

The Plattsmouth Daily Herald.

FIRST YEAR

PLATTSMOUTH, NEBRASKA, SATURDAY EVENING, OCTOBER 22, 1887.

NUMBER 36.

CITY OFFICERS.

Mayor	J. D. SIMPSON
City Clerk	C. H. SMITH
Treasurer	J. H. WATKINS
Attorney	BURTON CLARK
Engineer	A. MADOLE
Police Judge	J. S. WATKINS
Marshal	W. H. MALLICK
Councilman, 1st ward	J. W. WECKBACH
" 2nd "	J. D. SIMPSON
" 3rd "	J. S. WATKINS
" 4th "	J. S. WATKINS
Board Pub. Works	J. W. WECKBACH
	J. D. SIMPSON
	J. S. WATKINS
	J. S. WATKINS

COUNTY OFFICERS.

Treasurer	D. A. CAMPBELL
County Clerk	J. S. WATKINS
County Engineer	J. S. WATKINS
County Surveyor	J. S. WATKINS
County Assessor	J. S. WATKINS
County Jailor	J. S. WATKINS
County Coroner	J. S. WATKINS
County Sheriff	J. S. WATKINS
County Jail	J. S. WATKINS
County Jail	J. S. WATKINS
County Jail	J. S. WATKINS

CIVIC SOCIETIES.

CLASS LODGE NO. 146, I. O. O. F.—Meets every Tuesday evening at 7:30. All transient brothers are respectfully invited to attend.

TUO LODGE NO. 81, A. O. U. W.—Meets every Saturday evening at 7:30. All transient brothers are respectfully invited to attend.

CLASS CAMP NO. 32, MODERN WOODMEN OF AMERICA.—Meets second and fourth Monday evening at 7:30. All transient brothers are respectfully invited to attend.

PLATTSMOUTH LODGE NO. 8, A. O. U. W.—Meets every alternate Friday evening at Rockwood hall at 8 o'clock. All transient brothers are respectfully invited to attend.

MCCORMICK POST 45, C. A. R.—Meets every alternate Friday evening at 7:30. All transient brothers are respectfully invited to attend.

B. A. McElwain,

—DEALER IN—

Watches, Clocks, Jewelry

—AND—

SILVERWARE.

Special Attention given Watch Repairing

WE WILL HAVE A

Fine Line

—OF—

HOLIDAY GOODS,

—ALSO—

Library Lamps

—OF—

Unique Designs and Patterns

AT THE USUAL

Cheap Prices

—AT—

SMITH & BLACK'S.

H. E. Palmer & Son

GENERAL

INSURANCE AGENTS

Represent the following time-tried and fire-tested companies:

American Central St. Louis Assets	\$1,250,000
Commercial Union England	2,500,000
Fire Association Phila. delphia	4,445,076
Franklin Fire Ins. Co. Phila.	2,117,166
Home New York	7,000,000
Ins. Co. of North America Phila.	8,474,362
Liverpool & London & Globe Ins.	6,539,781
North British & Mercantile Ins.	3,578,754
Swedish British-English	1,247,406
Springfield F. & M. Springfield	3,644,015

Total Assets, \$42,110,774

Losses Adjusted and Paid at this Agency

Latest by Telegraph.

BORROWED AND STOLEN.

Foreign News

LONDON, Oct. 21.—The board of trade has concluded the inquiry into the loss of the Inman line steamer City of Montreal, which was burned at sea Aug. 10. The board decides that neither the owners nor officers of the ship are blamable for the disaster. The report speaks in high terms of praise of the gallant actions of the officers and crew and commends the boat equipment which was in excess of that required by the law.

LONDON, Oct. 21.—The Princess Louise and Maude of Wales, whose illness at Copenhagen, caused a great deal of anxiety in court circles here, are progressing favorably and their complete recovery without any of the unfortunate afflictions that often result from their disease is assured.

St. Petersburg, Oct. 21.—Excavations in Jerusalem on the ground belonging to the Russian government have resulted in the discovery of the remains of the ancient town wall and the position of the gates of the town during the lifetime of the Saviour and through which he passed to Golgotha.

