

The Plattsburgh Daily Herald.

FIRST YEAR

PLATTSBURGH, NEBRASKA, FRIDAY EVENING, OCTOBER 28, 1887.

NUMBER 41.

CITY OFFICERS.

Mayor,	J. D. SIMPSON
Clerk,	G. H. SMITH
Treasurer,	J. H. WATERMAN
Attorney,	BYRON C. BURR
Engineer,	M. A. MADDIE
Police Judge,	J. S. MATTHEWS
Marshal,	W. MALICK
Councilmen, 1st ward,	J. V. WECKBACH
" 2nd "	C. W. COOPER
" 3rd "	D. M. JONES
" 4th "	J. W. WEBER
" 5th "	J. B. MURPHY
" 6th "	J. W. COOPER
Board Pub. Works	E. G. GREUSEL
J. W. JOHNSON, CHAIRMAN	J. P. MCNAUL, PRES

LATEST BY TELEGRAPH.

BORROWED AND STOLEN.

A Nebraskan Appointed.

WASHINGTON, D. C., Oct. 27.—The president-to-day appointed Victor Vilquaine of Nebraska to be United States consul at Colon, Republic of Columbia.

Steamship Arrivals.

SOUTHAMPTON, Oct. 27.—Arrived—The Trave, from New York for Bremen.

NEW YORK, Oct. 27.—Arrived—The City of Richmond, from Liverpool, and the State of Indiana, from Glasgow.

QUEENSTOWN, Oct. 27.—Arrived—The Germanic, from New York.

A Standpipe Collapses.

ROCHESTER, N. Y., Oct. 27.—About 4 o'clock this afternoon the Seneca Falls Water company's standpipe burst and fell. It was 130 feet high and thirty-five feet in diameter. The iron was thrown in all directions and the house of Mrs. Charles Carron was entirely submerged and was washed off its foundation. The damage will reach \$20,000.

Shorter Time Across the Continent.

SAN FRANCISCO, CAL., October 28.—Vice-President Potter of the Union Pacific Railway, stated this afternoon to an Associated Press reporter that details have been practically completed for shortening the time across the continent on west-bound travel by the Union and Central Pacific roads, by which the regular passenger train from the East, leaving Omaha the same time as under the present schedule, will arrive in this city sixteen hours earlier. The new schedule will go into effect about November 15.

A Thirty-Five-Ton Telescope.

CLEVELAND, O., October 28.—The 35-inch telescope, the largest in the world, which was designed and built by Warner & Swasey, is finished, and will at once be shipped to its destination, on Mount Hamilton, Cal., where it will be placed in Lick Observatory. The column is of cast-iron, 10 by 17 feet at the base and 4 by 8 feet at the top, and weighs 18 tons. On this column rests the head, weighing 4 tons, in which a steel polar axis, 10 feet long and twelve inches in diameter, supports the declination axes, also of steel, 10 feet long and 10 inches in diameter, weighing 2300 pounds. The steel tube, 56 feet 6 inches long, is 4 feet in diameter at the center, tapering to 38 inches at each end, and weighs over four tons. The driving clock and balcony for the assistant astronomer is reached by a spiral staircase on the south side of the column. The center of motion is 37 feet above the base and when the telescope is pointed to the zenith the object-glass, which is 36 inches in diameter, is 65 feet from the base. The total weight of the telescope is thirty-five tons.

Randolph Tucker made the first argument and one that surprised those of his old friends who were present. He has always been an extreme state's rights man, but yesterday claimed that the fourteenth amendment to the federal constitution virtually makes the supreme court the guardian of all the rights and privileges of every citizen in all the states and confers upon it the power to practically review all license in state courts.

Attorney General Hunt answered in a clear, calm, plain argument, which was highly interesting, and was considered quite to the defensive argument. The entire afternoon was taken up in lengthy argument.

from a distance, carried the news to the next station. A searching party was sent out, but only the fragments of the boat were found. The shock is so great there that no one has yet volunteered to carry the mail over the route.

A STRUGGLE IN SUICA.

A Plantation Strike Which Calls for the Militia.

NEW ORLEANS, La., Oct. 27.—Two days ago a general strike occurred on the sugar plantations throughout a large portion of the sugar belt of the state. The negro laborers under the leadership of the Knights of Labor had demanded an advance of 35 cents per day, the present rate being \$1. rations. This being refused the negroes became violent and refused to let others work.

To-day Gov. McEnery received a dispatch from J. J. Shaffer, a Terre Bonne planter, stating that his plantation was in the hands of the strikers, and asking for assistance, the parish authorities being unable to protect him. Thereupon the governor ordered a detachment of militia to the scene of the trouble to act under orders of the civil authorities.

A detachment of artillery will leave this city in the morning for Terre Bonne with a Gatling gun and three-inch rifle.

BEFORE THE SUPREME COURT.

Beginning of the Argument in the Anarchist Case.

WASHINGTON, Oct. 24.—A large number of people went to the capital yesterday to attend the anarchists' hearing, but as the court room is small, only about one hundred and fifty got in and several hundred failed to get admission. The proceedings were very solemn. All the judges paid close attention to arguments produced and several of them interrupted the attorneys to ask them questions. The anarchists' council made an interesting picture.

