THE NEBRASKA HERALD
IS PUBLISHED WEEKLY BY
HATHAWAY & SEYBOLT.
R. D. HATHAWAY. GEO. L. SEYBOLT.
Office corner Main and Second streets, second story.
TERMS:—Weekly, $2.00 per annum if paid in advance.
$2.50 if not paid in advance.

NEBRASKA HERALD.

VOL. 7, PLATTSMOUTH NEBRASKA, THURSDAY, NOVEMBER 23, 1871. NO. 34.

THE DAILY
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ALL "BOSH."

Several papers in the State have made themselves particularly uneasy about what somebody has said that Dr. Larsh has done. We have watched this matter somewhat carefully, and we find that, so far, nothing but the same old Omaha *Herald* howl has been developed. We have this, and only this, to say about the matter; if the Omaha *Herald*, or any other growler, KNOWS of anything wherein Dr. Larsh has wronged the State, let them particularize, and at once bring him up to the rack; but this way of *insinuating* that a man has committed a wrong, and doing it in a way that leaves him no grounds for defence, because there is nothing really charged, is one of the meanest things that a newspaper can be guilty of. We have no defense to make for Dr. Larsh—we are not sure that he either needs or deserves any—further than to ask for him that justice which every man under the government is entitled to, be he of high or low degree. The official acts of every man are public property; but because a man holds an office it is no reason why he should be proclaimed as a scoundrel without an exhibition of the proofs. He should be entitled to the same respect, at least, that he would be as an individual, and the same evidence should be required to prove a man an official rascal that would be required to show that he had committed a felony. This custom of howling about an officer simply because he is an officer is reprehensible in the extreme, and it is about time the public condemned it and demanded that when a man or a newspaper cries fraud or wrong doing they should produce the proof or be themselves branded as willful maligners of personal character.—From the present appearance of the Larsh controversy we are led to exclaim that it's all "bosh," and that Dr. Miller is much more ready to cry out against Dr. Larsh for an imaginary evil than he was or is against J. Sterling morton & Co. for a fraud and a swindle which has been proven in open court and passed upon by a jury of their peers. Either give us *facts* or nothing. The people are tired of this everlasting howling and assertions without facts to substantiate them.

"CHICAGO AND ST. LOUIS."

We publish, to-day, a lengthy letter written from this city to the St. Louis *Republican*, with the above caption.—The writer had a correct idea of the importance of the trade of the great northwest, and the necessity of having St. Louis interests push out railroads to catch the trade which is now going to Chicago by the various routes spoken of in the letter, and which reach almost to the very doors of St. Louis mercants and take the rich trade which legitimately belongs to them. The writer seems to have had what is known in this locality as the Omaha and Chillicothe Railroad in view at the time he was writing, and it is to this feature of the letter that we desire to call the attention of St. Louis interests. While there is no question but the Chillicothe line is an important one to St. Louis, yet it appears to us that the line along the west bank of the Missouri river would be far more so. The Chillicothe line would only strike the trade of the great agricultural regions west of the Missouri at a single point—Omaha—and that being the point of greatest competition with Chicago roads and of as little local freight as any point in Nebraska; while the line along the west bank of the Missouri would reach the same point and contest for the same trade, while it would take the additional trade of the great agricultural regions of Nebraska south of the Platte river, crossing the B. & M. R. R. at this city, the Midland road at Nebraska City, the B. & Ft. Kearney road at Brownville, and intersect the Atchison and Nebraska road at Falls City or Rulo, in Richardson county. It is a well known law of commerce, although one which we cannot give a proper solution of, that freights going in any direction are seldom, if ever diverted from their course *after crossing* a large stream; hence the Chillicothe route would not catch a single pound of Nebraska or other western freight, while the line on the west of the river would be in fair competition for everything from the great west. Freights having once started east on any one of the great lines mentioned in the letter cannot easily be diverted, as St. Louis merchants should well understand from experience. They should also understand that it is *only* at *river lines* that freights are diverted. As an evidence of this, how much western trade has St. Louis ever been able to secure from the line intersecting the B. & M. at Ottumwa? The ideas of the *Republican* correspondent are correct, and we hope he may continue to agitate the people of that city until they are aroused to the importance of what they are losing; but his efforts transferred to the river route, will, in our judgment, be of far more benefit to St. Louis. His letter has already had the effect to call out a forcible editorial on the subject from the *Republican*. Let the people along the line of the river (or Trunk) route assist to lay this matter properly before St. Louis, and we have not a doubt but it will insure the building of the road. Now is the time to act.

Rev. Dr. John Todd is writing against the coeducation of the sexes, and some of his friends have presented him with a lot in the Pittsfield cemetery.

Henry Ward Beecher says that the most gratifying circumstance in his life was being kissed by Kossuth. A contempory asks: "Isn't this a little hard on poor Mrs. Beecher?"

