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A NAVY TO BE RESPECTED.

The conduct of the officers of the American fleet at Apia was admirable from every point of view. They did everything in their power to save their ships, and displayed the highest qualities of seamanship. Before the details of the disaster were received it was natural to infer that the British ship had escaped because she had a good supply of coal and was able to steam out of the harbor, whereas fires were out in the other vessels. This surmise was not well founded. The seven ships were under full steam, but only one of them had engines of sufficient power to do anything more than to ease the strain on the anchor cables temporarily. The Calypso escaped not through superior seamanship, but through the power of her engines. Every American vessel was equally well handled, and was lost neither through lack of adequate precautions before the storm, nor through any fault of the officers and men. The hurricane did not come without warning. For forty-eight hours the barometer had been steadily falling, and every warship in the harbor was prepared, so far as human precautions were of any avail, to meet the storm. When the crisis came every officer was cool, self-possessed, brave, capable and heroic. Mullan successfully beached the shattered Nipsic after two German ships had gone down under his eyes and no other resource remained. Schoonmaker and his lieutenants acted with splendid gallantry, and lost their ship primarily through a collision with a German vessel more unmanageable than their own. The Trenton made a magnificent fight, and would be afloat today if the fires had not been put out through a radical fault in the construction of the hawsepipes. Even with the engines stopped, the rudder carried away by a collision with wreckage, and the canvas unmanageable, the fight was stubbornly maintained with 400 sailors massed in the rigging to take the place of sails. At the end the American flag was run up, the "Star Spangled Banner" was played, and the flagship drifted down on the Vandalia to give despairing comrades, who had been clinging to the rigging for twelve hours, their last chance of rescue.

There has been no achievement in American naval history that has reflected greater credit on the service than the splendid bearing and heroic endurance of the officers of these doomed ships. Nature overpowered them, but they fought a good fight and did what they could for the honor of the American name. The habit of sneering at the navy and ridiculing the pretensions of the officers to be as intelligent and skillful a body of men as can be found under any flag is one that is easily formed during piping times of peace. The antiquated ships remaining in service and the loss of National prestige through neglect to keep the fleet abreast with European navies have tended to lower the standing of the officers in the estimation of the country. The catastrophe at Apia silenced cavilling critics, and sets the real character of the service in its true light. Americans now know that they have no cause to be ashamed of their naval force as a well officered and carefully disciplined fighting service. The ships are hopeless behind the times and unworthy of a Nation of sixty millions, but the officers and men are conspicuous now, as they have ever been in the past, for courage, endurance and practical seamanship.

The conduct of the Admiral, officers and men on shore after the loss of their vessels was almost as noteworthy as their splendid behavior during the forty-eight hours' battle with the tempest. The German officers were invited to co-operate in the maintenance of order and discipline in Apia, but preferred to leave the Americans masters of the situation. The town was at once policed by marines from the ships; the sale of liquor was prohibited; order was restored with a firm hand; the castaways were housed and fed and the injured were cared for in a temporary hospital, and the most cordial relations were established with the natives without any unwarrantable usurpation of authority or interference with the rights of the people. All the arrangements made by Admiral Kimberly were judicious and sensible, and no offense was given to either of the rival kings. If the Germans declined to share the responsibility of providing for the orderly government of the capital in the extraordinary emergency which had arisen, they had no cause for complaint and every reason to be grateful to the

American officers for stationing a marine guard in the streets and forestalling excesses, outrages and seamen's brawls between the rival naval forces. Admiral Kimberly has shown himself to be as wise and conciliatory a commander of the naval forces on shore as he was a brave and plucky sailor in his flagship beset with a hurricane.—N. Y. Tribune.

A NEW ENGLAND paper sends up a wail to the government for opening up Oklahoma. It says that within the last eight years 142,000,000 acres of land have passed into the hands of these persistent and grasping arriants. The territory thus taken is larger than New England and the middle states together. It complains that they cheapen food of every kind and make it much easier to get, and thus it wishes us to believe it is a great misfortune. A large number of people have thus secured homes and permanent means of living; and the general prosperity of the country has been accelerated in an almost miraculous manner.

