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PRICE BAKING POWDER CO.
NEW YORK. CHICAGO. ST. LOUIS.

S. & M. Time Table.

GOING WEST.

No. 1	9:05 a m
No. 3	5:45 p m
No. 5	7:40 a m
No. 7 (Schuyler)	6:05 p m
No. 9 (K. C. to Omaha)	5:31 p m
No. 10	11:50 a m
No. 12 (Freight)	8:00 a m

GOING EAST.

No. 2	3:56 p m
No. 4	10:25 a m
No. 6	7:20 p m
No. 8 (Ar. Schuyler)	10:40 a m
No. 10 (K. C.)	10:35 a m
No. 29	7:10 a m
No. 30 (Freight)	6:00 p m
No. 32 (Freight)	3:25 p m

Mail No. 29 leaves at 7 a. m. for Pacific Junction. Mail No. 30 returns from there at 11 a. m.

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

Arrival and Departure of the Mails.

ARRIVE AT POSTOFFICE.

No. 1	From East Junction	9:25 a. m.
No. 2	" West	4:10 p. m.
No. 5	From the East	8:05 a. m.
No. 3	" "	3:30 p. m.
No. 7	" " South (K. C.)	8:05 p. m.
No. 10	" " West	10:30 a. m.
No. 4	" " "	10:45 a. m.
No. 6	" " "	7:40 p. m.
No. 9	" " Schuyler	1:00 p. m.

DEPART FROM POSTOFFICE.

No. 1	Going West	8:15 a. m.
No. 3	" "	4:15 p. m.
No. 7	" " (Schuyler)	5:50 p. m.
No. 5	" "	7:25 a. m.
No. 10	" East (K. C.)	10:05 a. m.
No. 4	" "	10:45 a. m.
No. 8	" "	3:30 p. m.
No. 6	" "	7:30 p. m.

Rock Bluffs and Eight Mile Grove. 11:00 a. m.

Mail should be deposited fifteen minutes before the above time to insure dispatch.

COUNTY AND CITY DIRECTORY

County Officers.

Treasurer	W. H. PUSHNO
Deputy Treasurer	F. HERRMAN
Clerk	JOHN GAERTNER
County Clerk	FRED GORDER
Deputy Clerk	FRED GORDER
Register of Deeds	A. N. SULLIVAN
Deputy Recorder	J. M. PATTERSON
Clerk of District Court	W. C. DUNCAN ALTER
Sheriff	M. TRUHE
Deputy Sheriff	JOHN GIES
Surveyor	A. L. MAYES
Attorney	MATTHEW GERING
Supt. of Pub Schools	C. H. SMILEY
County Judge	B. S. RAMSEY

BOARD OF SUPERVISORS.

LOUIS FRICKE, Chm'n	Weeping Water
A. S. TODD	Plattsmouth
A. C. REED	Greenwood

City Officers.

Mayor	F. M. BRUNER
Clerk	S. E. FOX
Treasurer	JAMES PATTERSON, JR.
Attorney	BYRON CLARK
Engineer	H. C. SCHMIDT
Police Judge	S. GUTHMANN
Marshall	J. H. DUNN
Councilmen, 1st ward	J. A. CALDWELL, C. REESENFELD
" 2nd "	DR. J. SHIPMAN, D. M. JONES
" 3rd "	M. B. MURPHY, CHAS. RUHLE
" 4th "	JOHN O'CONNOR, P. McCULLEN
" 5th "	J. DOMPEIER, J. LUCHSINGER
Board Pub. Works	J. W. JOHNS, CHAIRMAN; FRED GORDER; W. H. NEWELL

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1st Vice President	A. R. TODD
2nd Vice President	GUS. NEVILLE
Secretary	F. HERRMANN
Treasurer	F. G. FRICKE

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One copy one year, in advance	$1 50
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One copy one year in advance, by mail	$5 00
One copy per month, by carrier	50
One copy per week, by carrier	15

TUESDAY, FEBRUARY 25, 1890.

WORLD'S FAIR, Chicago, 1892.

A DEALER in block property—the ice man.

THE Falls City Journal even deigns to give Plattsmouth its just dues—but it is in the plates.

FEBRUARY came in like a lamb and promises to go out like a lion, as the old proverb recites.

THE crying need of Plattsmouth yesterday was shovelers of mud; today snow shovels are in demand.

PATRIOTISM is still up to the par, judging by the way Washington's birthday was celebrated in Chicago and elsewhere.

A CHEWING GUM manufacturer in Elgin, Illinois, failed last Friday. He was chewed up by the banks that held his paper.

AN ELEGANT canon, enlivened by a life portrait of Gen. R. R. Livingston, decorates the east window of S. & C. Mayer's clothing house.

It is a grand thing for Plattsmouth to say that her own merchants were able to put furniture and carpets in one of the best equipped and finest hotels in the west.

WE have no care whether South Omaha annexes, or does not, so that the present Plattsmouth reunion proves a grand success and the fair this fall is better than ever before.

