

STATE LEGISLATURE.

A Petition Praying for Municipal Suffrage for Women.

THE SENATORIAL CANDIDATES.

Manderson and McShane Nominated in Caucus By Their Respective Parties.

The Senate.

LINCOLN, Neb., Jan. 14.—Senator Roche reported from the committee on joint rules, recommending the joint rules governing the last session of the legislature, and the report was adopted.

A petition of the Woman's Temperance union of Nebraska, asking the legislature to grant women municipal suffrage, was read and referred to the committee on municipal suffrage.

A republican caucus of members of the legislature was called for this evening in the hall of the house of representatives to place in nomination a republican candidate for United States senator. A democratic caucus to nominate a candidate for United States senator was called for this evening, to be held at the Windsor hotel.

Mr. Lindsay moved that a committee of three be appointed to arrange for holding the joint convention on Wednesday for the election of a United States senator. Messrs. Lindsay, Hurd and Derm were appointed.

The following were among the bills introduced and read the first time:

By Mr. Ransom—To empower cities and villages to acquire real estate by gift or devise for parks and public grounds and for the protection of such real estate.

By Mr. Norval—For a joint resolution to amend section 2, article 15, of the constitution of the state of Nebraska, entitled "Amendment," and providing for the manner of calling constitutional conventions.

By Mr. Raymond—To amend section 354 of the code of civil procedure compiled statutes of 1887 concerning the obligations of witnesses to attend trials in civil actions, and to repeal said original section.

The senate adjourned to 10 a. m. tomorrow.

House.

LINCOLN, Neb., Jan. 14.—The house met at 5 p. m., with nearly every member in his seat. Brink, of Boone, introduced a resolution increasing the number of paper wrappers from ten to twenty. Dempster asked what necessity there was for such an increase. Brink replied that the papers come seven days in the week while wrappers were only furnished for the days the house is actually in session. Delaney moved to lay the motion on the table. Lost by 34 to 39.

Dempster then moved to amend, extending the allowance of ten wrappers to each day in the week, which was accepted and the amendment prevailed.

Mr. Diller, from the committee on mines and mining, reported that they had house bill No. 2 under consideration and reported it back with the recommendation that it pass as amended. The bill as amended authorizes the professor of geology of the state university to co-operate with the United States geological survey of Nebraska, and appropriate \$5,000 per annum to support the work.

On motion of Mr. McBride the house went into committee of the whole for the consideration of house roll 10—Morrissey's anti-Finkerton bill. After discussion, offering and rejecting amendments, the bill was referred to the judiciary committee.

House roll No. 84—Keiper's bill was then taken up. The intention of the bill is to compel county boards to pay the expenses of the sheriff in serving papers in cases of misdemeanors, a matter now left to their discretion. After discussion the bill was defeated.

Cady introduced a bill to punish the selling of intoxicating liquors to minors, drunkards and others, by parties not authorized to sell.

Caldwell introduced a measure for the regulation and government of banks. The bill is a very elaborate measure. It provides for a graduated and paid up capital based on the size of the cities in which the bank is to be located. An examiner is also to be appointed to supervise the banks, and other stringent provisions are made for the protection of depositors. The bill was drafted by a committee and will receive strong support.

A resolution instructing the committee on public lands and buildings to prepare a bill extending time on payments of contracts for school lands that fell due in 1889 and 1890, was passed.

MANDERSON AND M'SHANE

The Nominees of Their Respective Parties for the Senatorship.

LINCOLN, Neb., Jan. 14.—The republican members of both houses met tonight in the house for the purpose of nominating a candidate for United States senator. General Cannon was elected chairman. He said that there is but one way to have a strong representation in congress—first, to select good, able men and then to stand by them through thick and thin. "Let us stand by our representatives so long as they are able and trustworthy."

There were 119 present. Messrs. Ransom and Horne voted for Van Wyck, after which Mr. Ransom moved that further balloting be dispensed with, and Hon. C. F. Manderson be declared the unanimous nominee of the convention, which was carried.

The chair, under instructions from the house, informed Manderson by telegraph that he had been unanimously nominated by the joint caucus as representative to succeed himself. After an effort had been made, in vain, to introduce a resolution pledging the republicans of the legislature to submit a prohibition amendment to the constitution, the convention adjourned.

The democratic members of the legislature met this evening and nominated McShane as their candidate for United States senator.

Eloped With the Footman.