LONDON, Oct. 21.—At a meeting of a committee of the Landlord's association held at Tuam to-day, resolutions were passed favoring the proposal of Archbishop Walsh for a conference between delegates representing respectively the landlords and the tenants of Ireland.

Berne, Oct. 21.—The Swiss federal council passed a resolution to-day declaring the intention of the government to exercise extreme vigilance to the end of preventing the anarchist meetings proposed to be held on Swiss territory.

DUBLIN, Oct. 21.—Michael Davitt arrived here to-day and will resume his place among the leaders of the popular movement against the coercion laws immediately.

LONDON, Oct. 21.—The unemployed workmen were more tractable to-day and dispersed quietly when ordered to do so by the police. No further trouble is apprehended.

CITY OF MEXICO, Oct. 21.—The report that the Mexican ports have been closed to the United States on account of the presence of cholera in New York is utterly lacking in foundation.

LONDON, Oct. 21.—Mr. Gladstone is suffering severely from hoarseness, resulting from his continued speech-making during the last five days.

VIENNA, Oct. 21.—Advices from Caucasian Georgia state that there is a growing agitation in that country in favor of home rule.

ROME, Oct. 21.—Arrangements have been made by the war office to dispatch 5,000 troops to Mossowah Nov. 1 and 6,000 more Nov. 11.

LONDON, Oct. 21.—The death is announced of Jules De Lesseps's brother, and of Baron Stern, the well known financier.

LONDON, Oct. 21.—The lord mayor has called a meeting to consider means for aiding the unemployed thousands in London.

PARIS, Oct. 21.—Vice-Admiral Jauriquiberry of the French navy is dead.

The Unemployed of London.

LONDON, Oct. 21.—The lord mayor has called a meeting to consider means for aiding the unemployed thousands in London.

Procrastination.

"Time once gone can never be recalled." is the remark only too often said by those who neglect themselves. Dr. Warner's new Specific Cough Cure Comes to the world's rescue And denies death of its rightful due. Please report your experience to your druggist and neighbor, that the world may have proof—no cure, no pay required—Price 50c and \$1. For sale by Will J. Warrick.

—Pick out the piece of Real Estate you want and then call for price and terms upon Windham & Davis. Over Bank of Cass Co. 1st.

—Nice Mince Meat and Michigan sweet cider for sale at Bennett's. 34-5

OUR FLOURING MILLS.

THE REVOLUTION THAT HAS TAKEN PLACE SINCE 1880.

Remarkable Results Attributable to Changes in the Methods of Flour Making—Abandonment of the Old Fashioned Neighborhood Mills—Some Statistics.

While by no means so unapproachable in its superiority as it once was, flour making is still the greatest of our American industries as regards the value of the product. Flour and meal for food, iron and lumber for building, cotton and woolen fabrics for clothing—these six are our largest industrial products, having aggregate yearly value in the order named. But although first in the value of its product, the flouring and grist mill industry is greatly surpassed in the number of men it employs by ten or twelve other lines of manufacture. Our domestic use of flour remains about the same per capita from year to year; and aside from the increasing amount manufactured for export, the total output grows only as our population grows. New methods of milling have, moreover, led to the rapid concentration of the industry and to actual decrease in the number of men employed in it. These changes, amounting almost to a revolution, have been most effectual since 1880, and the condition of the industry today cannot be shown by complete statistics, but it is certain that the census of 1880, when compared with that of its immediate predecessor, will reveal some very remarkable results attributable to changes in the methods of flour making. Three-fourths of the manual labor once necessary to the manufacture of a barrel of flour is dispensed with by the use of new processes. Thus C. L. Wright, in his report for 1880 of the United States bureau of labor statistics, shows that in a large Minneapolis mill labor is only 3.25 per cent. of the unit cost of making a barrel of flour, while the materials cost 94.12 per cent., and all other elements of expense amount to but 2.60 per cent.