PLATTSMOUTH will not "boom" this year but there will be more money spent here in public and private improvements than in any other similar sized town in the eastern part of the state.

THE decorations in Plattsmouth are exquisite and the welcome accorded the veterans is most hearty. This is but a sample of what may be expected next winter when we have the district encampment.

THE HERALD is in favor of any enterprise that will benefit Plattsmouth people and, as cities have secured so many public gatherings for this year we believe it to be the best season in its history for thorough and systematic advertising. Besides that, this is the best location in the state for a few good factories. Will the board of trade put forth an extra effort in this direction.

THE position of Speaker Reed on the quorum question moves the New Republic to make the following observation, which, though not intended as such, is a compliment to the speaker and his party: "Who ever heard before of a democrat getting mad because he was counted in? It has been the custom in congress to declare a bill off unless a quorum voted on it one way or the other, so when the minority wanted to stop the passage of a bill they refrained from voting, and thus broke the quorum. But now Speaker Reed counts those who vote and those present not voting, and declares there is a quorum present and the bill passed. And that is what the democrats are mad about. They don't want to be counted in. We are glad to see signs of moral life in either of the old parties. Heretofore, how not to do anything has been the chief study."

AN exchange says we all get weary.—The business man with his cares, disappointments and struggles; the statesman with the ingratitude and lack of appreciation in his constituents; the farmer with the parasites and barnacles which attach to and feast on his substance; the laborer with his plodding toil and slow progress in reaching the goal of his ambition—a humble home; the house-wife with her humble domestic duties, the cares of these about her. We all have our share of life's burdens: we all have, if we are fairly good warriors in the battle of life, scores of sorrows and heart-aches. The trouble is, that each intent on self, has no care for the other and so we go on jostling each other in a road too rough of itself, until discouraged, disheartened and over burdened we lay down our load, and mother earth, the best friend we ever had closes over us, and the last act in what to the world has been a comedy of errors is committed.

THE distance from Nebraska to Chicago is about five hundred miles, yet the rates of transportation from Nebraska to Chicago are two cents more per hundred than they are from a point a thousand miles east of Chicago to that city. The rates on corn from Nebraska to Chicago are about 25 cents per hundred, or 9 cts more per hundred than they were before the interstate commerce law went into effect. It is held out by the railroad men and the railroad organs that the long and short haul clause of the new law is the cause of this. It has been the cause in this way: The law has been obnoxious to the railroad managers, and they propose to make it odious in the eyes of the people of the west by increasing the long haul rates. The long haul rates were not increased by the railroads as a matter of protection to themselves to save them from losing on the short haul business. The long haul rates could have been left at what they were before the law was passed, and the railroads would, doubtless, have still made a reasonable per cent on the capital invested. Why were not the long haul rates increased in the east as they were in the west? There are two reasons why they were not. One is that competition is sharper in the east than it is in the west, and an other, and perhaps stronger reason, is that the men who own the railroads of the west are eastern capitalists who have large property interests in the east, and who are therefore concerned in preventing a depression in business in the section where their property interests lie. That is why the west is made to suffer from the efforts of railroad managers to make the law odious, and in doing which they hope to procure its repeal. But the west, notwithstanding the fact that the new law on account of its defects has cost dearly, does not want it repealed. It has established a principle which they want to see maintained at whatever cost or hazard, viz: That railroads are subject to government control. There is no necessity for making concessions, compromises or agreements. Justice and right can make no compromise with wrong and oppression. What the people of the west ask, is that the law be cured of its defects. That it be amended, not by repealing certain portions of it and making it nugatory, but by so strengthening it that it will prove an effectual safeguard to the people against the exactions of the railroads. The inter-state commission should be given more power. The board of railroad commissioners of this state is given the power to absolutely fix or reduce the rates when they are manifestly unjust. Why should not the inter-state commission be given such power, if necessary to render the inter-state law effective? The Republican believes that eastern capitalists should have a reasonable per cent upon their investments in western railroads, but it does not believe that they should be permitted to rob the people. Why should not the railroads be required to make a sworn report of their earnings, running expenses and capital stock invested? Sworn statements are required of banks, and railroads being common carriers why should they not also be required to make reports? From these reports the inter-state commission could ascertain the dividends the western railroads were paying eastern capitalists, and if it were given the power, and circumstances would warrant it, they could require of the railroads to make out new schedules, giving to the people of the west as good long haul rates as they do the east. This would be justice, and that is all the people of the west ask. The representatives from the west in congress should use their best endeavors to secure an amendment to the law that will give to their constituents the relief sought for. If they fail to do so their constituents will append to their political record, at the end of their present terms: Mene, mene tekel upharsin.—Beatrice Republican.

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Our Club List.

