

# The Plattsmouth Daily Herald.

FIRST YEAR

PLATTSMOUTH, NEBRASKA, THURSDAY EVENING, MARCH 1, 1888.

NUMBER 140

## CITY OFFICERS.

Mayor, J. D. SMITH.  
Treasurer, J. H. WATKINS.  
Recorder, J. H. WATKINS.  
Auditor, J. H. WATKINS.  
Police, J. H. WATKINS.  
Fire, J. H. WATKINS.  
Health, J. H. WATKINS.  
Board of Public Works, J. H. WATKINS.  
Board of Education, J. H. WATKINS.

## COUNTY OFFICERS.

Treasurer, J. D. SMITH.  
Recorder, J. H. WATKINS.  
Auditor, J. H. WATKINS.  
Police, J. H. WATKINS.  
Fire, J. H. WATKINS.  
Health, J. H. WATKINS.  
Board of Public Works, J. H. WATKINS.  
Board of Education, J. H. WATKINS.

## CIVIC SOCIETIES.

CLASS LODGE No. 146, I. O. O. F.—Meets every Tuesday evening at 8 o'clock. All transient brothers are respectfully invited to attend.

TRIO LODGE No. 81, A. O. U. W.—Meets every Friday evening at 8 o'clock. All transient brothers are respectfully invited to attend.

CLASS CAMP No. 33, MODERN WOODMEN of America—Meets every Friday evening at 8 o'clock. All transient brothers are respectfully invited to attend.

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

McCONIHIE POST 45 G. A. R.—Meets every Saturday evening at 8 o'clock. All transient members are respectfully invited to attend.

J. W. JOHNSON, Commander.  
C. S. TAYLOR, Senior Vice.  
E. A. RAY, Junior Vice.  
GEO. S. SILEY, Treasurer.  
AUGUST TAYLOR, Recorder.  
M. L. DIXON, Auditor.  
CHARLES FORD, Chaplain.  
BENJ. HEMPLE, Sergeant Major.  
JACOB GOE, Master of Ceremonies.  
ALPHA WILSON, Post Chaplain.

WM. L. BROWNE,  
LAW OFFICE.

Personal attention to all business entrusted to my care.

NOTARY IN OFFICE.  
Titles Examined, Abstracts Compiled, Insurance Written, Real Estate Sold.

Better facilities for making Farm Loans than  
Any Other Agency.  
Plattsmouth, Nebraska.

H. E. Palmer & Son

GENERAL

INSURANCE AGENTS

Represent the following first-class and fire-tested companies:

American Central St. Louis, Assets \$1,250,000  
Commercial Union of England, " 2,200,000  
Fire Association of Philadelphia, " 4,400,000  
Franklin-Philadelphia, " 3,100,000  
Home New York, " 7,500,000  
Ins. Co. of North America, Phil., " 8,400,000  
Liverpool & London & Globe, Eng., " 6,000,000  
North British & Mercantile, Eng., " 3,300,000  
Norwich Union-England, " 1,200,000  
Springfield F. & M., Springfield, " 3,000,000  
Total Assets, \$42,115,774

Losses Adjusted and Paid at this Agency

WE WILL HAVE A

Fine Line

—OF—

HOLIDAY GOODS,

—ALSO—

Library of Lamps

—OF—

Unique Designs and Patterns

AT THE USUAL

Cheap Prices

—AT—  
SMITH & BLACK'S.

## A TWO FOOT GAUGE.

### UNIQUE AND INTERESTING FEATURES OF A LITTLE MAINE RAILROAD.

#### Something Which South and Central American Railway Projectors Are Inquiring About—Novel Features of an Extremely Narrow Gauge Road—Cost.

As our narrow gauge road, the Bridgton and Saco River, which taps the Portland and Ogdensburg (standard gauge) at Hiram, sixteen miles west of Bridgton and forty miles west of Portland, is a representative, and one of the best representatives, of its kind, I will take it for illustration. The general reader, as well as railroad men, will readily note its unique, curious and interesting features. The road was built in the summer of 1882 and the winter of 1882-83. That winter was notable as one of the most severe on record, the mercury for weeks at a time registering from 5 degrees to 25 degrees below zero, and the snow being deep, which, with the then high price of materials, made the expense much more than it would cost to build a standard gauge road at the present time. The exact length of the road is 15.9 miles, independent of sidings. The cost of construction was \$169,355; of equipment, \$23,473; total cost, \$192,828. The same kind of steel rails can now be bought from 30 to 35 per cent. less, and other materials are cheaper; so that what then cost about \$1,000 per mile to construct could now be done for \$700. The rails are of steel, Cambridge pattern, are 20 feet long, and weigh 30 pounds to the yard. Number of ties used per mile, 2,640.