It is not at all likely, therefore, that the opening of Oklahoma will prove to be an injury rather than a benefit, as our troubled cotemporary predicts. The fact that 2,000,000 acres of land are to be added to the productive area of the country, in farms of 160 acres each, is certainly not to be regarded with alarm. No nation has ever yet come to harm by multiplying the number of its landholders and increasing the extent and the facilities of its leading industry. We can not have too many homes, particularly those of the rural sort, which imply comfort and happiness for the masses. It is not true that the new lands are taken by the lawless and adventurous element of our population. The statistics of agricultural, business and social progress west of the Missouri River conclusively and splendidly refute that insulting theory. Neither is it true that the speculators reap the best of the harvest whenever the homestead area is enlarged. There is very little chance for speculation in such lands except through the process of converting them into farms. More men have been losers than have ever been gainers by trading in unimproved western real estate. The men who make money are those who till the soil and gain the increased value thus imparted to their holdings; and the men who hasten to the regions where new lands are open to settlement belong for the most part to that class, as the record of their achievements clearly demonstrates. They are honest and industrious citizens, so far as the large majority of them are concerned. It is not less to the advantage of the nation than of themselves that they undergo the hardships and privations of frontier life. They carry with them into waste places all the influences of civilization; and so long as any land remains for them to occupy and develop they are entitled to the privilege of going forward in their work of conquest.

Cure Your Catarrh, or Get \$500. For many years, the proprietors of Dr. Sage's Catarrh Remedy, who are thoroughly responsible, financially, as any one can easily ascertain by proper inquiry, have offered, in good faith, through nearly every newspaper in the land, a standing reward of \$500 for a case of nasal catarrh, no matter how bad, or of how long standing, which they cannot cure. The Remedy, which is sold by druggists at only 50 cents, is mild, soothing, cleansing, antiseptic and healing.

The Future of Iron. This product, which from the immense extent of its uses and its applications to the true necessities of mankind would seem properly stable in its very nature, has during the last two decades suffered much from violent fluctuations. At present the iron trade is reported to be in rather a depressed condition, which would be worse except for a combination among the manufacturers which keeps the production down sufficiently to maintain prices on a paying basis. All over the country mills are starting into action and shutting down, a species of restlessness characterizing the outlook. But an increased market is looked for during the next three months, and after the lessons of the past an improvement that lasts even for that length of time will not be without good effects. The government by its recent operations in ship and ordnance construction has done something to help matters, and probably the same assistance will be rendered during the next four years.—Scientific American.

A Practical Man. The following is given as Bill Nye's obituary by Mr. Weeks: "Mr. Weeks was a self made man, and even in his most prosperous days would not allow finger bowls in his house. His education was mostly in the line of the business he had adopted, and though he did not know that evolution was a gradual change from an indefinite and incoherent heterogeneity to a definite and coherent homogeneity, through constant differentiations and integrations, a flat wheel would make him out of a sound sleep before it had made two revolutions."

Rose of Jericho. A Pennsylvania botanical society has received a rose of Jericho from Persia, of which species of flower it is said that when dry weather is prevalent it wraps itself into a ball and is to all appearances dead. The wind blows it from the stalk and it goes bounding along until it reaches a moist spot, where it unfolds its leaves, drops its seeds, and a garden of roses appears.

Swamp Ten Years. There is a superstition among miners that every ten years rich diggings will be discovered somewhere. The record so far is: California, 1849; Pike's Peak, 1859; Nevada, 1869; Lead Hill, 1879.

TREES OF CALIFORNIA.

THE WONDERS OF NATURE IN THE GREAT YOSEMITE PARK.

Giants of the Forest Measuring Thirty Feet in Diameter—A Coach and Four Driven Into a Hollow Log—Each State in the Union Represented by a Tree.

