WITH EACH BAR

WE GIVE A FINE FREE

TABLE NAPKIN

This offer is made for a short time only

and should be taken advantage of at ONCE.

We WARRANT this Soap to do more wash-

ing with less soap than any soap in the

market. It has no EQUAL for use in hard

and cold water.

YOUR GROCER HAS IT.

G. A. Wrisley & Co.

CHICAGO,

Manufacturers of Standard Laundry

and Toilet Soap.

M. O'CONNOR.

At the down-town saloon,

OPPOSITE THE PERKINS HOUSE,

Keeps a complete stock of

WINES,

Liquors,

AND CIGARS, BOTTLED BEER,

ALE and PORTER,

KRUG'S OMAHA BEER,

and the best brands of Kentucky

whiskies.

Opposite Perkins House, - PLATTSMOUTH.

SEEDS

Our Large GARDEN GUIDE

describing Cole's Reliable Seed

is mailed free to all who

order the Latest Catalogue, in

which are given, Corn, Cereals,

and all the Best Cultivators of Vegetables,

Flowers, Grasses and Tree Nurseries. Everything is treated

address W. C. C. Adams, Plattsmouth, Nebraska, 1883.

Solemn Truths

COMICAL CLOTHES.

The Newest, The Best, The Most Complete and

BY FAR THE CHEAPEST.

Our Big New Stock

Came for Bargain Hunters in Every Department.

Prices that Others Will Not, DARE NOT, Meet.

Critical and economical buyers this is a Great Opportunity and the Glorious Result will more than Please You. Remember every purchase you make of us this season shall be

A ROYAL BARGAIN!

Our assortment is immense, and it is

A Hard Crowd We Cannot Please.

Our Low and One Price System is

A BAD ONE

for our competitors, but a great opportunity for you. We have by far the Largest, Newest and BEST stock of Mens' Youths' Boys' and children's

CLOTHING,

HATS AND CAPS,

FURNISHING GOODS,

BOOTS AND SHOES,

ever shown in Plattsmouth. Visitors Welcome. No trouble to show goods.

ELSON,

THE ONE-PRICE CLOTHIER

Block's New Building, Opposite City Hotel.

JUST RECEIVED!

A FINE LOT OF

MACKEREL, LABRADOR HERRING, TROUT, WILD WAVE

COD FISH, Also a choice lot of

LEMONS AND ORANGES.

We have a fine stock of

CHOICE FAMILY GROCERIES,

Fancy brands of

MINNESOTA, KANSAS AND MISSOURI FLOUR.

I have in store a fine line of

Queensware, Glassware, Lamps,

etc. All our goods are new and fresh.

Will Exchange for Country Produce. Linsseed Oil Meal Always on Hand

Next door to Court House, Plattsmouth, Neb.

M. B. MURPHY & CO.

BURLINGTON ROUTE



Daily Express Trains for Omaha, Chicago, Kansas City, St. Louis, and all points East. Through Cars via Peoria to Indianapolis. Electric Pullman Palace Cars and day coaches on this line gives the traveler a New Route to the West, with security and advantages unequaled elsewhere.

Through Tickets at the Lowest Rates are on sale at all the important stations, and baggage will be checked as to rates, routes or time tables will be cheerfully furnished upon application to any agent or to

W. C. C. Adams, General Ticket Agent, Omaha, Neb.