Merchant milling on a very large scale is the result of the economy and advantages of the new processes; and the competition of the great mills is causing the abandonment and decay of hundreds of the picturesque, old fashioned neighborhood mills. In 1870, according to the census of that year, there were in the entire country 2,373 grist mills, employing 63,418 hands, representing \$151,593,000 of capital, and making a product worth \$44,900,000. In 1880 the number of establishments was 24,328, the number of hands 58,407, the capital invested \$177,300,000, and the value of the product was \$505,109,000 (the price of flour had declined 10 per cent. in the interim). The increase shown in the number of establishments—1,765 for the ten years—is more apparent than real, the great bulk of flour having been made in a decidedly smaller number of mills in 1880 than in 1870. Since 1880 the blighting effect of the great merchant mills upon the small establishments has become visible to every one.

AN ASTONISHING DECLINE.

According to the millers' directory for 1884, compiled by Col. E. Harrison Cawker, of Milwaukee, there were at that time 22,910 mills in the country—a decline of 1,233 from the census figures of 1880. But this is a slight loss as compared with that of the two years from 1884 to 1886, if we may rely upon Cawker's final directory. He finds that the number of milling establishments has declined to 10,856, a loss in two years of 6,034, or more than 20 per cent. This seems almost incredible, yet it is probably not far from the truth. When one investigates the facts for his own vicinity, and then stops to consider that the small mills have in like manner been disappearing in all parts of the country, the figures are more readily accepted. Mr. Charles A. Pillsbury, at the head of the largest milling firm in the world, says that more than half of the merchant mills of Minnesota, outside of Minneapolis, have been shut down within the past few years. The decline is nowhere so noticeable as in the south. For example, North Carolina was credited with 1,313 mills in 1880. Their size may be inferred from the fact that they required, all told, the services of only 1,844 men, not one in three having any hands beside the miller himself, and the average capital employed was only \$3,493. According to Cawker's directory, there were only 848 mills in North Carolina in 1884, and only 632 in 1886. More than half have been abandoned since 1880. Virginia had 1,385 mills, employing 2,220 men, in 1880. In 1884 the number had decreased to 781, and nearly a third of these disappeared in the next two years, leaving only 523. Mississippi had 525 mills in the census year, 356 in 1884 and 138 in 1886. Tennessee's milling directories for the same years show 900, 781 and 536. Alabama's decline is shown by the figures 807, 433 and 295. Corresponding figures for Georgia are 1,123, 631 and 274.

Pennsylvania, which has always been first in the number of mills, is credited with 2,306 in 1880, a loss of 743 in two years. New York has 1,535, which is 365 less than in 1884. Massachusetts had in 1880 only 223 grist mills, as against 350 in the census year. Illinois was shown by the census to have 1,024 mills in 1880, and Col. Cawker finds 632 in 1884, the decline not having begun until 1884, in which year a maximum of 612 was reached. Michigan had 706 in 1880, and the number had increased to a maximum of 849 in 1884; but a loss of 206 brought it down to 640 in 1886. The number of mills in the country is destined to become very much smaller still, because of the superior advantages of large milling and the constant improvement in transportation facilities.—Albert Slaw in The Chautauquan.

The Photographer and the Sitter.

A photographer asked a gentleman to sit for his likeness, and the gentleman, assuming that he should pose himself as a chess player, the photographer agreed, provided that he might pose the sitter for another likeness. The sitter adjusted himself in a position which seemed to him natural and comfortable, and the negative was taken. Then the photographer adjusted the sitter, and presently showed the result of the transaction. "That is ridiculous," said the sitter, putting one aside, "but this is very good." "Yes," said the photographer; "the first is your pose, the last is mine." The sitter smiled good naturedly as if struck by a thought. "Perhaps," said the photographer, gently, "a man may be assumed to understand his own business." "It is just what I was thinking," replied the sitter, urbanely; and upon reaching home he threw into the fire a letter advising an editor to leave out a good many things in his paper, and to insert others as per inclosed memorandum.—The Argonaut.

FIFTY YEARS AGO.

A TIME WHEN RAILROAD TRAVEL WAS VERY UNCOMFORTABLE.