The following list of newspapers and periodicals will be clubbed with the Plattsmouth Weekly HERALD at the price set opposite each:

Harper's Magazine	$4 50
Harper's Weekly	4 80
Harper's Bazar	4 80
Harper's Young People	3 10
New York Forum	5 00
Chicago Inter Ocean	2 80
New York World	2 40
Lincoln Call	2 35
Toledo Blade	2 45
Cottage Hearth	2 00
Omaha Republic	2 25
Texas Siftings	3 50

I have a car of NEW CASTLE COAL from Wyoming.
Lump coal $4.50.
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MOVING HOUSE AND HOME.

Curious Phases of Moving Where Not Even Carpets Are Taken Up.

As a general thing a man knows where to look for his house when he goes home from work. A two story dwelling is developed strongly in his bump of inhabitiveness. In a world of mutations it is usually content to remain at the old stand till the wreck of all things earthly overtakes it. Let a man once build a house on lot 20, block 6, and he can leave it in the morning with a pretty safe assurance of finding it right there when he comes home at night.

But houses do sometimes stray away, and while they leave certain ancient landmarks they make others as they go. It often happens that a man residing on his own property sells the lot at a good figure and moves the house to a less costly location farther on. These are the times when the rule finds exception, and the head of a family who closed his front door at Adams and Wood streets this morning is likely to open it to-night at Garfield park. The housemover comes when he can—not when you are ready for him. He shoves a lot of rollers under your residence, hitches a windlass horse to it and snakes it along the highway, while your family remain inside and continues to pursue their daily avocations. In northwest Chicago this spectacle of a quiet domestic scene in a wandering residence is very familiar. People are changing the face of the country so rapidly that homes give place to four story buildings at the slightest notice. The daily programme of breakfast, dinner and supper go on, though three grocers may have to be patronized before enough provisions are obtained. The lifted hulk goes drifting through the street, approaching the revolving capstan and chasing it away, forming the one thing which can stop Mr. Yerkes' street cars without causing all the passengers to bless the Philadelphia baron. When a man goes home at night or goes to the place where he expected his home would be and finds but an aching void in the old familiar place he has only to step into the street and take up the trail. Persistent following of this will bring him at last to his retreating domicile, when he may mount the back steps as he would a car platform and resume his disturbed relations to the family.

Ladies who go to call on women who are being moved—house and household—do not leave their cab standing at the corner, but direct the driver to keep up if he can, while they sit in a comfortable drawing room and enjoy the shifting scenery. Children can be kept in the house so readily while the latter is being moved from one part of the town to another that it has been suggested to have the state hire licensed raisers and movers who shall draw domiciles about from place to place as often as "infants terrible" demand a change of scene. As the progress is continued day and night, policemen who call to see the cook may greet her in Capt. Schuettler's domain and give her farewell in Simon O'Donnell's territory.

This moving a family and a house together has its disadvantages for fellows who sell patent rights and women who canvass for the book "Clear Skies." For these bores are limited to a certain territory, and it is awfully trying on a solicitor's nerves to see the house in which she has her victim treed just approaching Belmont avenue, knowing full well that once across that street she dare not sell. Think of the moving housewife's thoughtless dalliance. An hour's work and hard talking have induced her to subscribe, but she wants to object a little longer, and while she gratifies that wish her place of residence has changed from Lake View to Jefferson, and the agent has lost a sale. Fellows with coal bills and grocers with unbalanced accounts can find one of these elusive households any day, and they are likely to run along in breathless fashion at the rear entrance or back off from the impending, advancing front door, pulling the bell as if they were tweaking its nose and then retreating as if afraid it would resent the insult. These buzzards who float around a family en transitu may as well be paid; they will camp wherever the house is deposited, and it doesn't look well to be introduced to a neighborhood by a bevy of bill collectors.

Taken altogether, the business of moving house and household, family and families, without taking up a carpet or packing a box is deluding. A man never knows where to look for the thing, and life is too short to go and sit down on the vacant lot till it comes; his neighbors know too much about him from the start, and his family cannot rub out old scores and begin anew in the legend side of life.—Chicago Herald.

New Orleans Ice Plants.

The New Orleans ice factories are, with one exception, very successful. They have a capital of $662,000. They received last year for their product $360,000, at the rate of $5 per ton. So successful have they been that two new ice companies are contemplated, and will probably be in operation this year. The present warm spell has heated the water somewhat, and increased the cost of manufacturing ice.

In case of an ice famine up north this coming spring in consequence of the present phenomenal winter, the New Orleans factories express a willingness to ship ice there for consumption if they can get a good price. The artificial icemen here express the opinion that such a famine will occur, and say that several northern dealers have approached them on this subject of establishing an artificial ice factory in the north as a protection against such contingencies as the present.—New Orleans Special.

A King's Economy.

The fire which destroyed the palace of the king of Belgium started from a broken and unsafe lamp in the servants' quarters which had been reported several times to the steward, but without effect. The king once refused to pay forty cents for a kerosene can, knocking the item out of the steward's weekly bill, and telling him that jugs were made to hold oil.—Detroit Free Press.

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