MONTREAL, Jan. 15.—A great sensation has been caused here by the discovery of a romantic elopement, the parties being, it is said, the daughter of a wealthy New York stock broker and his footman. The young lady is a strikingly handsome brunette, and gives the name of Jennie Stuart. Her lover is a commonplace looking fellow, evidently an Englishman. He claims his name is Thomas Jonson. All efforts to discover identity have failed since their arrival a few days ago, but the police have communicated with the New York authorities. The young woman has plenty of money and considerable fine jewelry.

Father and Son Fight.

VALPARAISO, Neb., Jan. 15.—C. J. McFarland and his son, Norm, got into a racket yesterday evening over a livery bill Norm had collected, but failed to turn over to his father. From words they soon came to blows, and Norm got his father down and was choking him, when the old man drew a pocket knife and opening it with his teeth commenced cutting the boy, inflicting slight gashes on his hand, arm, side and leg, and one in the face before the boy could get away. The old man left before daylight this morning, driving a team to Lincoln. No arrests.

News Concerning Stanley.

LONDON, Jan. 15.—The Chronicle says, with reference to the telegram concerning Stevens, who rode through Europe and Asia on a bicycle, has started to "find Stanley." "We may say that Stevens is now in London, having arrived at the Umbria on Saturday, and that the government will have information of Stanley's safety long before Stevens can reach the east coast of Africa. Recent letters from Stanley will be published in London. There are, meanwhile, certain reasons why the exact whereabouts of the famous traveller should not be made public."

Found Dead in His Room.

GRAND ISLAND, Neb., Jan. 4.—J. H. Rohm, a traveling salesman, was found dead in his room at the Pacific Hotel this morning. He retired last night at 8:30, leaving a call for six o'clock, intending to go to St. Paul on the early train. The porter rapped on the door at 6 o'clock, but getting no response called the clerk, and together they broke open the door and found him lying on the floor dead. He leaves a wife and one child, who reside at Clinton, Ia.

Freight Train Wrecked.

HUMBOLDT, Neb., Jan. 15.—Freight No. 78, from Wymore to St. Joseph, due here at 11 o'clock a. m. was wrecked about two miles west of this place. It struck a hand car about one mile from where the wreck occurred and derailed one car, which ran that distance on the ties and turned over at a small bridge carrying with it six other cars. Two empties, one loaded with merchandise and three loaded with corn are complete wrecks. No one was hurt.

Lieutenant Miles Deceased.

NEW YORK, Jan. 15.—Lieutenant Miles of the United States steamer Yantic, recently arrived from Port-au-Prince, with yellow fever on board, died last night.

A FATAL MISTAKE.

A Passenger and Freight Collide on the Nypano With Fatal Results.

EIGHT LIVES ARE SACRIFICED

The Wreck Consumed by Flames—Many Passengers Injured—List of the Killed.

Another Railroad Disaster.

CLEVELAND, O., Jan. 14.—A frightful wreck occurred on the New York, Pennsylvania and Ohio railroad near Tallmadge, O., this morning, a passenger train colliding with one section of a freight which had broken in two. Eight persons were killed and a dozen injured. The list of killed is as follows:

ROBERT HUNTINGTON, of Gallon, O., passenger engineer.

WILLIAM WALTERS, of Gallon, O., passenger fireman.

J. F. RUSHFORD, of Gallon, freight brakeman.

WILLIAM LUNDY, of Salamanca, N. Y., express messenger.

MARY ANN LYON, of Idaho, aged six; ticketed second class to Cherry Creek, N. Y.

THREE CHINAMEN.

Four of the injured are in a serious condition.

A leader special from Akron gives the following particulars of the wreck:

At 2:27 this morning train No. 8, east bound, while rounding a curve one and a half miles east of Tallmadge, came suddenly upon part of freight No. 81. There was a dense fog, and this conspired with other things to make the accident beyond human power to prevent. Engineer Huntington had just time to reverse his engine when the terrible crash came. He was instantly killed.

The freight was heavy, and while it was climbing a grade a coupling parted about the middle of the train. It was decided to resort to the common expedient of doubling up. Flagmen were immediately sent out, one east and another west, to warn any approaching train. Brakeman Bradley was sent ahead to flag the east bound passenger, which was known to be about due.

Meantime the first part of the broken freight train was taken to Talmadge station. The engine then returned to the second part. A signal was given which is said to have been to summon back the flagman stationed at the east. Flagman Bradley took it to be for him also, and started back to the freight.

The engineer of the freight engine says that no recall was sounded, but, at any rate, Bradley heard it and so went back.