Stove pipe hats are ugly enough at best, and the more stove they are the uglier they are.

OUR FILLMORE LETTER.

FREE PRESS AND FREE SPEECH.

HESPERIA, Nov. 9, 1871.

DEAR HERALD:—Three of the most prominent planks in *our* political platform are: "A free press, free speech and free soil." Here, upon the free soil of Nebraska, we cheerfully grant to the press *perfect freedom*, and claim at the same time the right of free speech, oral or written. If in the exercise of its freedom the press "steps upon our corns," we believe we have the right to use the *pen and the press* to express our desire for the removal of its ponderous pedals from our plantations. In the HERALD of Oct. 19th, we read Professor Butler's "pencilings by the way—westward from the Capital of Nebraska, to the stamping ground of the buffalo." We give the Prof. credit for a fair description of the soil, grasses, water, timber, climate, &c; but we do feel as though he was a little "heavy" on our "bed linen" "biled shirts," and our "Nebraska brown fronts." Permit us to make a few quotations from the Professor:—"We talk sometimes derisively, * * * about the make-shifts for houses which we glide by—the tents, cabins, framed and finished with a single load of lumber, dug-outs where the lay of the land favors such a troglodyte burrowing, and especially sod houses, Nebraska brown fronts." Again, at School creek:—"Here is a railroad eating house and lodging tent, half a dozen farm houses in the distance, and four saloons, close at hand—the creatures of a yetserday.—We saw two workmen, finding it hard to be idle, and innocent, dead drunk—and others gambling." "We spread our blankets in an old cattle car. Here we sleep hard and cold, yet delightfully." "Nobody in this western camping ever complains of soiled sheets, for no sheets whatever are ever seen or thought of; nor yet is a "biled shirt." "All bedding and linen are made of wool."—"Our cook is an African, * * * His crockery is all of tin and he gives us our coffee in a sort of pie-plates. Appetites, if not ravenous, would be fastidious."

If the Professor had called at either of the half dozen farm houses he saw in the distance, at School creek, instead of at the four "gin mills" which have sprung up since Mr. John Fitzgerald left School creek, he would not have had to beg the privilege of sleeping in the old cattle car, or been obliged to associate with the rough element he did have been received as cordially as he was at "Mr George Martins," on the Platte, and he would have been as hospitably entertained. He would have had the pleasure of listening to delightful music, from the piano or organ—had clean *linen* sheets, a good feather bed, and a "biled shirt" if he had told the lady of the house that he needed a change. The coffee would have been served in goblets that would have pleased the most "fastidious," and given him a "ravenous appetite. The "four saloons at School creek" are the only "grog shops" between Crete and Denver City, and these will "play out" as soon as "Pat." and "Hans." leave School Creek for "new lettings."

Many of the settlers in Fillmore and Clay counties have but just come to the State. They have put up temporary houses, to protect the "wife and wee ones" from the storms of winter, intending to build the coming summer. We dislike to have eastern "biled shirt" aristocrats, who "can't drink in our young Hoosier hopes," ridicule our Indiana soldiers' homestead," or its 14x16 house—for honest, loyal, loving hearts, dwell there as well as in the lordly mansion of the Eastern nabob. Out upon such misrepresentations of our struggling frontiersmen, who through fear are honest and nobly energetic. Prof. Butler, being a perfect stranger, we can only judge of him by the company we find him in at School creek, and out of respect, advise him to hasten home, put a brick to his feet, take something hot and go to bed. We have labored hard for three years past for the settlement and development of the southwestern counties of Nebraska, and we get our "back up" whenever Eastern people or papers ridicule us or our neighbors, and we would suggest that critics use a little discretion and moderation until the B. & M. Railroad is completed so as to import building materials and take away our farm products. Then we should be happy to have them visit Fillmore and Clay counties.

We believe that our friend, the editor of the HERALD, must have been absent from his "sanctum" when the Professor's pencillings found their way into the HERALD, and consequently charge the entire blame to its "devil."

We *have* inconveniences which vex us exceedingly, in which we most earnestly desire the interposition of the MEN of our State and the officers of the Government. We are comfortable, and would be happy in our little sod houses and dug-outs, if we had a trusty mail arrangement. Our letters and papers are delivered to Tom. Dick. and the devil, after having be n "packed" all over the northwestern States, and after having been read by every sneaking greaser on the journey, that can read. We received our first copy of the HERALD March 10th, 1870. To-day there is missing from our files nine (9) numbers.—Our first copy of the State *Journal* was received Dec. 30th, 1870, and ten (10) numbers are lost from the files, making seventy-six pages of really valuable reading matter and general intelligence which we have lost through the carelessness of mail agents. But this is not all. We received our first No. of the Nebraska *Statesman* June 4th, 1870, and have never missed a single paper, every No. coming to hand "on time." We came to the conlusion, long ago, that "there is something rotten in Denmark."

