The Plattsmouth Dvily Gerald,

KNOTTS BROS., Publishers & Proprietors.

REPUBLICAN STATE CONVENT'N.

Call for the Meeting at Lincoln in October.

The Rebublican electors of the state of Ne braska are requested to send delegates from the several counties, to meet in convention at the opera house, in the citylof Lincoln, Wednesday, October 5, 1887, at 8 o'clock p. m., for the purpose of placing in nomination candidates for one associate justice of the supreme court, and for two members of the board of regents of the state university, and to transact such other business as may be presented to the convention,

THE APPORTIOMENT.

The several counties are entitled to representation as follows, being based upon the vote cast for Hon, John M. Thayer, governer, in 1886, giving one delegate to each new county, one delegate-at-large to each county, and one for each 150 votes and the major frac-

COUNTIES.	VOTES.	COUNTLES	VOTE
Adams	13	Jefferson	
Antelope	8	Johnson	
Arthur	1	Kearney	orene e S
Bla ne	2	Keya Faha.	and water 18
Boone		Кена	*** ****
Brown	9	Knox	
Buffalo	11	Lancaster	2
Butter	8	Lincoln	
Burt	8	Logan	
Chase		Loup	
Cass	15	Madison	
Cedar		McPherson .	
Cheyenne	5	Merrick	
Cherry	8	Nance	
Clay	11	Nemaha	
Colfax	6	Nuckolls	
Cuming	Sec. 22.55 7	Otoe	
Custer	16	Paw ee	
wakota		Phelps	*** ****
Dawes		Pierce	
Dixon			
Dodge	10	Polk	
Douglas			
Dawson	5		
	3	Sio x	
	10	The second of th	
		Samplers	
	6		
r. atter			
Gage			
Gosper			
Grant			
Greeley Garfield			
Hall			
Hamilton			
Harlan			
Hayes			
Hitchcock	en e	Wheeler	
Holt	the second second	York	1
Howard			fer'y
ALCO HOLLES		A Transfer Section	

It is recommended that no proxies be admitted to the convention except such as are held by persons residing in the counties from which pro: ies are gi en.

WALTER M. SEELY, Secretary. GEORGE W. BURTON, Chairman.

THE result of the election of delegates to the county convention last Saturday is very satisfactory to the republicans of this city and county. The fact that they are not just the delegates that our democratic friends, and their sympathisers desired, is nothing against them. They will nominate the winning ticket next

THE railroads have had a squabble over the G. A. R's. The C. B. & Q. thought they had a sure thing in transporting the department commander and his staff from Des Moines to St. Louis, but the Wabash "scooped" them and carried off the honors and the profits. Mr. Cleveland also had a little brush witn them, and now it is said, that since so many thousands of them have joined in the gathering, the democrats are getting alarmed as they feel in the depths of their hearts that the 'masses of these brave and loyal men are sure to vote and Every intelligent republican, knows it work for the republican ticket.

ACCIDENTS on the C. B. & Q. system of railroads, are becoming so frequent as to be a cause for alarm to the traveling public; and especially to the engineers and firemen, who are the most exposed. The trouble with that system, seems to be that they are trying to do too much business for the amount of their track. They should be compelled by law to put down a double track on all their lines in save many valuable lives, but, give a sense of security to all who travel, and whole country, feel the need of a proper would distribute some of their enormous profits among the laboring classes; and in the end, would benefit the road. For every accident injures them, both in the loss of money and in their reputation.

THAT which troubles the democratic mind just now as they try to look into the future is the labor party. They know that that portion of the laboring classes that belong to the democratic party will naturally leave them and join the labor party. For whosoever takes the pains to watch the tide of public sentiment cannot but see that it is the laboring people in the democratic party that are dissatisfied and are looking for new quarters almost any place to get away from the party they have helped so long but which has so badly deceived them. But the republicans have nothing to fear from the new party for the reason that while there are many more laboring men in the republican than there are in the democratic party, yet almost every republican laboring man is well pleased with the company he is in and with the principals of his party, hence, he is contented and happy where he is. Of course it would be better if the dissatisfied democrats would come over at once to exceed the estimate. their real friends, the republicans, rather than to come only half way, but then considering the training they have had they do well to come half way and then the result will be the same, the triumphant success of the republican party.