There are two engines—built at the Hinkley Locomotive works, Boston—each weighing 20,000 pounds, with driving wheels 30 inches in diameter; and their power, considering their small size and weight, is simply surprising, as is shown by the way they conquer steep grades with heavy loads, and force their way with plows through deep snows and huge drifts, by which they are seldom long detained. The two passenger cars (built at the Laconia Car works, New Hampshire) are each 45 by 6 1/2 feet. Each seats thirty passengers—one person to a seat, there being two rows of seats—is finished in solid mahogany, and nicely upholstered. Between the floorings of each car mineral wool three inches deep renders them fire proof, prevents any cold air from passing, and deadens the noise. These cars are run with little jar or noise on 18 inch wheels, are equipped with the Miller platform and vacuum brakes, are elegant, cozy, pleasant, comfortable, in short, are every way satisfactory, and compare favorably with their more pretentious brethren. The freight cars, some twenty in number, are 25 by 6 1/2 feet, and carry ordinarily a burden of eight tons, although having a capacity of twelve tons. There are also a baggage mail express car, a combination car, three hand and three push cars, and a snow plow. All the trains are mixed. They ordinarily take one hour to accomplish the sixteen miles of road, but have been run that distance in thirty-six minutes. The amount of coal required for the round trip—thirty miles—was 55,500 pounds. The highest grade (200 feet to the mile) is near the Hiram terminus, and is on a half mile 20 deg. curve. There is another curve of 15 degs. one of 16, one of 12, one of 11, four of 10 each, and a considerable number of less degree.

The Central and South American inspection parties learned some, to them, surprising facts in their forty minutes' ride from Hiram to Bridgton. They learned that the little 26,000 pound locomotive could draw a well loaded train up a grade of 200 feet to the mile; that it could easily round a 20 deg. curve; that the seeming recklessness of attempting to run a train on rails only two feet apart proved a thoroughly safe performance, so far as any danger of a tip over was concerned, on account of the narrowness of the cars to the ground and consequent lowering of the center of gravity; and that three essentials of safety, speed and comfort were abundantly secured. Our road was built five years ago, and in all this time not a passenger has been injured, not an engine nor car overturned nor derailed, not a smash up of any kind. What better record could be had?

There are four other two foot gauge roads in Maine, the Sandy River, the Monson, the Franklin and Megantic, and another whose name I cannot now recall, varying from fifteen to eighteen miles in length. A few words, in conclusion, in regard to the two roads to be built in the southern part of this continent, the possible adoption by which of the plan of the little two foot road away down east drew these emissaries from the south hither. The Central American road is to be built by the Honduras North Coast Railway and Improvement company, whose president, S. B. McCannico, lately inspected our road, and will connect the port of Truxillo with Puerto Cortez, in the republic of Honduras, 115 miles long, for the development of the trade in tropical fruits and vegetables, native woods, medicinal plants, minerals, etc., in which that region abounds. The route of the South American road is 110 miles long, and extends from San Lorenzo bay to Ibarra, about forty miles from the city of Quito, in Ecuador, the city being the capital of the republic, with a population of 90,000, and located at an elevation of nearly 8,000 feet above sea level among the Andes mountains. It is the intention to complete the road to Quito, in time, the name of the road being the Pacific and Quito railway. There is not a railway in the country, most of the traffic being done on the backs of mules, and it is proposed to build this line to help the trade of that country with America.—Charles O. Stickney in Boston Transcript.

#### Protection Against Cold.

A well known physician, whose experience enables him to speak with authority on the subject, gives the following advice for protection against cold when driving: "Provide yourself with a good kerosene oil lantern, well filled and trimmed, and with sufficient oil if necessary for refilling, and you have the most efficient means for enduring the cold that can be got. This lantern, being lighted, and kept beneath any covering that is used to protect the limbs, will add materially to one's comfort who must make winter trips. I will add, in connection with the lantern, that a rubber coat, gossamer or rubber blanket is a most desirable garment for a long, cold ride. If any one will try these suggestions he or she will never start out again for a cold drive without the lantern and oil; also, a good, strong umbrella is a good protection against a cold wind."