The freight had just got under motion to go to Talmadge when the express came along. The momentum of the fast train was somewhat checked by the reverse, but the crash was terrific, nevertheless. The freight engine and brakemen jumped and escaped serious injury. The passenger engine was crushed into bits and mingled with the wreckage behind it. The freight engine reared up and stood almost on end. Engineer Huntington and Fireman Walters, of the express, were terribly crushed. The brave engineer was disembowled, his head crushed, and his limbs broken and doubled up. The passenger train consisted of a combination baggage and express car, and a smoker, common coach and two sleepers. The greatest horror came when the baggage car and smoker, which telescoped with the common coach, took fire. Engineer Jones, of the Kent yard engine, five miles off began to be uneasy, and looking down the track, saw through the trees the glare of the burning cars. After the accident the two telescoped coaches appeared as one, and from the shattered and burning coaches came the groans and shrieks of the unfortunate.

Then came a terrible scene of terror, the strong struggling to escape a horrible death by fire, and the wounded praying for succor from the flames that were fast enveloping them. One man, George Shaw, pinned in by the wreckage, managed by superhuman efforts to release his lower limbs and escape cut and bruised. In the smoker were eight Chinamen. Five were pulled out alive but half dead from fright. Three were never seen after the crash, and bones and bits of charred flesh gathered up in a bag were all that were found of them.

One of the pathetic scenes was that attending the death of the little orphan, Mary Ann Lyon, who was being sent from Idaho on a second class ticket to relatives in New York. The friends whom she was on the train were compelled to stand idly by while the unfortunate child burned to death, pinned down by the wreck of the seat in the smoking car. The passengers in the rear sleeper were hardly aroused by the concussion of the wreck.

Mario as a Stage Lover.

About 1850 the famous tenor Mario was at St. Petersburg singing in a company which numbered, among others, Lablache and his daughter, then only a girl, but who afterward became the celebrated Mile. de Catera. One day, in the course of the usual duo of some opera and during the usual duo of passion, to her amazement and indignation she heard Mario, while she sang alone, whisper so low that the words reached only her own ears: "Mia cara! Mia bella! Ama me! Io t'adoro!" So offended was she that after leaving the stage she refused to listen to the tenor's explanations, and refused to sing with him again. Some days afterward, however, from the wings she heard Mario sing the same duo, and this time with a very ugly woman, who had assumed the abandoned role. Again did the tenor fill in his "rests" with the same impassioned whimpers—"Mia cara! Io t'adoro!" Then she understood. The burning avowals were only a means of keeping himself in train of retaining the emotion necessary for the continuance of his role.—San Francisco Argonaut.

Advantage of Being a Blonde.

Every year we get the cry from fashion writers, "Blondes no longer in style; they have been superseded by their darker sisters," etc. Now, that's all nonsense. You cannot do away with the blonde, nor can you do away with frizzled, banged hair. Pre-eminently, the blonde is the beauty of civilization. She is anxious to stay as such, and she cannot be driven away. A brunette now and then may rise supreme over her by reason of wonderful loveliness, but we are speaking collectively. A woman can dress more effectively with blonde hair than with dark. It lights up better and is more youthful. A well kept blonde has ten years' advantage, in point of youthful looks, over the average brunette. Once in a lifetime or so there arises a miraculous brunette who completely surpasses her, but for steady, ordinary good looks that make no pretensions of great beauty, the blonde carries the palm. You cannot expunge her in favor of the brunette even in literature. In the novels turned out during the past year there have been 383 blondes to 100 brunettes.—American Hairdresser.

A Girl's Essay on the Cow.

The following is a little girl's essay on the cow: "A cow is an animal with four legs on the under side. The tail is longer than the legs, but is not used to stand on. The cow kills flies with her tail. The cow has big ears that wiggle on hinges; so does her tail. The cow is bigger than the calf, but not so big as an elephant. She is made so small that she can go into the barn when nobody is looking. Some cows are black and some hook. A dog was hooked once. She tossed the dog that killed the cat that worried the rat. Black cows give white milk; so do other cows. Milk men sell milk to buy their little girls dresses, which they put water in and chalk. Cows chew cud, and each finds its own chew. That is all there is about cows."—Exchange.

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R. & M. Time Table.

GOING WEST. GOING EAST.

No. 1, 5-30 a. m. No. 2, 4-31 p. m.

No. 3, 8-30 a. m. No. 4, 10-30 a. m.

No. 5, 9-37 a. m. No. 6, 7-13 p. m.

No. 7, 7-29 p. m. No. 10, 9-14 a. m.

No. 9, 6-37 p. m. No. 11, 6-27 a. m.

All trains run daily by way of Omaha, except Nos. 7 and 8 which run to and from Schuyler daily except Sunday.

No. 3 is a stub to Pacific Junction at 8.30 a. m. No. 19 is a stub from Pacific Junction at 11 a. m.