It is now nearly six years since the first settlement in Fillmore Co. To-day we have plenty of post-offices and postmasters, but (God save the integrity of the King), no Government mail route. If the proper authorities, visitors and tourists, would interest themselves in *this* matter they would greatly benefit these western counties, and receive our lasting gratitude.

We have often made strenuous efforts to get subscriptions for the HERALD and *Journal*. The answer we invariably receive is "we don't want to pay for a paper until we get regular and safe mails." A country destitute of a well regulated mail system is a wilderness, a desert, and dreary place to a person of intelligence. Respectfully,

AHAZ.

The State Saline Lands.

[From the Lincoln State Journal.]

The case of J. Sterling Morton vs. the State of Nebraska, involving the title to the Lincoln saline lands, has been decided in favor of the State by the District Court. We are now told that this is not the end. Morton is to appeal to the Supreme Court of the United States, if it takes him ten years to get there. The Omaha *Herald* has been trying to stuff people with the idea that Morton's claim is a just and equitable one; that the best interest of the State would be promoted by a surrender of title to Morton; that the action of the Radical authorities in holding the lands for the State is highly injurious, by preventing the investment of capital in the salines. The fact is, Morton's claim is a huge fraud. It was conceived by Black, Buchanan's corrupt Democratic Governor of Nebraska Territory, and through collusion with those immaculate Democrats, John Candle Box, Calhoun, Buchanan's Surveyor General; Andy Hopkins, his Registrar of the Nebraska City Land office; and J. Sterling Morton, Secretary of the Territory, these lands were fraudulently entered. These Democratic office holders intended and attempted to steal these lands, and the Omaha *Herald* is very much mistaken if it thinks that lapse of twelve years has so entirely obliterated all trace, or recollection of these men and their doings, as to enable it, with all its boldness and sagacity, to successfully champion the thieves and enable one of them to reap the fruits of the Democratic frauds of 1858 and '59.

The *Herald* says of this case, in the District Court, that "the evidence acquitted the plaintiff of fraud in the entry, and that the lands were regularly platted. So" It is not so, there is such a flagrant case that we are constrained to say that, either through ignorance or something worse, its statement in this case is untrue. The evidence that damns Surveyor General Calhoun is in the fact that the lands were *not* regularly platted. The field notes showed the lands to be saline, but the township plats constructed by Calhoun for the Land office, and which should have been in accordance with the field notes in the Surveyor General's office, showed *nothing* concering the saline character of the land. This is a part of the documentary evidence in this case.

The testimony of Prey was, we are informed, to the effect "that he did not know anything about the entry of these lands in his name, until called upon by Morton to transfer them to himself and company; that he did transfer them and received *no* consideration therefor."

Morton & Co. have stood for several years, through their fraudulent claim, in the way of the development of these salines, and now we are told by the organ of the thieves, that this precious lot of scamps propose to continue as an impediment, until they get to the Supreme Court of the United States, if it takes ten years. The interests of the State may suffer or be destroyed to the value of hundreds of thousands of dollars, and the *Herald* instead of raising its voice against the outrage, either approves or is conveniently silent. How much prospective salt is the consideration for all this lavish flow of *Herald* ink?

Rattlesnakes.

Dr. M. C. Cotton, of Nashville, has been studying the peculiarities of rattlesnakes. He has had one in his possession, confined to a glass case, since the 15th of May, and from that date up to a few days ago, it has not partaken of a particle of food, though it had been tempted with mice and other small animals on which the reptile is accustomed to feed. He thought it was a male until he discovered that it had given birth to seven young snakes, each from nine to fifteen inches in length, and with a full button on the tail, clearly refuting the idea that they have to be six months old before the formation of the button. Dr. Cotton represents that he once before kept in a case a large sized rattlesnake for three years and nine months, and that he studied closely its moods and changes. For nine months it did not partake of a particle of food and but little water. It shed its skin twice a year, a new rattle appearing at each shedding, which explodes the popular notion that but one rattle comes a year.

Hope for the Trunk Railroad.

Hon. Isaac H. Sturgeon, the old President of the North Missouri Railroad, has been up to Nebraska on public business and is so struck with the importance of connecting our trade with St. Louis, that he proposes laying the project afresh before his people, if we will furnish him reliable statistics and pledge reasonable co-operation. The North Missouri Railroad now runs via Plattsburg to St. Joseph, where a bridge is rapidly building to encourage the enterprise. All the counties are called on to know the amount of their shipments. —*Neb. City News.*

When a lady faints what figure does she need? You must bring her 2.

The Methodist Journal wants the ladies of that denomination to give their jewelry toward the building of a church at Salt Lake. As a general thing they won't.

Ten dollars is the largest fee given to a Boston minister for preforming the marriage ceremony, even at the most "swell" weddings. Nine times in ten, after the honeymoon, the happy couple are unanimously of the opinion that the price is more than enough.