THE financial condition of the country has greatly changed in the last few days. September is generally a hard month on those who deal extensively on the credit system and the millionares, bankers and great money sharks of the east are always ready to take advantage of every circumstance to make money dear and labor and produce low. Somehow they thought they had Secretary Fairchild with them and by taking advantage of the common clamor for the reduction of the large surplus in the treasury that they could make money very dear and and perhaps bring on a panic, but President Cleveland knowing that the democrats had had plenty of time to regulate the tariff and to reduce the surplus in the treasury and had not moved a step or lifted a finger in a practical way to do it saw that the people knew that if money was allowed to continue to increase in the treasury and a panic happen he and the democratic congress would have all the blame to bear. Hence he wisely took advantage of Mr. Fairchild's absence and ordered the purchase of enough bonds to avert the crisis. Some now laud him for having done this. We are glad he did it but cannot see why special credit should be given him for doing what he was compelled to do to saye his party from ruin, that is if they could be ruined. Of course it will go to ruin any way, but the business of the country is now safe. The people will generally prosper. The republican party will soon come into power and will regulate the tariff so as to help the masses but will not give the democrats free whiskey and tobacco which is what most of them mean when they clamor against the present tariff.

The Journal's Burden.

It is noticeable that the chief obstacle to the business of the country is found to be the accumulation of the surplus in the treasury, resulting from excessive tariff taxes-a relic of the rule of the republican party. If the tariff taxes were reduced to a revenue basis the cost of living to every citizen would be reduced 25 per cent, and there would be no panic threatened. Thus the evil that a party does lives after it goes out of power .-

We wish to call special attention to the following clause in the above attempted reflection on the republican party "resulting from excessive tariff taxes-a relic of the rule of the republican party." Now a relic means something old-something Texas, make the loudest and freest comments that has come down from a former per-iod. Now it is history through all the tent. The cowboys in general are very good iod. Now it is history through all the ages that many things that were good at one time, were bad at another. The stage coach, was a great thing once; but a pullman or palace car is now generally preferred. The tallow candle was highly prized once, but now, gas or electricity s preferred.

The democrats once thought slavery a good and a divine thing, but now, even they, admit freedom is better for all.

Now this "relic of the rule of the reoublican party" was a good and a necessary thing in its time. It was needed to secure the money to pay the expenses of servring the country. But now it is old, and no more useful in its ancient form. ought to be in some respects, materially modified and changed. And as soon as they get in power again, they will remodel it, shape it up in a comely fashion and make a thing of beauty and use for the changed condition of the country's

But, alas! the Journal may sigh over this "relic" until it breaks its heart, but as long as its antiquated party remains in power, this "relic," the ghost of secession, will arise up like an ugly nightmare Iowa and Nebraska; this would not only to oppress and torment it. We sympathize with the Journal, for we and the remodeling of this "relic." But we are glad that it is his party, and not ours that nurses and keeps this once useful, but now oppressive "relic".

Proposals

For the construction of storm water ewers in the city of Plattsmouth, Neb. Scaled bids will be received by the city clerk of said city up to noon, Thursday, Oct. 6, 1887, or the construction of storm water sewers as follows to wit :

AMOUNT. ENGINEFR'S ESTIMATE. About 1 09 ft. of 714 ft. brick sewer. 1909 ft. of 51/2 ft. brick sewer. 500 ft. of 4% ft. brick, 1460 ft, of 15 inch pipe 1.(7) ...," 700 " " 12 " inlet pipe 4 manholes 4.00 " vert ft. 3.50 4 catch basins or inlets

10,949 lbs. frames, covers and grates Together with the necessary concreet work, gravel work, oak piling, pine lumber for sheetng and pine lumber for sheet pileing, extra grading, rubble stone work, brick masonry &c. In accordance with the plans, profiles and specifications on file in the offic of the city

Blds must be made on bidding blanks furnished by the city clerk; and : 'I bids must be accompanied with a certified check on a local bank in the sum of \$1 000, as an evidence of good faith. No bids will be entertained which The board reserves the right to reject any

and all bids and to wave defects. J. W. JOHNSON.

Chairman Board of Public Works.

-Leave orders for wood with John Tutt at Bennett's grocery store.

A STENOGRAPHER'S STORY.

How a Young Shorthand Reporter Got Ahead of the Judge Advocate.