## A NEW YEAR'S SONNET.

I stand today as on a mountain height,  
About me flung the ghost of perished years;  
Some wreathed in smiles, some touched by pensive tears,  
Some bent in weakness, some crowned by night;  
So old are some, their locks gleam snowy white,  
And of these eidolon each phantom roars  
So wan a forehead, it half disappears,  
Like a star shadow, dying into light.

And now, with voices soft, mysterious, low,  
The phantoms whisper round me, and I seem  
To hear life's blended memories come and go  
In strange ethereal music fitfully:  
The wailing sweetness of fairwinds at sea,  
When twilight steals above the waves that dream!  
—Paul Hamilton Hayne in Youth's Companion.

## The Charge of the Future.

Writing in 1878 on the conclusions to be drawn from his study of the Russian campaign against Turkey, Capt. Greene, United States engineers, said: "Four hundred men, garrisoning a little redoubt of 100 yards on a side, and firing both from the parapet and the ditch, can now in twelve minutes easily deliver 24,000 shots, a veritable hail of lead, each pellet of which, if it strikes a vital part, is fatal, up to a distance of a mile and a quarter, and if but one in twenty of these bullets finds its billet, the defenders will have destroyed 1,200 men during the time that the assailants are passing over this mile and a quarter, i. e., three times their own number." In 1883 the possible destruction was less than a twelfth of that in 1877. But it must be allowed that the possible destruction in 1888 will have doubled that of 1887, and the defense will have correspondingly doubled its power. So the attack will be in the future weaker than ever, whether against works or mere field intrenchments or rifle pits.—New York Times.

## Medical Inspectors for Schools.

Medical inspectors of schools are being gradually appointed in all the civilized states of Europe. The Hungarian ministry of education has just issued an ordinance for the appointment of public school doctors. It will be their duty to periodically inspect the school buildings as to their light ventilation, water supply, retreats, the number of pupils to the cubic space occupied, etc.; to examine each pupil separately as regards the general health of body, more particularly the eyes and ears, the capacity of chest, the teeth, hair, skin, etc. They must keep special account of those that are sick or convalescent; in case of infectious diseases the doctor must see the patient at their own homes. He must keep a special account of the influence school life exercises upon the bodily health and mental development of each pupil.—Chicago News.

## Origin of the Sandwich.

Of the millions of travelers who have partaken of the luscious sandwich as they traveled through life and dined at the gorgeous railway lunch counter, few probably know where this hunger annihilating viand got its name. It was not from the islands in the Pacific ocean, as some suppose, nor from the sand "wich" is found in some of them. The sandwich is the invention of Lord Sandwich, an English aristocrat, who was such an inveterate gambler that he would not leave the gaming table, and had slices of meat placed between slices of bread, which he devoured during the progress of the game.—Hotel World.

## Lemon Juice for Nose Bleed.

Dr. Genoul writes to The Bulletin General de Therapeutique that, after having tried various means to arrest epistaxis in children, he tried lemon juice, and for twelve years has had from its use the best results, with no failures. His method is, first to wash out the nostrils with an ordinary urethral syringe, and then, having removed all clots, he injects with the syringe the juice of the freshly squeezed lemon. He found that almost always one injection is sufficient to stop the bleeding in two minutes. He did not get such results from using citric acid.—Popular Science News.

## Fire Alarm for Horses.

A New Yorker has invented a method of saving horses in case of fire. The device is to be worked by either electricity or bell. When the temperature rises to a certain point a bell rings. At the same moment the stable doors fly open and the horses are automatically unhitched, while two streams of water spurt from the wall at the right height to strike the horse in the face. To escape this he backs out of the stall and perceives the road to safety through the open doors.—Chicago Times.

## What Becomes of the Antlers.

Dr. C. A. White, of Harrisburg, thinks he now knows what becomes of the antlers that are shed every year. Although the antlers when the deer is killed before they are removed will withstand all weathers for years, it is a very rarely that a pair that have been shed are found. Dr. White asserts that he has discovered a small insect that attacks the antlers, and within a short time after they are shed destroys them by burrowing through and through them.—Chicago Herald.