[From the Missouri Republican.]

CHICAGO AND ST. LOUIS.

Railway Interests—North—West—The States and Territories West of the Missouri River from Kansas City—Leavenworth—Atchison—St. Joseph—Nebraska City—Plattsmouth—Omaha—&c., &c., &c.

PLATTSMOUTH, Neb., Sept. 13, '71.

To the Editor of the Republican:

SIR:—It has seemed to me that you could not render to your city of St. Louis a more invaluable service than by getting up and printing in your valuable paper a map, if you please, on a supplemental sheet, showing the various railway lines from Chicago north of you stretching out for the vast and growing trade of the country to which the heading of this article calls attention, and contrasting it with the feeble efforts of St. Louis to grasp and compete for this valuable trade. There seems to me no other way by which St. Louis can be so intelligently educated up to the imperative necessity of doing something more than she has yet done to control her legitimate share of this trade, now vast, and growing with wonderful rapidity. Such a map, with a well-written article explanatory of the gigantic efforts made by Chicago to govern and control the whole trade of this country, would at a glance do more to make St. Louis realize her needs than a thousand editorials on the subject that few readers would comprehend without such a map before their eyes.

Being a St. Louisan and here temporarily on business, it has seemed to me that I might render to my city some service by calling attention to this subject and making some suggestions.

Omaha is at present the great starting point for the States, the territories and the Pacific coast trade. That this trade is regarded as important and valuable is proved by the number of railroads which Chicago has now completed and is competing at Omaha for it.

Let us see what railroads Chicago has laying their iron grasp upon this trade, completed to Omaha, and what other lines are being built to make shorter lines in her interest by tapping the Union (Omaha) Pacific railway at Fort Kearney, and then let us see what St. Louis is doing to compete for the great trade of this great western empire, which is growing and increasing in importance with a rapidity that no one can fully comprehend unless he travels through the country and sees for himself.

To begin with the roads now completed from Chicago to Omaha:

1. The Illinois Central R. R. now owns what is called the Iowa division of the Illinois Central railroad. It begins, at Dubuque, runs West by Fairley, Cedar, Iowa Falls, Fort Dodge, Plymouth, and to Sioux City on the Missouri river, and then down the Mo. river to Omaha, but has made a short cut-off from Missouri Valley Junction out to Fremont, on the Omaha Pacific road.

2. The Chicago and Northwestern railroad, beginning at Chicago runs, to Clinton, on the Mississippi river, crosses the river to Toledo, to Marshalltown, to Ames, to Boonsboro, New Jefferson, Dennison, to Missouri Valley Junction by cut-off to Fremont.

3. The Chicago, Rock Island and Pacific railroad from Chicago strikes the Mississippi river at Rock Island, and runs west through Iowa from Rock Island to Wilton, Iowa City, Marengo, Des Moines, the capital of Iowa, and thence to Omaha.

4. The Chicago Burlington and Quincy (this road and the Hannibal and St. Joseph road) is the most formidable antagonist to St. Louis interests. This road, as all know, runs from Chicago to Burlington in Iowa, with a main arm running into Quincy, in Illinois, crossing the Mississippi river with a railway bridge at each point. At Burlington it assumes the name of the Burlington and Missouri river railroad, and runs west, in Iowa, through the towns of Mt. Pleasant, Ottumiwa, Albia, Osceola, Afton and Red Oak, to Plattsmouth on the Missouri river, and thence up the Missousi river from Plattsmouth seventeen miles to Omaha. At Plattsmouth this road is building to Fort Kearney, on the Omaha Pacific, which will give it a much shorter line to the Pacific coast, than any of its rival Chicago competitors. It has a land grant which will more than pay the whole cost of the road. It has now one hundred and twenty miles of the road completed and will be finished to Fort Kearney by the first of January, 1872. It is the government aid road that Mr. Stugeon of our city was appointed government commissioner to examine. The Quincy arm of the Chicago, Burlington and Quincy railroad crosses the river at Quincy and connects with the Hannibal and St. Joseph road.

5. There is a railroad building from Keokuk through the southern tier of Iowa counties bordering on Missouri to Nebraska City, on the Missouri river. From Nebraska City a road is already constructed to Lincoln, the capital of Nebraska, where it intersects the Burlington and Missouri river railroad that will be completed to Fort Kearney by the first of January, 1872.

6. There is a railroad called the North Missouri Central railroad being constructed from a point on the Missouri river opposite Quincy, through the northern tier of Missouri counties to Nebraska City.