The story of the "Fallen Pine" doubtless comes from a suggestion made by one of the "big trees" in the Yosemite region of California. These "big trees" are among the most sublime of the natural wonders of the world. One who has never seen them can have no conception of their immensity. The largest of them are over 30 feet in diameter 10 feet from the ground, and the tallest are over 300 feet high. The trees of the Yosemite park have distinctive titles or names. Each state of the Union has its tree specially designated, and many of the historic characters of the nation are honored with the tree. The name in each instance is handsomely painted on a broad board and nailed fast to the tree.

The tree I have referred to specially above is known now as "The Fallen Monarch." It was at one time called, in derision, "The Andrew Johnson" tree, after the rupture between the late president and his party. But the title "Fallen Monarch" is so appropriate that by an universal sense the name lives, and will live as long as the language lives, or until the tree has passed away to dust or ashes.

CONTEMPORARIES OF NOAH. This tree was one of the grandest in the grove. As it now lies prostrate upon the earth, its diameter averages over twenty feet for more than a hundred feet of its length. The top and part of the butt end have been destroyed by fire. How long the tree has lain there is unknown; it may have been there for more than a thousand years. The wood of the "big trees" is a species of cedar, and it is well nigh imperishable in its atmospheric influences. Fire, however, has been the great destroying element in those wonderful relics of the past.

I say relics of the past, for these big trees appear to belong to a very remote age. The commonly accepted evidences show that they are, or at least many of them are, over 4,000 years old. Indeed, they are supposed to be contemporaries of Noah, having survived the deluge, it being believed also that the ark itself was built of the same species of wood.

You climb to the crest of the "Fallen Monarch" by the aid of a ladder of some ten rungs. You can have no just conception of the immensity of the tree until you walk along its mighty back for over a hundred feet.

Near by are some more wonders. I give your readers some idea of some of them. "The General Grant" tree is not far off, a huge and grim specimen, looking as stern as the great warrior ever appeared. There is one known as "The Grizzly Giant," a monster 27 feet in diameter, 9 feet from the ground. At the height of just 100 feet the limb comes out; that limb is 6 feet in diameter. This tree gives you a deep sense of awe as you gaze on its sublime yet grizzly aspect.

Within close walking distance is "The Telescope Tree." This is about 100 feet high, the top of it above that height having been destroyed by fire. This tree is a hollow tube. From the base you look up through this tube into the deep skies above. You can ride on horseback into the opening below.

Not far away is another hollow monster prostrate on the earth. You can ride in at the lower entrance, and go 100 feet, and out at a knot hole. The most conspicuous and most celebrated of the trees is one that stands directly astride of the head avenue made for driving through the park. The avenue, a highway, makes directly toward this tree, and an opening in the road bed is cut directly through the heart of the tree itself. You drive right in under the archway of solid wood, and the driver steps, the great stage and four horses all covered by the sheltering tree, and the trees, furthermore, ten feet of solid wall on either side of the wheels of the coach. The tree is about thirty feet in diameter at the height of the stage top.

On the occasion of my visit there we had the coach stopped, and were allowed several minutes' time to comprehend this sublime work of nature, turned to such an abiding interest to the tourist. In our party were several Australian and English gentlemen, and they said that in all their travels around the world there was nothing so grand as these wonders of the Yosemite.

These California parks are owned by the general government, but are held in trust by the state of California, which has expended immense sums of money in making roads and other improvements in these wild, picturesque regions. The state also keeps a strong guard of policemen in all the parks, and no one is allowed to cut even a cane or twig, or pluck a bunch of leaves from one of the trees. The largest of the parks contains about 2,500 acres; it is one of the high plateaus that run out westwardly from the summit of the Sierra Nevada mountains. The soil is exceedingly rich, though the altitude is so high that there is but little vegetation except the big trees and cedar growth. I saw one tree there 189 feet high and 8 feet in diameter. It stands in the center of a room in one of the Yosemite hotels, and the room is known as "the big tree room."—Cot. Atlantic American.