## To Remove Particles from the Eye.

Among the almost numberless methods of removing particles from the eye, the following is recommended as an efficient means: Make a loop by doubling a horse hair. Raise the lid of the eye in which is the foreign particle, slip the loop over it, and placing the lid in contact with the eyeball, withdraw the loop, and the particle will be drawn out with it.—Scientific American.

## He Forgot to Fix Himself.

Nebraska Hostess (at her evening party):—You look somewhat distraught, Mr. Blizard. Do you find the party dull?  
Mr. Blizard—Oh, not at all, Mrs. Cyclone. I am enjoying myself bully, but I find myself a trifle nervous.  
"How so?"  
"I left my shooter at home."—Texas Siftings.

## A New Repeating Gun.

Mr. Guimaraes, a Portuguese inventor, is said to have made a new repeating gun called the Archimedes, which requires neither powder nor compressed air. It is an arrangement of extremely powerful springs, and is said to carry quite as far as any ordinary army rifle.—Chicago Times.

## It Takes Every Year 1,000,000 Horses' Tails to Keep a Pawtucket Haircloth Factory in Running Order.

## THE SHIPS.

You deep back goes  
Where traffic flows,  
From lands of sun to lands of snow;  
This happier one,  
The course is true,  
From lands of snow to lands of sun.

## Sterner Work Than Rhyming.

The editor and proprietor of a prosperous daily newspaper, in a city not far from New York, said to me the other day that the poetry habit in a journalist was a sign of schoolboyishness.  
"If," he continued, "a member of my staff wrote verse, I wouldn't have the public know it for a good deal of money. A newspaper man is in sterner business than rhyming. Any child can write poetry. A journalist, to be a success, must let such stuff alone. For there is no distinction between verse and poetry; it's all alike, it's all shish."  
I felt like making the editor, whose news columns are, by the way, as bright and crisp and clean as any I ever saw—if he ever heard of William Cullen Bryant and such men, who have won laurels both in newspaper work and in writing poetry. When he concluded with the remark that verse writing strictly unites one for other business, I felt like asking him if he knew anything of the lives of Bryant, of Burns, or of Tennyson; but I thought that argument with a man of his opinions would be futile.—Walter Irving Clarke in The Writer.

## Muscle and the Sciences.

"A statement is going the rounds of the papers to the effect that at Johns Hopkins university at Baltimore it is proposed that as a necessary condition for graduation each student must give a demonstration in athletic exercises. It is said that it is not foolish and brutal addition to the curriculum of the school. It is only common sense why physical ability is one of the requisites for graduation at West Point, for these youths are prepared for the arduous duties of a soldier's life. At a college where mental training is the chief object in view, the physical structure and condition of students are not to be considered. Some of the brightest minds that have ever illuminated the world have been carried in feeble or deformed bodies, but these would have been denied instruction in a school which required its graduates to be gymnasts. It is all well enough to encourage youths who are able to undergo the exertion of athletic sports to engage in them, but to make the development of muscle the paramount business of a college of letters and sciences is no unreasonable as to be incredible."—Philadelphia Press.

## The King's Account Book.

Edward Everett Hale has narrated for us a capital bit of history in the telling of England's account book, in which he puts down what he paid Jack Cabot for finding America. It reads after this manner:  
To the chance that first directed..... £12  
To the man that found a new island..... 10  
To Jack Haulie, for ten days' pay..... 9  
To a woman with a red nose..... 2 shillings  
That was the first cost to England for North America—less than was paid for the girl that danced for the king. But England paid a good deal heavier bill somewhat later—during her own dancing time. It was on the credit of £10 paid the old sailor that the king assumed the right to give away America, and fought Spain and France to secure her rights to the whole "island."—Globe-Democrat.

## He Saw How It Was.

It was going around with a subscription list for something and he was working hard on a business man to get him to put down \$5.  
"But don't quit this yet," he said, very sentimentally.  
"What's that?" asked the business man.  
"He gives twice who gives quickly. It is an old classical phrase."  
"He gives twice who gives quickly. By Jupiter, that's true. I've often noticed that when a man gives quickly they come back to him a second time."—San Francisco Chronicle.

