

The Evening Herald.

KNOTT'S BROTHERS

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CITY CORDIALS.

—Ice cream at the sunflower carnival. Home-made candy at the S. C. Music and flowers at the sunflower carnival.

—The May sociable which was advertised to be held in the M. E. Church on Tuesday next is postponed to an indefinite date.

—The stone arrived yesterday afternoon for the Anheuser-Busch building and the men are making rapid progress with the work. The walls are beginning to "loom up."

—John Richardson died yesterday morning at 11 o'clock. The funeral will leave the residence of W. C. Shwalter, at 11 o'clock, tomorrow (Friday) and proceed to the cemetery.

—There will be a meeting of the Society of Christian Endeavors tonight at the Presbyterian church, at 7 o'clock sharp. Those attending are requested to be prompt. "Peace" is the subject for the evening.

—The Scott-Stevens trouble, it seems, is not yet settled. Stevens was arrested the other day and fined \$5 and costs, and today he had Scott arrested. The case will be brought up before Judge Pottenger tomorrow.

—A large number of converts, of the revival meetings, have united themselves with the different churches. Eleven gave in their names to the Presbyterian church and it is reported a large number more have become members of the Methodist.

—The Democrats returned from Louisville last evening, where a delegation was sent from here to the county convention held there yesterday. They undoubtedly made their mark, judging from the good spirit in which a good number appeared to be in.

—All the democratic statesmen as usual have been found in the first and second wards, as six of the twelve delegates elected in Cass County come from those two wards. Ain't there no democratic talent in the county outside of Plattsmouth?

—Engine No. 1 ran off the track yesterday afternoon in the yards accompanied by a baggage car. They succeeded in getting them back again without much trouble, no damage being done except to the engine, and only the cow-catcher was broken slightly.

—The case of Webster vs. Morgan is still in court today, up to the time of going to press. This case occupied a good portion of the day yesterday, and all day today. Webster sued Morgan for money which he says is coming to him for work he says he done in school district No. 22, Cass county, Mr. Morgan having taken the contract of building.

—One of the delegates from here who attended the convention at Louisville yesterday, made a motion which was amended by another member of the convention. The mover was moved at this, and being unable to keep his seat and see his motion lost, jumped to his feet and remarked: "Gintlemn, this is wan of the motions yous kin not amind, be jabers."

—The "Dr. Jekyll and Mr. Hyde Company" will hold forth in Plattsmouth, at Waterman opera house, Friday May 4th. Mr. George M. Wood of this company, is acknowledged throughout England as one of the greatest actors traveling, and as he will be supported by a first-class company, everyone should take advantage of this rare opportunity of seeing a good play.

—Several families in the city who are busy house-cleaning and are crowded for room, have donated a number of books from their libraries to the young ladies reading room. The young ladies are very thankful to those who so kindly remembered them in this way, and will be still more gratified should any more families be troubled in the same way, and have a large room in which to put their books for which they will charge no rent if any persons wish to be accommodated.

—Policeman Buzzell has gained a marked reputation within the last twenty-four hours. This was easier secured than was the name of the party who spent so much time and trouble to advertise him, for in the quiet hours of night someone took the pains to march around the business part of the city with a piece of chalk and paint him up on the sidewalks, so people could almost stumble over it. The name they gave him was "Scab Buzzell." We cannot account for this unless it be that the scabs dropped from some of the old sores and stuck to the sidewalk.

—Messrs. Jones and Parmele, of this city, are the lucky owners of two of the finest stallions ever brought to this part of the country. They are of the Clyde breed, "Fortune" weighing between fourteen and fifteen hundred, and the other, "Lucky," about fourteen hundred. They have the largest manes and tails ever seen on any horses, and in every way are well proportioned. They were raised in Jefferson county, Iowa, where two other horses of the same kind were sent from to Custer county, this state. "Fortune" is a dark bay, and "Lucky" is a fine chestnut. Can be seen at Jones' livery stable.

—A prominent democrat who has been honored by his party is reported to have said after returning from yesterday's democratic convention "that he could stand about one more such convention and would then have to join the prohibition party." Something must have been in the air at Louisville— from all reports there was a kind of a Kilkenny cat time. It seemed to be a four cornered fight for the endorsement of Cass county for delegates to the St. Louis convention. Three of the corners were from Plattsmouth and the other in Rock Bluffs, but after all the delegates went unopposed and the longest pole will knock the persimon or in other words, boys you are all left

THE PONTOON BRIDGE.

Mr. S. N. Stewart Tells the People the Advantages of a Pontoon Bridge.

Facts Concerning Plattsmouth's Welfare.
Pontoon Bridges and Water Power.
Editor of THE HERALD:—I have been assuming that the bonds were a matter of course. They having been unanimously recommended by the heavy tax-payers and others who attended the board of trade meetings, it was natural to assume that nearly every one else would vote for them. But the opponents of a bridge have been getting in their work until many citizens have received erroneous impressions.