A Liberal Patron of the Cables. The Chinese minister is said to be the most liberal patron of the cable companies in Washington and spends even more money for telegraphing than the government of the United States. Almost every act of his is governed by instructions issued and received from his government, and although he uses a cipher by which he can put the meaning of ten words into two, his telegraphic bills average \$1,000 a week and often exceed that sum daily for a week at a time. He sent \$20,000 worth of dispatches to China concerning the riots at Milwaukee and received replies that must have cost at least as much more. In fact enough money was spent in communicating the information regarding the Milwaukee troubles to indemnify the Chinese of that city for all the damages suffered by them. Cable messages to China are sent first to Havre, then to Aden, thence across the Arabian sea through Hindostan and Siam to Peking, and they cost about \$4 a word.—Detroit Free Press.

RAILWAY RELIEF ASSOCIATIONS.

Points on How They Are Conducted and What is Claimed for Them.

Seeing as we do the many lines in the country grouped into large systems, whose ownership will no doubt remain stable in years to come, permanence of employment and stability of position is easy to be guaranteed, and the corporations can now better secure their own rights and strengthen themselves against the encroachments of the public by drawing their employes more closely to them, showing that paternal care and solicitude for them which tend to establish good feeling and community of interest.

Relief associations under the guidance of the companies will do this. They are flourishing on the Baltimore and Ohio and the Pennsylvania railroads. The organizations on these roads may be taken as the type of what other companies should do. On the former, the scheme originated with the elder Garrett nearly ten years ago. At its organization all employes could join without regard to age. After a short period these over 45 years and those who could not pass a medical examination were not allowed to join. All persons employed regularly by the company are required to pass a medical examination, must be under 45 years of age, and must join the relief association. Thus it will be seen that nearly their employes are members. The compulsory feature looks to an outsider like a hardship, but the obligation is on him only who seeks employment.

The employes are divided into two classes—hazardous and non-hazardous; and these two classes are divided into five others, who pay into a fund certain fixed sums each month, according to the amount of wages regularly received. Bonuses are paid to the incident in cases of sickness and disabilities and a gross sum to the beneficiary when death occurs. They vary according to the amount contributed. Free medical and surgical attendance is given, hospitals are established, physicians are appointed at convenient points on the line. The company has contributed \$100,000, the interest on which at 6 per cent. goes into the fund yearly. It also puts \$25,000 per year into a supplementary fund. A building fund association has also been formed, which has become quite popular.

There are many other liberal features, of which limited space will not permit an enumeration. The Pennsylvania Railroad company has also adopted a system of relief similar to that of the Baltimore and Ohio, but not so extensive. It is entirely voluntary, and numbers over 20,000. It rapidly increases in popularity as its benefits become more appreciated.

In both companies the employes are rapidly leaving the local benevolent associations, they find they can insure themselves with the aid of a solvent and powerful company for much less money than in the thousand and one local lodges, whose solvency depends on the honesty of a secretary or a treasurer.

Other systems of relief, but to a minor extent, have been adopted by railway companies—notably free hospital service for the sick and disabled upon the Santa Fe and Missouri Pacific, all of which materially lessen the number of claims for damages and subsequent costly trials and judgments in the courts.—L. O. Goddard in the Century.

How to Get to Sleep. The suggestion recently made in this column in regard to methods of inducing or promoting sleepiness has been put to a practical test by one constant reader of The Tribune with most gratifying results. The suggestion was that sleep could be induced successfully by a method of counting in this fashion: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, etc., up to 25. The extraordinary language: "My plan is not to count rapidly, but to call off mentally one figure with every expiration of breath. A person in good health counts at that rate about twenty a minute. Before reaching 25 in this scale, he must count for about sixteen minutes, as the series amounts up to 25 counted straight ahead. But I have found one decided advantage over counting in regular order. That can become mechanically, without any mental activity whatever.