Passengers Carried in Open Trucks Fitted with Wooden Seats—The Story Told by an English Railway Journal—Rules and Regulations.

Fifty years ago third class passengers were carried in open wagons or trucks, fitted with wooden and unconditioned seats, and the carriages were attached to the goods trains. The second class carriages were, in regard to comfort, but little, if anything, better than the first. They were open throughout at the sides. There was no padding, and the partitions above the level of the doors, dividing the carriage into six compartments, each made to seat twelve persons, were formed of bare iron, and admitting free currents of wind and air, to the discomfort of the unfortunate travelers. The passengers for the various intermediate stations were put into separate compartments and the doors locked. The clear length of each compartment on some lines was only 8 feet 7½ inches, and the width 4 feet 4½ inches, each seat being 15 inches in width. Stout passengers had some difficulty in squeezing through the doors, which were only 18 inches wide. The first class and second class carriages that ever ran upon a railway was in the first express train that ran between London and Exeter. The journey was made in five hours, and the performance was regarded as one of the marvels of railway traveling. Today there are in the United Kingdom about 37,000 carriages, many of which are fitted with the luxuries and beauties of a drawing room, and even the third class are more comfortable than the first of fifty years ago.

Not only are most of these carriages comfortably and conveniently arranged, but the safety of those who use them is increased by appliances which were not even dreamt of by our railway forefathers. Of the total railway carriages 91 per cent. are now fitted with continuous brakes, while 94 per cent. of the double line of the country is worked on the absolute block system.

TICKETS AND BAGGAGE.

The method of issuing tickets fifty years ago was very different from that now in use. From the earliest times of railway traveling the ticket was required to be written on the ticket, as well as the amount of fare and the time of the train by which the passenger was to start. These particulars had to be entered on a counterfoil in the book of tickets. The arrangements for baggage were delightfully simple. "Each passenger's luggage will," said the time-hill, "as far as practicable, be placed on the roof of the coach in which he has taken his place; carpet bags and small luggage may be placed underneath the seat opposite to that which the owner occupies." A capital arrangement for securing punctual attendance was the announcement: "The passengers intending to join the trains at any of the stopping places are desired to be in good time, as the train will leave each station as soon as ready, without reference to the time stated in the tables, the main object being to perform the whole journey as expeditiously as possible. Passengers will be booked only conditionally upon their leaving the station at the arrival of the train, and they will have the preference of seats in the order in which they are booked. No persons are requested to get on and alight from the coaches, invariably on the left side, as the only certain means of preventing accidents from trains passing in an opposite direction."

NO SMOKING ALLOWED.

What would modern travelers say to the following notice: "No smoking allowed in the station houses or in any of the coaches, even with the consent of the passengers. A substantial breach of fact may be had as the station house at Birmingham by parties going by the early train, but no person is allowed to sell liquor or eatables of any kind upon the line. The company earnestly hope that the public will cooperate with them in enforcing this regulation, as it will be the means of removing a cause of delay and will greatly diminish the chance of accident."