The bonds are for the man or company that will put in a bridge for lowest tolls. I offer to reduce tolls to one-third present rates. Some one else may offer still better when you advertise, but not likely. There are pontoon bridges at Prairie du Chien and Reed's Landing, upper Mississippi, upon which estimates can be based. If the bonds were for a bridge without toll reductions the opposition might have an argument, though even in that case it would pay the town. But the fact is that tolls are to be reduced lower than any one expected.

People say the ferry receipts are \$1,500 to \$2,000 per year, and that a bridge would treble them and take \$6,000 a year, forgetting that trebled receipts mean nothing but \$2,000 to the bridge company, for they reduce to one-third present rates. But trebled receipts mean a total of \$150,000 in Plattsmouth—a good return for \$10,000 in a bridge.

We do not expect tolls and \$2,000 a year bonus to pay a bridge, for the decay of a pontoon bridge is rapid. We expect to make our profit on water power, and this would be worth more to Plattsmouth than a bridge. A bridge is a base on which to place apparatus to transmit power to factories on shore. By advertising extensively we expect to induce manufacturers to come and take power at one-half to one-fourth cost of steam. Hundreds of mills and factories in Europe are now run by power taken from the current without the construction of dams. Some keep the ice cut away; some use steam during the two or three coldest months. The river being unusually narrow at the B. & M. bridge, and the shores protected from cutting, it is one of the best points on the river to obtain power. The Missouri is one of the best, if not the very best, power river in the world. Rapid current and plenty of water nearly all the year, for when the rains are done the sun pressing the breasts of the mountains makes them yield to the Missouri their milk-white snow.

The time will come when scores of cities will produce their light, pump their water and operate their factories by its water power.

At a fall water can be used but once. Current can be used over and over by wheels being placed tandem, because in a large river the current, forced by the whole stream, quickly regains its normal velocity and is ready to work again.

Water power is steady night and day, without engineer, fireman or danger of explosion. Hence low insurance. We do not appreciate the rolling river because it is so near and has been there so long. Had it commenced flowing but today, we would hasten to harness it. The running stream is an endless driving-belt, reeled out by Nature from the hollow of her hand. Current motors placed in gear with it revolve till worn away. They enslave the giant of the raging river chain him to their tasks and make of him a patient drudge, as long as waters flow. He works days without murmur, nights without sleep and Sundays without sin, with Nature for his only driver.

There is talk about the great profits I would make from the bridge and water power. Let those who thus talk come in and take stock when the company is formed and thus get the profit themselves. I don't want to eat the world up; I have constantly said that I am willing to sell the stock at par, and be satisfied with my profit on building. I shall charge the company \$20,000 for a bridge. My profit as constructor and inventor will be three or four thousand dollars, but on a work of risk like this, any engineer or constructor will say that a man could have a whiskey profit—100% I don't believe you can get another engineer in this country to put in a bridge here for less than \$30,000.

PLENTY OF MEN.
Some say there are plenty of men ready to start enterprises on bonus. Are there really so many? How many have you had this year? And is this a good year for them? Well, when they come along and offer to enhance your real estate value \$150,000 and bring 3,500 more people here to trade, my advice would be to close with them as fast as they come. If you get ten for one let them make all they can out of it. In any case give their propositions courteous consideration, keep down spite, and ask them to call again.

Bridge builders and boat builders in St. Louis and elsewhere have been written to, but I was the only one who would make any offer at all.

REAL ESTATE PURCHASES.
I took options on certain real estate for selection. All was relinquished except Daahner \$350, F. S. White \$375, H. Johnson \$700. Total \$1,425. This will be enhanced by a bridge. As I stated from the beginning, I bought this to offer to the Bridge company at cost, as an additional inducement for them to take stock. While I am willing to hold all the stock, I would rather not, as I reside so far away. This disposes of the exaggerations concerning my large purchase, and the wealth I was to gather out of real estate alone, and of the argument that I am bound to build the bridge even without a bonus, in order to enhance my realty.

ADVANTAGES OF BRIDGE.
Those who have examined the subject believe that a bridge to Iowa will help Plattsmouth more than any one thing that ever happened to her, except the B. & M. railway and shops. The board of trade was unanimous.

A bridge with one-third present toll to bring people from Iowa means at least a few more clerks in stores here, more blacksmiths, shoemakers and other workmen. These need houses, and if a bridge only brought the trade of one-half the 2,800 people in the two townships opposite, it would enhance real estate values at the very least five per cent. That is to say, the man who now asks \$900 for his lot would then ask \$950. The probability is he would ask \$1150. But say \$950; that trifling enhancement means a total of \$150,000 in Plattsmouth—a good return for \$10,000 in a bridge.