"All this talk about speed," said a shorthand writer, "reminds me of a little experi-ence that I had away back in 1866. I was then located in New York, and was a mere lad and comparatively new in the business. I had never been in a court room and knew absolutely nothing about the form of trials. I could write shorthand, however. There was a big murder trial going on in North Carolina, and they sent to New York in hot haste for a stenographer. I happened to be the only one at the time available, and Graham

"I shall never forget that experience. About the first man I came in contact with was the judge advocate. He was as gruff and sarcastic as a cross cut saw half a mile from an oil can. He looked me over in a sneering way that I shall never forget, and seemed to be sadly disappointed over the fact that there was not more of me.

"'The man whose shoes you have been sent to fill could write 200 words a minute,' he said gruffly. 'How many can you write?'

"'I don't know exactly, sir,' I stammered. "Well, I'll drop into your room in the morning before court opens and put you through your paces,' he said sarcastically. "When I got to my room I was about the worst frightened boy you ever saw. This was a nice sort of man for one who knew nothing whatever about courts to encounter. About the first thing I saw when I entered my room was an old volume of Webster's speeches. An idea at once struck me. I picked out one of these and practiced on it most all night. The consequence was that I had committed it to memory and had it right at my finger ends. All that remained was to devise some scheme to get the judge advocate to select that particular speech for the text. Bright and early the next morning he came into my room.

"'Have you got anything here that I can read to you from? he asked.

"'I don't know,' I replied, as carelessly as possible. 'Let's see. Ah, here's a book which seems to belong to the room. It's Webster's speeches. Mebbe this might do.'

"I opened it carelessly at the particular speech which I had practiced upon and handed it to him. He examined it carefully, and all the time my heart was in my mouth.

I was afraid he would turn the spages and pick out some other speech. But he didn't.

"'I should think this would do,' he said,

and proceeded to count off 200 words. "Well, at it we went, and when the 200 were written I still had fifteen seconds of the minute to spare. He timed me with one of those old stop watches, and I can see it yet.

"'Hum!' he said, 'I guess you'll do,' and after that he seemed to think I was more of a man than I looked,"—Chicago Times.

Cads and Cowboys in London.

The cowboys in Buffalo Bill's camp object to the manner in which the visiting crowd beguile an hour or two by forming groups around the doors of the tents and studying the inner lives of the occupants. Many of the cowboys are married and have their wives and children living with them in camp, and they do not much enjoy having the path outside their homes besieged by a staring mob, who, perhaps, under the impression that the English language is not spoken in tempered and civil. Lately one of them offered mild remonstrance to a thoroughly typical cad, who was making his female companion very merry with his comments as they stood in the middle of a little mob of

"Why do you stand there all the time and stare and jeer like that?" the cowboy asked. "Surely you ought to have more sense." "Dare say you Yankees have come over to

teach us sense," was the cad's smart reply. The cowboy looked at him calmly and said: "If you were a foot or so nearer to my size I guess I would try to knock some sense into you;" and then the young Texan giant turned and stalked back into the recesses of his tent, murmuring to some friends who were there: "If I stayed any longer where I could see these folks I might lose my temper."-London

Cure of the Opium Habit.

Varied factors affect the cure. Much depends upon individual constitution and environment. Recurrence of the original disease must be carefully watched lest it be made the pretext for an occasional taking, which will incur large risk of confirmed re-use. Alcoholic taking greatly lessons the prospect of permanent recovery. The ex-opium habitue must, if he values his future good, entirely abstain from alcohol.

The heroic plan of abrupt, complete disuse deserves the severest condemnation. No physician is warranted, save under circumstances peculiar and beyond control, in subjecting his patient to the torturing ordeal of such withdrawal. This plan has the sanction of men otherwise eminent in the profession, but I venture to suggest, with no lack of respect to them, that like a somewhat famous nautical individual, "they mean well, but they don't know."

Theory is one thing, practice another, and I am quite certain were they compelled to undergo the trial there would be a rapid and radical change of opinion. I regard the plan as cruel and barbarous—utterly unworthy a healing art.—J. B. Mattison, M. D., in The

Newport's Gilded Bachelors.

The single man at Newport, unblessed with an invitation from some cottage resident, goes into quarters quite as does his ideal in London, in his chambers in Piccadilly or Half Moon street. The Berkeley, the White Hall and the Casino, with others of lesser fame, have their rooms all engaged months before the season fairly opens, and here the society man puts up with valet and boxes and buckhorn bandled sticks and umbrellas and has his polo pony near by, gets his cafe au lait and chop at Gunther's and trusts to his desirable presence being needed to fill up a dinner table to eke out the vulgar fact that he must eat to live. He has shown up a new garment in his collection of necessities for Newport wear. This is an opera cloak, needed after the warmth of the ballroom, but is a contradiction to the white mantle of a lady. As he steps out of the glare and heat he has his man ready with a long black cash-mere cloak, most voluminous in material and folds, quite like that in which Mephistopheles slinks on the first time he appears in "Faust." It is of the finest cloth, patterned much as the old woman's garment of the peasantry in Ireland.—Newport Cor. Providence Journal.