7. The Hannibal and St. Joseph road which has been the great strong right arm of Chicago, co-operating with the Chicago, Burlington and Quincy railroad and the Michigan Central. At Cameron on its main line, it throws off an arm for Kansas City; at St. Joseph, it throws off an arm to Atchison, Leavenworth and Kansas City by the Kansas City, St. Joseph, Council Bluffs and Omaha road, and from St. Joseph by the same road extends north to Nebraska City, Plattsmouth, Council Bluffs and Omaha At St. Joseph it is rapidly building a railroad west to Fort Kearney and expects to reach the latter point within a year, when it claims that it will have the shortest line to San Francisco. This makes it of the vastest importance to St. Louis that she owns and controls the independent line into St. Joseph from Richmond, and that it be not permitted to pass into adverse hands.

From the foregoing it is seen what powerful monied corporations are at work sapping this trade from St. Louis. What has she to oppose? Can St. Louis command the means? If so, how? Something *must* be done. By a scratch she out-numbered Chicago in the last census. Can she maintain this supremacy? She cannot unless she is up and doing. What must she do, what can she do, is the question that every real estate man, merchant, mechanic and all who have her welfare at heart should be asking themselves? Will she imitate the example of Cincinnati, that recently voted ten millions, which she regarded as a gift for railroads South, or will she do nothing? or, worse than nothing, break down the only interest that is making a bold and manly fight for the great trade we have called attention to from the North, Northwest, the territories, the plains, and the Pacific coast?

It is understood that the North Missouri railroad has succeeded in forming a combination with the Pennsylvania Central railway, the most powerful railway corporation in the country, with the roots of its gigantic trunk planted into the hearts of the cities of New York, Philadelphia, Baltimore and Washington, and its influence and branches, trunk and arms, reaching into the very vitals of this country. It had come up to St. Louis by the St. Louis, Vandalia and Terre Haute railroad. It is understood to have a controlling interest in the Kansas Pacific road. To secure for St. Louis the influence of this powerful corporation combined with the Kansas Pacific and the Chicago, Alton and St. Louis are matters of the vastest moment to St. Louis. This accomplished, and the North Missouri road will have united with it in the interest of St. Louis something like the moneyed power which has done such wonders for Chicago.

Your North Missouri road needs to-day millions for machine-shops, depot grounds and a thousand other purposes. It should have to-day one thousand more cars and seventy-five good locomotives. It needs money to put its independent line into St. Joseph. It needs money rapidly to complete its road from Brunswick to Chillicothe and Omaha, with which, and the Kansas Pacific coast may be measurably controlled—she needs money to push her connection from her main line up on into Iowa and hold it—break her down and let St Louis loose the valuable connection this road is making for her, and *ten millions* of dollars will not repay the damage to her. She will lose connections she can never regain. You Mr. Editor should arouse our people to the importance of these matters to their interest. Certainly if they comprehend them as I do in the field where I can survey the whole ground and see and know what is going on they would be up and doing. There would be no quarrel with the North Missouri men, but each citizen of St. Louis would be running to them with the question, what can I do to aid you in your glorious work for our city and state? The city of St. Louis could well afford this day to vote two millions of dollars as a donation to secure the completion within a year of the road from Brunswick to Omaha. If there be any jealousy or rivalry between this line and the Kansas Pacific there should be none for they cannot militate against each other, but will each aid St. Louis, and help them the more successfully to compete for trade for St. Louis and for the North Missouri in which the Kansas Pacific will be interested. Besides this Brunswick and Omaha road, its whole length passes through one of the best agricultural portions of Iowa and Missouri, and its local business will grow and make the road pay and be of inestimable value to St. Louis, besides on the ground for St. Louis with all the roads we have named.

I have no interest whatever in these matters further than as a St. Louisan, as I am not connected nor interested officially or otherwise with any railroad in Missouri.

I wrote what in my heart I believe to be the imperative demands for St. Louis.

If the combination of the Pennsylvania railroad can be formed with that of the North Missouri it will give St. Louis and the North Missouri men what is needed. Let St. Louis aid its accomplishment and it will result in pushing other arms north into Iowa and in all directions for St. Louis. It will cause the expenditure of millions of money in St. Louis in building the grandest union depot in the world, and in giving us a thousand benefits beyond our power now to comprehend. Let whatever difficulties may exist be settled so that the hands and hearts that would help St. Louis may not be fettered for a day.

A Sphere for Woman.

Women are naturally good economists, says the *Congregationalist*. They are apt at understanding how to make limited means go as far as possible. If a man and his wife are united in the desire to get rich, the man is likely to think more about earning money, the wife will attach more importance to saving it.

Almost every American earns money enough to be well off, and in time to be rich. If he does not become so, it is, in many cases, because he has no wife; or because he does not take her into his counsels. He is full of enterprise and makes an income, and if he does not prosper, it is often because he does not hold on to it. His wife, very likely, has the faculty of conservation which he lacks; and if he has the shrewdness to enlist her in his plans, he may find his fortune made.