But this is only one of the gains. When the rich lands opposite are linked to Plattsmouth they will help keep down the price of wood, hay, chickens, eggs, butter, etc. The effect may not be great, but it will be something, and an advantage to every citizen of Plattsmouth.

The tax-payer owning a \$300 lot pays only twenty cents a year to the bridge (principal and interest), and for five years only, when the bridge is expected to be self-sustaining. He will get his money back over and over in many ways.

A bridge will be a strong inducement to a packing house to establish here, because they can then get hogs from both sides, and it will induce farmers on the other side to put their corn into hogs and drive them to Plattsmouth.

A bridge will encourage progressive men and stimulate other improvements which it would occupy too much space to discuss now. I have perhaps said enough to show how plain a tale will overthrow the arguments of those worthy citizens who have lived here thirty years without a bridge, and feel that they can still get along as well without one.

We speak of two townships opposite Plattsmouth, but the two beyond—citizens of Glenwood and Pacific Junction, and farmers—will of course trade here more or less, for it is a long established fact that people prefer to trade at the largest town within reach. They find larger assortments and either get or imagine, (no matter which,) lower prices. Many people opposite Plattsmouth go clear to Council Bluffs.

A bridge means much more than is apparent at first thought. The bridge company will advertise it thirty miles around, with hand bills to farmers and signs on roads. They will give a grand opening, permitting everybody and empty wagons to cross free, to get acquainted with Plattsmouth people and examine the low prices Plattsmouth merchants will offer on goods.

The city will give them a big dinner and Mr. F. S. White and I will jointly give every Iowa child a half pound of candy. This is serious and business. I pledge myself to it for myself and Mr. White.

We are pushers, and when we put \$17,000 into a bridge, we leave nothing undone that will draw traffic to it. If Plattsmouth merchants don't sell goods as low as Council Bluffs we'll put in a mammoth stock and do it ourselves.

And when Pacific Junction and Glenwood pays as much for grain as Plattsmouth I will forfeit claim to the bonds if I don't permit grain crossed free. And it would be to my interest to do so in order to win the farmer's affection and keep him in the habit of coming here.

And if he don't get more for his grain here we'll see to it that the money he receives for it shall buy more here than at Glenwood or Pacific Junction.

It almost knocked me down (the astonishment of it) when I was informed that some intelligent citizens opposed the bridge.

PLATTSMOUTH IS OFFERED AN OPPORTUNITY
to try a bridge and water power at far less cost than any citizen ever conjectured. If it is a failure the city loses nothing. Engineers in cities on and near the Missouri and river-men, (including Mr. Peterson), say if we place our pontoons on the bosom of the mad Missouri she will hurl us on the shore and throw our pontoons at us. How sad that will be when she shakes us from her name—

capital gone (good-bye John), engineering reputation injured, steamboatmen and ferry-men clapping hands and conservatives all hands 'round—jubilant and rampant.

COST OF A BRIDGE.
Some of your citizens have figured on the cost and think it will be less than I estimate. Let them put in a bid, or let the city build it and pay me a fair sum for my inventions and superintendance. I will make any reasonable arrangement, and you need not pay me a dollar till the bridge has stood the floods.

But to estimating cost it would be well to include all the parts—boats, chains, couplings, hinges, windlasses, iron railings, cribs, piles, flexible gangways, dykes on shore to the height of 1881 flood, slides, putting in place &c.

But if I could wave my hand and make a bridge rise out of the flood without any cost whatever, you ought to be willing to pay \$10,000 for something worth \$150,000 to your town.

What a strange creature is man! Never satisfied. Offer to pave the city free and many would oppose you.

A MORE BEAUTIFUL INSTANCE OF CONSERVATISM.

was never seen than has been just shown right here on the subject of street-naming. I did not intend to introduce this in this country till next year, but seeing you and Nebraska City so sadly in need of system, (having no name-signs upon your streets,) I was impelled to offer it. In Nebraska City it was adopted without a dissenting voice, and with many thanks. Here it has been opposed as if it were a job. It is a simple thing. There is nothing smart about it. A child could have invented it, but it is a great advantage to a town in many ways which I would tire you in mentioning.

As to a bridge, when we consider all the points it is astounding that there should be any question about submitting the matter to the people, and astounding to what extent some underestimate the importance of a bridge.

THE PEOPLE WILL VOTE IT.

Some claim the people will not vote it. Give them a chance and if they don't rise up and strike a blow for their town I will pay cost of election. As I have to wait two or three months for the removal of the transfer boats at Nebraska City, I would rather put in a bridge here now than any other time. It may be many years before I can make you another bid. The world is wide and Plattsmouth is but a speck (a pretty speck) upon its surface. Hundreds of cities are anxious for bridges, and I will show you letters from mayors and boards of trade offering to pay our fares and expenses to and from their cities, just to talk it over.