Ben Butler was there in fine broad cloth, swallow tail coat, broad shirt front and a very fine blue bowler. Next to him sat Roger A. Pryor and Randolph Tucker. Beside these sat Captain Black and Salmon, the Chicago lawyers. At the other end of the table sat Attorney General Hunt, of Illinois, State's Attorney Grimmin and assistant, all three very plain matter-of-fact looking men.

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Inventor Edison's Method of Fun.

A reporter casually met Mr. Edison this week, and he happened to be in more than his usually jolly mood—and by the way he is apparently in the rudest health and best of spirits. To the inquiry if he had anything new Mr. Edison replied:

"Yes, I have made a fresh discovery of no little importance—a great advance in electric art—tested its practicability and realized success; but I will not name it now. Heretofore when I have invented or discovered something and published its details the scientific papers have soon after been tampered with and published its details with some anticipations, prior experiments, hints about piracy and stolen thunder, etc. According to these I have never produced a prototype, nothing but poor, miserable little antiquities. Now, this time I'm going to have some fun with the boys. My new discovery is fully recorded, but I will not publish it for six months! You may give this formal notice, so that the bibliophiles and prior inventors may have the first chance, with lots of time to get the laugh on me. As the oil men say, 'I'm down to the oil sand,' but propose to plug the well and hold it as a 'mystery' for six months. If, meantime, no claimant appears with a full description of the 'mystery' I'll draw the plug, and I think I'll be entitled to nail my sign on that property."—Electrical Review.

The Canes of the Dudes.

The canes of the dudes take on wondrous forms. Ed Knob, who went over to London this summer, told me something about it the other day. The stick itself is nothing. It may be bamboo, ratan, or with hazel. But the head is the thing. That English fashionista has the heads so large and so odd that no one else can have anything like it. These heads are of carved and stained ivory or silver. Representations of crocodiles' heads, elephants' heads, turbaned Turks, swarthy negroes, dogs, horses, birds and rabbits are all brought into use.

The sharks were unusually thick, but he never headed them and pushed out. About half way over they clustered about his boat so thick as to impede his progress, and then he saw his peril. Clutching his oars he began striking at them. The blows only seemed to irritate the fierce creatures, and soon both oars were bitten off and dashed from his hands. The ferocious sea wolves scented blood, and leaped ten and twenty feet out of the water in their eagerness.

At last they began on the boat, huge pieces were bitten out of the sides. It began to fill with water, and Hamilton became crazed with fear. Tearing off the seats, he struck at the sharks wildly hoping to frighten them off. One huge shark drove at the boat full tilt, and the shock threw Hamilton in the midst of the expectant tigers. A horrible shriek of agony rang out as he touched the water, and then nothing could be seen, for the fury of the mad creatures threw up vast sheets of water. An old fisherman, who witnessed the terrible scene

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 uncanopied 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 thirds. They were open throughout at the sides. There was no glazing, and the partitions above the level of the doors, dividing the carriage into six compartments, each made to seat twelve persons, were formed of lathes intersected, 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 with 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 glazed and enclosed second class carriage 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 34,000 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 date 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 counterleaf in the book of tickets.

The arrangements for luggage were delightfully simple. "Each passenger's baggage will," said the time bill, "as far as practicable, be placed on the roof of the couch 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:

"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 there being room on the arrival of the trains, and they will have the preference of seats in the order in which they are booked. No persons are booked after the arrival of the train. All 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 breakfast may be had at the station house at Birmingham by parties going by the early train, but no person is allowed to sell liquors or eatables of any kind upon the line. The company earnestly hope that the public will co-operate 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 14½ inch cylinders and a piston stroke of 15 inches. The three pairs of wheels were each 4 feet in diameter, and the pressure of steam varied from 30 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 ten 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 submit an illustration of the famous "Marchioness of Stafford" engine, exhibited by the London and Northwestern company at the Inventions exhibition in 1855, and adopted as the type of the company's express locomotives. With tender, this type of engine weighs fifty-four tons eleven hundred-weight, and the cargo of coal is 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.

Blemish on Our Hospitality.

"It seems to me we have quite a serious blemish 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 monotony that is exasperatingly 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 preceding 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,

FROM \$3 TO \$50.

MISSSES, :: Cloaks,

FROM \$2 TO \$12.

Short - Wraps

IN ALL STYLES.

Rich Astrachan and Fox Trimmings.

FROM \$6 TO \$35.

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

Solomon & 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.

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.

Plattsburgh, Neb.

Main street

H. E. Palmer & Son
GENERAL
INSURANCE AGENTS
Represent the following time-tried and fire-tested companies:
American Central-S. Lou's, Ass'ts \$1,258,681
Commercial Union-England, " 2,300,14
Fire Association-Pittsburgh, " 4,452,778
Franklin-Philadelphia, " 3,155,468
Home-New York, " 7,855,792
I. S. C. of North America-Phil., " 8,171,332
Liverpool & London & Globe-Bang " 6,932,781
North British & Mercantile-Bang " 3,375,753
Norwich Union-England, " 1,215,466
Springfield F. & M.-Springfield, " 3,641,915
Total Assets, \$12,115,773
DUES ADJUSTED AND PAID AT THIS AGENCY