Dogs with the Gout.

In the list of arrivals at Treport appears "Killa, Blanca, etc., hounds of his grace the duke of Sutherland, with servants and attendants." These aristocratic dogs, eight in number, are "ill of the gout" and are at Tre-port for treatment.—Chicago Herald.

Heating by Electricity. Professor Thomson says that when the means of utilizing the power of creating quick heating by electricity shall be better understood it will be used in every workshop St f | For welding, forging and other purposes

ON ENGLISH RAILWAYS.

THE USUAL LINE OF PROMOTION FOR ENGINE DRIVERS.

Engine drivers are very little known as a class, though the duties they discharge are public and very responsible. The fact is that the engine driver, who must not only be skilled in the technicalities of his busines but must possess intellectual and moral qualithe rank of the artisan; nor does he pretend to rise above it, and yet he must be almost as capable and as dutiful as the captain of a ship or the commander of a regiment. The workman, whose cool jadgment and unceasing watchfulness are more serviceable than any mere manual skill he may possess, is

worthy attention. Engine drivers are neither born nor made; they grow. You cannot apprentice a boy to engine driving. Engine driving, however, is the goal of the ambition of most boys who begin their working life in a locomotive shed. From being a kind of "devil" to everybody the boy gradually becomes a "cleaner." Sup plied with a bundle of cotton waste, he rubs over the working parts of the engine, and thus acquires a knowledge of its construction. years. If he is fit for nothing better he re mains at it all his life. But if he is steady, quick and handy he is sure to attract the notice of the foreman, and the foreman occasionally calls on him to fire an engine, or haply to run one out of or into the shed. It is a proud day for him when he first steps on the foot plate of an engine, charged to drive it a few yards—out into a siding, perhaps, or up to the train to which it is to be attached.

From this point everything depends on himself. By and by he obtains an appointment as fireman, most likely on an engine which is never engaged in hazardous work. Perhaps it is a pug engine doing yard or station duty, and never permitted on the main line or principal sidings. Here the growing engine driver learns something of the weight of trains, of the regular supply of steam, of the relation between the steam pressure and tho work to be done, of economizing coal and generally of the management and working of an engine. Then a vacancy occurs among the firemen on the regular goods traffic and "the most steady and promising young hand in the shed" is promoted. He now obtains a knowledge of "the road," learns to read the signals, as well as the other multitudinous signs by which the experienced engine driver may even now be working merely on a branch or on a slow goods train; but he is dederstand what we mean when say that in shunting "strength" is everything. The engine, like a cue, propels the trucks with just sufficient force, and no more, to land them at the desired spot, the engine itself pulling up

as soon as the momentum has been applied. From goods [freight] fireman he is promoted to goods driver; an important move. He already knows the road, can read the signals and gauge the weight of a train; but he has yet to learn how to keep time on a journey, how to regulate the break so as not to waste power, how to utilize "straights" and descents, how to climb hills and go safely round curves. Goods trains not being greatly pressed for time, he has a good margin to work upon, and after a few journeys his difficulties disappear. Not only can he work his train in perfect accordance with the system laid down; not only does he learn by heart the signals, points, gradients and other features of the road, but he is able to detect weak spots in the permanent way. In such cases he scribbles a line on a piece of paper and throws it out to the first platelayer he passes. That generally suffices; but if not, he makes a report to the chief engineer. He does not know what it is-ballast shifted, sleeper broken, chair defective, or rail giving way, but he feels there is something wrong, and until it is put right he passes over the spot with such caution as to neutralize the danger. His phase as goods driver is one of the most important in his

But he has not yet done with stoking. His next step is as passenger fireman. His other qualities, if he possesses them, are now coming into play. It is true he has simply to maintain the motive power for the service of the driver, but he is something better than the boy who blows the organ bellows. He is the driver's companion and helpmate; he is probably as competent as the driver himself; and he necessarily exercises a moral influence which, if strong, proves invaluable to both of them in case of emergency. One might almost compare them to companion lighthouse keepers. Should an accident occur, it is the fireman's duty to run forward with a danger flag, just as it is the rear guard's duty to run back and "protect" a following train. Then from passenger fireman he becomes passenger driver. But there is a great difference in passenger drivers. The one whose development we have traced is one of the best. Passing over his stages of employment on branch lines, slow main line trains, specials and so on, we come to his final phase as the driver of the great express -the Flying Dutchman, Scotchman, or Zulu, or the Wild Irishman, as the reader may choose to suppose.