DISADVANTAGES OF A FERRY.

Always more or less delay in crossing and can't cross after dark. Farmers fear them. Liable to fire, explosion and snagging. (Two at least have been sunk right here,—one steam ferry and one snow.) I would unlawfully manned by incompetent and unlicensed persons. Compelled to charge high rates. A ferry large enough to accommodate the morning and evening trade in the busy season is too large to pay at other seasons. Hence small ferries are used, and crossers must in the busy season wait hours or days for their turn. In the dullest season can't afford to keep up steam, and crossers often wait hours for steam; or if river be falling or rising may wait half a day for ferryman to prepare a new landing. Farmer may cross, then on attempting return find ferry wind-bound or undergoing repair. Hence the farmer curses the ferry—its high rates and its poor service, and we see wood and hay selling \$3 higher here than on the other shore, for the river rolls between.

There is not a housekeeper in Plattsmouth but pays almost every day for vegetables, butter, eggs, chickens or something, at least a little higher price than he would need pay, if the farmers opposite could get at you, yet men will argue against a bridge for mere love of argument.

The ferryman talks of running to Main street. Why don't he do it? Because in high water the current is too swift, and in low water the sand-bar gets its back up.

It would be far better for Plattsmouth to give \$2,000 a year and get low tolls than to have the bridge run at present rates of toll without any bonus.

S. N. STEWART.

PERSONAL PARAGRAPHS.

M. D. Polk went to Red Cloud today to attend to some legal business.

Fred Hewkinson has returned to assist Maurice O'Rourke with his rush of work.

Robt. Hitchman and John Chase of Weeping Water are in the city today attending court.

Mr. and Mrs. N. Blines, and daughter Myrtle, of La Platte, were the guests of Mrs. Kate Oliver, yesterday.

H. F. Hillary returned Tuesday, from his home in Toronto, Canada, where he has been for some time past.

Messrs. S. F. Rockwell, Louisvill; B. A. Gibson, P. S. Barnes and H. A. Halderman, of Weeping Water, are attending court today.

Miss Edith Deilhaugh, who has been visiting Mrs. J. M. Leyda, for a week past returned to her home at Weeping Water last evening.

For Siberia Refrigerators, the best that are made, and ice-cream freezers, call on J. R. Cox. a23m1

Largest List, Best Terms and Lowest prices on lots, houses and lots, half acres, acres, five and ten acres. Property shown free of charge. Call and see me. Ride out and see if I cannot show you some BARGAINS. a20tf W. S. WISE.

Gasoline stoves are all the rage now and the best in the market is the "Quick Meal," you can get one at J. R. Cox's hardware store, Main street. a23m1

BARGAINS IN OUR

Linen Department.

Towels - Towels

A good Linen Huck Towel only 10 cents each.

- " Fancy Bordered Damask Towel, size 17x33, only 15c or \$1.75 dz.
- " " " " " " 19x37, only 20c or \$2.25 dz.
- " " " " " " 20x43, only 25c or \$2.60 dz.
- Extra value " " " " 20x44, only 35c or \$3.75 dz.
- " " " " " " Knotted Fringed " 20x44, only 40c or \$4.40 dz.
- " " " " " " Open work border 50c or \$5.35 dz.
- " " " " " " Plain white Damask Towel size 24x53, only 75c or \$8.25 dz.

Good Values in Bath Towels at 15, 20, 25, 30 Cts.

Table Linens.

Turkey Red Table Linens at 25, 40, 50, 65, 75 and 85 cents per yard.

White and Cream Damasks from 25 cents to \$1.50 per yard.

Extra Values at 45, 50 and 60 cents in Cream with Red Borders.

Fine Table Linens in Sets—Napkins to match,—from \$5.00 to \$10.00 a Set.

Table Spreads all Sizes and Qualities at Low Prices.

Napkins - Napkins

White Doyles at \$1.25, \$1.50, \$2.00 and \$2.50 a dozen.

White Napkins from 75 cents to \$4.00 a dozen.

Cream Napkins from \$1.25 to \$3.25 a dozen.

WHITE TOILET QUILTS.
Full Line at Popular Prices.

F. HERRMANN & CO.,

One Door East First Nat'l Bank.

NOTICE

We earnestly request all of our friends indebted to us to call at once and settle accounts due. We have sustained heavy loss by the destruction of our Branch House at Fairmont, Neb., by fire and now that we need money to meet our obligations, we hope there will not be one among our friends who would refuse to call promptly at this particular time and adjust accounts.

Trusting this will receive your kind consideration and prompt attention, we remain,
Yours Truly,

SOLOLMON & NATHAN.