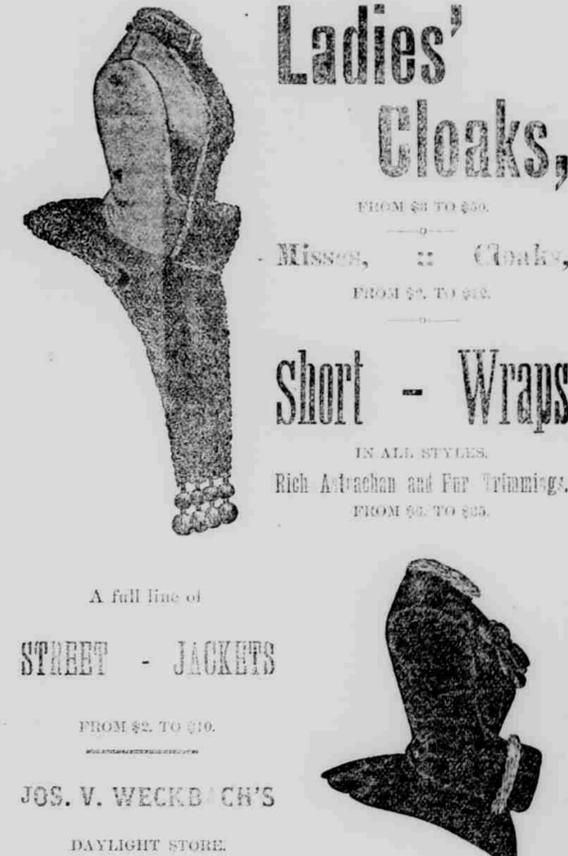
The engines in use on the Stockton and Darlington line in 1837 weighed about twelve tons, and had 1½ inch cylinders and a piston stroke of 16 inches. The three pairs of wheels were each 4 feet in diameter, and the pressure of steam varied from 22 pounds to 60 pounds. Many of the engines had only four wheels, and it was considered a great step in advance when six wheel engines were placed on the railways, the argument in their favor being that, if by any accident one of the six wheels broke, the engine would still remain erect, while if one of the four collapsed the result would be the downfall of the locomotive. On the Birmingham and Derby junction line the engines weighed ten tons, hundredweight, and the two driving wheels were 5 feet 6 inches, and the four carrying wheels 3 feet 6 inches each.

In contrast to the above, we should join an illustration of the famous "Marathon" of Stafford engine, exhibited by the London and Northwestern company at the Invention exhibition in 1883, and adopted as the type of the company's express locomotives. With tender, this type of engine weighs fifty-four tons eleven hundredweight, and carries a cargo of coal of five tons. The driving wheels are 6 feet 6 inches in diameter, and the engine is worked at a pressure of 175 pounds to the square inch. The greatest novelty in these engines is, however, the adoption of the "compound" system, by which the expansive power of the steam is fully utilized.—London Railway News.

Blenish on Our Hospitality.

"It seems to me we have quite a serious blenish upon our hospitality to our public men in subjecting them under all circumstances to the ordeal of the hand shake," said a well known public man. "Every respect is due to the right hand of fellowship, but when it comes to taking the hands of some fifty to sixty of your fellow beings per minute for hours at a time the act assumes a monochony that is excruciatingly painful to the subject intended to be complimented, however satisfactory to the complimenting people. Possibly there is some compensation in the thought of the good will that such an act engenders. It is to be hoped there is. And, in the painful hours succeeding this well intentioned martyrdom, may all the consolation that can be derived from such a source belong to the recipient of the honor."—Philadelphia Call.

THE DAYLIGHT STORE



Ladies' Cloaks,

Misses' Cloaks,

Short - Wraps

IN ALL STYLES.

Rich Attachon and Fur Trimmings.

A full line of

STREET - JACKETS

FROM \$2. TO \$10.

JOS. V. WECKBACH'S

DAYLIGHT STORE.

Joseph V. Weckbach.

THE DAYLIGHT STORE.



OVER ALL COMPETITION.

The citizens of Cass county will recognize at a glance that the above bird is a Cass county rooster crowing loud and over the victory gained by

Soloman & Nathan

At the Fair for the

FINEST AND LARGEST DISPLAY OF DRY GOODS, MILINERY AND CARPETS

exhibited over all competitors. The award is significant in point of supremacy style, value and quantity and will command your hearty concurrence when we assert that we have this season the grandest and most varied line of

Fine Dry Goods, Millinery, Carpets, Household Furnishing Goods

To be found in the city.

The ladies of Plattsmouth and vicinity are respectfully invited to call and inspect some of the wonderful Manufactured Textile Fabriques of the age.

Special Sale of Dress Goods, Carpets, Silks and Millinery Goods.

This sale will continue this and all next week. Great bargains will be offered.

We are rather late in placing our rooster on the perch owing to the great rush and receipt of new goods making earlier announcement impossible, but from this date watch our advertisement and profit thereby.

SOLOMON & NATHAN.

White Front Dry Goods House.

Main street Plattsmouth, Neb