What is his position now? Well, he is a man whose efficiency and character will from any point of view stand the severest tests. He is an expert whose training has been of the most gradual, minute and thorough description, who has climbed step by step to the top of the ladder, where his foothold is now as firm as if he were standing on the solid ground. His wages are (say) ten shillings a day; his working hours are fifty-six to fifty-seven a week; he is exposed to all sorts of weather-very peculiar it is, too, on the footplate of a locomotive with your feet scorched by the heat while the bitter east wind freezes the moisture on your beard; and he is charged with the duty of taking (say) 300 passengers from London to Exeter, or Glasgow, or Edinburgh, or Holyhead within a certain time, at an average speed of fifty miles an hour. From the moment he starts to the moment he arrives he is under a constant strain. Not only are the peculiarities of the road, which he knows from experience, to be noticed; but every mile or two there is some official signal put up for him to read. Level crossings, points, tunnels, bridges, viaducts, stations, platelayers, gradients, curves—all these he must look out for. Consider the operation of climbing and descending a "summit," or descending and then climbing a "valley." At these times the driver's band is never off the lever. In the course of a few miles he will perhaps make fifty imperceptible changes in the speed of the train—accelerating it or diminishing it so steadily that not a passenger notices what is being done. That is the perfection of engine driving. That is the climax of the driver's skill, and he attains the climax of the driver's skill, and he attains it coincidentally with the full development of those qualities which he has unconsciously trained within himself, and which are all governed by an overmastering sense of duty.
—St. James' Gazette.

A Boy's Beginning in a Locomotive Shed. Appointment as Fireman—Freight Engineer, or "Goods Driver"—Passenger Fireman Next—Final Position.

For the next few weeks choice of lots in South Park may be had for \$150. Purchaser may pay all in cash; or oneties of a high order, has never risen above half cash, the other half in one year; or, one third cash, balance in one and two years; or \$25 cash, remainder in monthly installments of \$10; or, any one agreeing to construct a residence worth \$2,500 and upwards will be given a lot without further consideration.

NOW IS THE TIME

to select your residence lots, even though you should not contemplate building at once. One visit to South Park will convince the most skeptical that it is the most desirable At this work he may be kept four or five residence locality in the city, and we will add, that the most substantial class of buildings of which Plattsmouth can boast for the year 1837, are now being constructed in this handsome addition.

Beautiful Shade Trees

——OF MOST——

EVERY DESCRIPTION

ADORN THE LOTS.

PLEASANT DRIVES

around and through the entire tract.

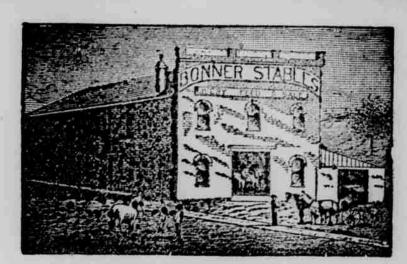
Any one desiring to canstruct a cottage or a more pretenfeels his way along, and of course becomes proficient in the art of keeping up the motive power to the point needed by the driver. He of plans of the latest style of residences by calling at our office. Any one desiring to examine property with a view cidedly getting on. He fathoms the mysteries of shunting. Billiard players will unto purchasing, will be driven to the park at our expense.

CALL ON

R. B. Windham or

John A. Davies, Over cass co. bane.

BONNER STABLES



Have anything you want from a two-wheeled go cart to a twenty-four passenger wagon.

CARRIAGES FOR PLEASURE SHORT DRIVES, AND

are always kept ready. Cabs or tight carriages, pall-bearer wagons and everything for funerals furnished on short notice. Terms cash.

> W. D. Jones, Proprietor.

LUMBER!

LUMBER!

RICHEY BROS..

Corner Pearl and Seventh Streets.

--- DEALERS IN ALL KINDS OF ---

umber, Lath, Sash, Blinds, MIKED PAINTS, LIME.

Cement, Plaster, Hair BUILDING PAPER:

Lowest Rates, Terms Cash