The other method is not burdensome to the mind, but furnishes just enough material to keep the thoughts off other subjects. I often find myself forgetting the number at which I ought to stop and return to 1, whereupon I at once begin again where I left off and proceed in order. I cannot say that this scheme will produce sleep when there is no inclination or impulse in that direction, but when there is even a rudimentary impulse I know it will encourage and increase it. I have tried it a good many times since I first read it in The Tribune and it has only failed me twice. Often on waking I will remember that I was not able to count beyond 7 or 8 before losing myself in slumber. I have never yet counted up as far as 20. I think 17 or 18 has been my limit. I believe that the author of this suggestion has conferred a boon on people who are troubled with insomnia, although it cannot be expected to work in every case.—New York Tribune.

Applying a Principle. Most of us understand a principle most thoroughly when its application is to be found in our own line of thought or work. The members of a central high school, after a long debate, decided that the marking system was injurious and unfair, and petitioned the principal to abolish it. "We know," said the spokesman, "whether we have prepared our lessons or not, the record of an accidental miss may be misleading."

There was a great baseball match impending, in which the whole school was intensely interested. "Let us try it on the ball ground first," said the principal. "In the coming match keep no score. You will know whether you play well or ill, and as for errors, they are often purely accidental. Why record them? The boys withdrew without another word. The crowd appreciated the illustration.—Youth's Companion.

A Trade of Changes. No line of trade is subject to such changes and peculiarities as men's furnishing goods. No matter how fine an article may be the moment it becomes out of date it will drop to half its cost price. This is particularly true of neckwear and collars. The finest goods may be untouched in a showcase, simply because they are not the "fad." A remarkable thing is the sudden changes in the demand for canes. Last winter the cry was for silver bands, and the dealers secured a big supply. All of a sudden buckhorn handles came into fashion, and the dealers were glad enough to close out the silver bands at cost price. It needs a wide awake and shrewd man to become a popular and successful men's furnisher.—St. Louis Globe-Democrat.

Horse Resurrection. A case of horse resurrection has occurred in Newburg, N. Y. A horse died, apparently Thursday, and was buried beneath a pile of rubbish until on "equine undertaker" could be apprehended to remove it to the bone factory. Saturday removal was attempted. A rope was fastened to the animal, and on the first pull it arose to its feet and frisked its tail. Now the equine is seen drawing garbage on the streets.

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Notice to Contractors. Sealed bids will be received by the Chairman of the Board of Public Works until noon on the 17th day of April, 1889, for filling the old creek bed at the following places to-wit: Contract No. 1, 1 1/2 x 2 1/2 x 3/4, more or less on Vine street, between 6th and 7th street. Contract No. 2, 2 1/2 x 3 1/2 x 3/4, more or less on Pearl St. between 4th and 5th Sts. Contract No. 3, 3 x 4 x 3/4, more or less on East of 5th St. between Main and Pearl Sts. Contract No. 4, 4 x 4 x 3/4, more or less on east side of 4th St. between Main and Pearl Sts. Two classes of bids will be received for said work: Class "A" for Contractors to furnish earth from private grounds; Class "B" for Contractors to take the earth from such places in the public streets as the Chairman of the Board of Public Works may direct.

Engineer's Estimate Contract No. 1, Class A, 25 cts. per cu. yd. Engineer's Estimate Contract No. 1, Class B, 25 cts. per cu. yd. Engineer's Estimate Contract No. 2, Class A, 1 1/2 x 2 1/2 x 3/4, per cu. yd. Engineer's Estimate Contract No. 2, Class B, 25 cts. per cu. yd. Engineer's Estimate Contract No. 3, Class A, 25 cts. per cu. yd. Engineer's Estimate Contract No. 3, Class B, 25 cts. per cu. yd. Engineer's Estimate Contract No. 4, Class A, 1 1/2 x 2 1/2 x 3/4, per cu. yd. Engineer's Estimate Contract No. 4, Class B, 25 cts. per cu. yd. Work to be completed within thirty days from the setting of contract to be let to the lowest and best bidder. The right is reserved to reject any and all bids. For particulars enquire of the Chairman Board Public Works, J. W. JOHNSON.

R. B. WINDHAM, JOHN A. DAVIES, Notary Public, Notary Public, WINDHAM & DAVIES, Attorneys - at - Law. Office over Bank of Cass County, PLATTSMOUTH, NEBRASKA.