In Continental Europe, book-keeping is a part of a well-taught farmer's daughter, and the wife presides over the finances of the establishment. With us, woman's aptitude in the promotion of material prosperity is too little thought of; and a woman, who, as a girl, was untaught in respect to judicious economy, makes an expensive wife. Her husband perhaps keeps her in ignorance of his finances, purposely. If he is prosperous, she becomes accustomed to plenty of money, and ill-prepared for reverses. If he is not prospered, she has to bear the pinchings of poverty without knowing how to help him avoid the pressure.

Marriage would be easier and happier, if young women were taught the principles of account-keeping, and systematic habits in respect to finances; and if the young husband would take his wife into his confidence, and make the income and outgo, and the accumulation of the first few thousands of dollars, a matter of common interest. An American girl of average intelligence and good sense can make the fortune of a man whose love she enjoys, and who will give her for the purpose a full share in the responsible control of the income of the household. She will not generally be able to enter into his business plans, but if she knows his wages, salary or current profits, and his personal expenses, and can thus foresee what the household has to rely on, she will characteristically be ready "to cut the coat according to the cloth," and will usually be more scrupulous than he, to lay aside something every season as the beginning of their fortune.

Spurgeon has dropped the "Rev." from his signature, and now signs himself "Pastor C. H. Spurgeon."

Heidenrix, the Parisian executioner, offers a reward of one thousand francs for the recovery of his stolen guilotine.

TELEGRAPHIC.

FRANCE.

Paris, November 21.

The government has resolved to support the motion for a return of the seat of government to Paris, at the next session of the assembly.

ENGLAND.

London, November 21.

A special dispatch from Versailles to the Standard says the commission for the arbitration of the Alabama claims will assemble at Geneva in December and that the sitting will continue all winter. About five hundred cases will be presented for the consideration of the commission.

OHIO.

Akron, O. November 21.

John H. Hunter, the murderer of old Mr. and Mrs. Gargett, at Fairfield, O., on the 28th of May last, was hanged to day.

INDIANA

Terre Haute, November 21.

A boiler explosion at noon to-day in Crabb's flouring mill at Clinton, 15 miles north of this city, caused the total wreck of the mill, and also of the adjoing planing mill. Barton Calsey was killed and several others were seriouslyly injured—one perhaps fatally.

CHICAGO.

Chicago, November 21.

George C. Bates, of this city, recently appointed United States District Attorney for Utah, has accepted, and will leave here for Salt Lake a week from today, the 28th instant.

The grand jury of the criminal court, yesterday discharged young Treat, the patrol who shot and killed Colonel Grosvenor, two weeks after the great fire; and passed resolutions endorsing the action of Mayor Mason and General Sheridan.

WASHINGTON

Washington, October 2[illegible]

The commissioner of internal revenue rules that the principal and interest of revenue bonds are exempt from taxation in any form [illegible] or other taxes are required to be paid.

The superintendent of the mounted recruiting service is ordered to forward all available recruits to the 5th cavalry which has been, under recent general orders, assigned to duty in Arizona.

NEW YORK

New York, November 21.

The steamer Mary Powell, with the reception committee, and about five hundred persons, proceeded down the bay at 11 this morning. Broadway was never so crowded with people in holyday attire. There are about 10,000 troops in line stretching up Broadway from the battery—the buildings are covered with flags, both Russian and American. The entire display is magnificent.

The Grand Duke landed at 11:30, and after considerable ceremony, amid the roar of cannon, deafening shouts of welcome, and cheers, he took a seat in a barouche, dressed in a magnificent uniform; the general officer of the Russian army and his staff, the American and Russian Admirals, and other officials, following in barouches. The procession started. As the Prince passed up Broadway he was loudly cheered by the people at every step—the military which lined Broadway presenting arms and dipping colors—bands playing and handkerchiefs waving from windows by ladies, the scene was most magnificent and imposing.

In the court of general sessions this morning, Judge Bradford re-convened the grand jury and charged them in regard to frauds against the city, and suggested that they send for Charles O'Conor to assist them,

A Tribune dispatch from South Carolina confirms the reports of the fraudulent issue of South Carolina bonds. The governor charges the treasurer with a fraudulent issue of bonds, or rather, of re issuing bonds which had already been converted into new bonds The state treasurer and financial men of this city say the governor is misinformed. The result of the matter is that the state treasury is empty, and the credit of the state below par.

MARKETS.

Chicago Produce Market.

Chicago November 21.

Flour—In fair demand for spring supers and low extras for shipment at a range of 5 00@5 50.

Wheat—Market dull, and prices weak and lower, notwithstanding in Liverpool it was higher and in New York quoted firm; No 1 spring sold at 1 25½; No. 2 rejected sold at 1 20½@1 21½; closed at 1 21½; winter receipts sold 1 21@1 21½; closed 1 21 cash or November, seller December sold 1 21½@1 21½, closed 1 21½, seller January 1 23½@1 24; No. 3 in light demand at 1 12½@1 13; rejected 1 05@1 06.