## The Pig and His Tail.

An authority on pigs says that he never thinks of cutting off the tails of his pigs. The tails are the indicators of the porker's condition. If a piggy doesn't feel well, if his feed doesn't agree with him, his tail begins to scurgle. The slider the pig, the slider the tail; and the slider the pig, the slider the tail. The old theory that it takes a barrel of corn to fatten a hog of tail the slider seems. The pig's tail is the pulse; therefore never cut it off.—New York Sun.

## Would Take No Advantage.

Stranger to office boy—Phil: you tell the editor there's a man down stairs who wants to knock him down and drag him out!  
Office Boy—Yes, sir, he says will you kindly stop up at once as he wants to go to dinner.  
Stranger (somewhat indignant)—Well, go—I don't want to take no advantage of a man with an empty stomach. Tell him I'll come in again.—Phil Welch in The Epoch.

## Poisonous at the Vatican.

The Vatican is the most polite court in Europe. Replies to all communications are addressed with the titles assumed by the original correspondents, be they counts, dukes or princes. The pope never stops to ask whether the gentlemen are genuine noblemen or not.—New York Sun.

## An Amazed Subscriber.

Pressman to a subscriber from Sagadahoc—Yes, sir, that press will print, count and fold 50,000 copies an hour.  
Sagadahoc Subscriber (amazed)—Gosh, ye don't say so! An' is that the thing-um-a-jig we swears to the circulation, too?—Phil Welch in The Epoch.

## Philosophy of Etiquette.

"Is it now considered ill bred to take the last biscuit off the plate?" queried Richelieu of Waggle.  
"Well, not, but it is decidedly unwise."  
"Unwise?"  
"Yes; always wait a minute, and they'll bring on some hot ones!"—Detroit Free Press.

## Ingersoll's Reference Book.

A copy of the Bible always lies on the office desk of Col. Robert G. Ingersoll. The reason of this is that he prepares his lectures and newspaper articles at his office, and this is the only work of reference which he keeps on hand.—Chicago Herald.

## The Daylight Store.

Just after our inventory, we reduce prices to sell the goods rather than to carry over. We are willing to sell our entire Winter Goods at cost. Staples we have a large quantity and offer them very low. Calicoes 3 to 5 cents per yard, making the best standard of them at 20 yards for \$1.00. Gingham best dress styles 10 cents per yard. Dress goods all kinds at the very lowest prices, from 5 cents per yard upward. Woolen hose we offer at cost, extra fine. Ladies cashmere hose, worth \$1.00, now 75 cents, fine heavy wool 40 cents, now 25; children's fine ribbed worth 50, now 20. Underwear must go at low prices, as we will not keep them over.

Our Gents Silver Grey Merino Shirts and drawers, former prices 50 now 35. Our Gents Silver Grey merino shirts and drawers, extra quality 75 now 50.

Our Scarlet all wool shirts and drawers, fine quality \$1.00 now 75 cents. Our scarlet all wool shirts and drawers, fine quality \$1.25 now 1.00.

Our scarlet all-wool shirts and drawers, fine quality \$1.75 now 1.25.

Our scarlet all-wool shirts and drawers, fine quality \$2.00 now 1.40.

## Ladies' Underwear.

EQUALLY AS CHEAP.

Our 25 per cent. discount on cloaks, is still good. We are determined to close out our entire stock and never before has such an opportunity been offered to economical buyers to purchase the best qualities for so little money.

Joseph V. Weckbach.

## Solomon & Nathan.

### NOTICE.

As per previous announcement, we had fully determined to discontinue business in Plattsmouth and so advertised accordingly and now, as satisfactory arrangements have been perfected for the continuance of same under the management of Mr. J. Finley and E. F. Ruffner as book-keeper and cashier, we herewith notify our friends and patrons of our final decision and kindly solicit a continuance of your kind patronage so freely extended during the past sixteen years, by the addition of competent clerical force.

On account of Mr. Solomon leaving the city and by the adoption of the strictly

## One-Price System,

Courteous treatment, and an elegant new

## Spring - Stock

—AT—

Bed-Rock Prices,

We trust to merit your good will and patronage.

VERY RESPECTFULLY,

Solomon & Nathan.

## The New Photograph Gallery

Will be open January 24th, at the  
OLD STAND OF F. H. CARRUTH

All work warranted first-class.

W. E. CUTLER.