Corn—Fairly active but prices weak and lower under an advance in freight, large receipts and a number of short sellers; No. 2 sold early at 42, declined to and closed at 41½ cash, November or December, seller January sold at 42@42½; rejected in fair demand at 40½@41.

Rye—Dull; sales of No. 2 nine cars at 62½.

Barley—In fair demand and steady; No. 2 62½@63; No. 3 53½@55.

Whisky—Quiet at 87.

Provisions—Fairly active and a shade firmer all round, though not quotably higher.

Pork—Closed at 12 40 bid, 12 50 asked cash, 12 50 bid for December, 12 63½ for January, and 12 75 asked.

Lard—Steady at 8½ cash or any sellers option to April first.

Green meats—Quotable at 3¾@3¾ for shoulders; 5@5½ rough sides; 5½ clear rib hams 6½@7½ for heavy and light. 7¼ bid for the latter.

Chicago Cattle Market.

Chicago, Nov. 21.

Cattle—receipts about 1,500; market dull and prices weak; sales very light at 2 62½@2 75 for Texans; 4 50@5 00 for fair to good shipping natives.

Hogs—receipts about 18,000; market active and firm at 5@10 cents advance; range 3 80@4 12½; most sales at 3 90@4 00.

Sheep—receipts only 90 head; sales of 109 head averaging 79 pounds at 3 75.

St. Louis Produce Market.

St Louis November 21.

Flour—In good demand; super winter at 5 50@5 75; extra 6 50.

Corn—Active and higher; demand exceeds the supply; made on track 46; yellow sacked 55.

Oats—Active and higher; demand exceeds the supply; No. 2 on track at 36; do, sacked 41.

Barley—Firmer at 73 for prime Minnesota.

Rye—Firm; No. 2 at 74.

Whisky—Steady at 89½.

Pork—Lower at 13 00; dry salt meats unchanged; 10 to 20 days in salt; packed shoulders 5¾@6; clear rib 6¼@6½; clear rib 6¾.

Bacon—Firmer; shoulders 8¾; clear rib and clear sides 7¾.

Lard—Quiet at 8¼@8¾.

Prime Hogs—Active and firm at 3 85@4 15.

Cattle unchanged.

Sheriff's Sale.

F. F. Perry vs. Platt Saunders—Order of Sale

Notice is hereby given, that I will offer for sale at public auction at the front door of the Court House in Plattsmouth, Cass county Nebraska, on the 11th day of December, A. D. 1871 at the hour of one o'clock p m of said day the following real estate to-wit:

Lots seven and eight in block fifty two in the city of Plattsmouth, Cass county Nebraska, to be sold as the property of Platt Saunders on an order of sale in favor of F. F. Perry, issued by the District Court of the 2d Judicial District within and for Cass county Nebraska, and to me directed as Sheriff of said county.

Given under my hand this 8th day of November 1871. J. W. JOHNSON, Sheriff
Cass county, Neb.

MAXWELL & CHAPMAN, Att'ys for Plff.
nov9w5

Sheriff's Sale.

John R. Clark Plaintiff, vs. P. E. Beardsly Ellen R. Beardsly, J. H. M. Beardsly, Charlotte E. Beardsly, and Lucius F. Reed, Defendants.

Notice is hereby given, that I will offer for sale at Public Auction, at the front door of the Court House in Plattsmouth, Cass County Nebraska, on the 4th day of December A. D. 1871, at the hour of One (1) o'clock P. M. of said day the following Real Estate, to wit:

The North East Quarter (¼) of the South East Quarter (¼) of Section No. Nine (9) and the West half (½) of the South west Quarter (¼) and the South East of the South west Quarter (¼) of Section No. Ten (10), in Township No. ten (10) North Range No. Twelve (12) East of the 6th P. M. Estate in said Cass County, to be sold as the property of P. E. Beardsly, Ellen R. Beardsly, J. H. M. Beardsly, and Charlotte E. Beardsly, on an Order of Sale in favor of John R. Clark, issued by the District Court of the 2d Judicial District within and for Cass County Nebraska, and to me directed as Sheriff of said County.

Given under my hand this 1st day of November 1871. J. W. JOHNSON, Sheriff.

Sheriff's Sale.

John Finisher, Plaintiff, against John Hess Emeline Hess & Eugene Amora, Defendants.

Notice is hereby given, that I will offer for sale at Public Auction, at the front door of the Court House in Plattsmouth, Cass County Nebraska, on the 4th day of December A. D. 1871, at the hour of 11 o'clock A. M. of said day, the following Real Estate, to wit:

The undivided one half (½) of the north half (½) of Lot No. Six (6) in Block No. Thirty-two (32), in the City of Plattsmouth, Cass County Nebraska; to be sold as the property of John Hess and Emeline Hess, on an Order of Sale in favor of John Finisher, issued by the District Court of the 2d Judicial District within and for Cass County Nebraska and to me directed as Sheriff of said County.

Given under my hand this 1st day of November A. D. 1871.

J. W. JOHNSON, Sheriff.
Cass Co. Nebraska.
Maxwell & Chapman, Att'ys for Plff.
Nov. 2 w 5

Sheriff's Sale.

Jairus E. Neal vs Thomas Huston—Order of Sale.

Notice is hereby given, that I will offer for sale at public auction, at the front door of the Court House in Plattsmouth, Cass county Nebraska, on the 11th day of December A D 1871 at the hour of 2 o'clock p m of said day the following real estate to-wit:

The south west quarter (¼) of section four (4) in township number eleven (11) north range nine eleven (11) east of the 6 p m, in Cass county Nebraska, to be sold as the property of Thomas Huston on an order of sale in favor of Jairus E. Neal issued by the District Court 2d Judicial District within and for Cass county Nebraska and to me directed as Sheriff of said county.

Given under my hand this 8th day of November A D 1871. J. W. JOHNSON, Sheriff
Cass county Nebraska.

STEVENSON & HAYWARD, Att'ys for Pl'ff
2w

Sheriff's Sale

H. A. Waterman and John Waterman, James E. Holland,

Notice is hereby given, that I will offer for sale at Public Auction, at the front door of the Court House in Plattsmouth, Cass County, Nebraska, on the 4th day of December 1871, at the hour of 2 o'clock P. M. of said day the following Real Estate, to wit:

The frame building situated on the West half (½) of Lot No. twelve (12) in Block No. thirty (30) in the City of Plattsmouth in said County of Cass; known as the addition built by James E. Holland to the City Hotel, and being 22 feet wide by 66 feet in length, to be sold as the property of James E. Holland, on an Order of Sale on foreclosure of Mechanic lien in favor of H. A. Waterman, and John Waterman, issued by the District Court of the 2d Judicial District within and for Cass County Nebraska and to me directed as Sheriff of said County.

Given under my hand this 1st day of November A. D 1871. J. W. JOHNSON, Sheriff.
Cass Co. Nebraska.
Maxwell & Chapman, Att'ys for Pltf.
Nov. 2 w 5

Sheriff's Sale.

Jacob L. Phillips, against William L. Wells and Jennie R. Wells. Order of Sale

Notice is hereby given that I will offer for sale at public auction at the front door of the Court House in Plattsmouth, Cass County, Nebraska on the 27th day of December A. D. 1871 at the hour of two o'clock p m of said day the following Real Estate, to wit:

Lot No. Nine (9) in Block No. Twenty (29) in the City of Plattsmouth Cass Co Neoraska, to be sold as the property of William L. Wells and Jennie R. Wells on an Order of Sale in favor of Jacob L. Phillips, issued by the District Court of the 2d Judicial District within and for Cass County Nebraska, and to me directed as Sheriff of said County.

Given under my hand this 23d day of November A. D. 1871. J. W. JOHNSON, Sheriff.
Cass Co. Nebraska.
MAXWELL & CHAPMAN Atty's for Pltff.
Nov 23 w 5

Sheriff's Sale.

Shugart & Tennenger vs. C. E. Forey } Execution.

Notice is hereby given that I will offer for sale at public auction at the front door of the Court House in Plattsmouth on the 27th day of December A. D. 1871, at one o'clock P. M. of said day, the following Real Estate, situated in the City of Plattsmouth, Cass Co Nebraska, to wit:

The undivided One half (½) of Lot No. Six (6) in Block No. Thirty-seven (37); and the undivided One half (½) of Lot No. Ten (10) in Block No Nine (9); and the undivided One half (½) of Lot No. Twelve (12) in Block No. Forty-five (45) taken as the property of C. E. Forey, on an Execution in favor of Shugart and Tennenger, issued by the Clerk of the District Court within and for Cass Co. Nebraska, and to me directed as Sheriff of said County.

Given under my hand this 23d day of November A. D. 1871 J. W. JOHNSON, Sheriff
Cass Co. Nebraska.

FOX & WHEELER, Pltff's Attorneys.
Nov. 23 w 5

Notice of Chattel Mortgage Sale.

Whereas default has been made in the payment of one promissory note secured by a chattel mortgage dated December 31 1870, executed by Edwin W. Brown and Moses Brown to Charles Holmes to secure the payment of the sum of $420, and interest at 10 per cent per annum on or before the 1st day of November 1871 that said mortgage was duly recorded in Book D of Chattel Mortgages, pages 146 and 147, in the Clerk's office of Cass county Nebraska.

That there is now due on said notes and mortgage the sum of $489,37.

That the description of the mortgaged property which will be offered for sale is "a Massillon Threshing Machine nearly new."

Now therefore notice is hereby given that by virtue of a power of sale contained in said mortgage I will on the 6th day of December 1871, at the hour of one o'clock p m of said day at the front door of the Court House in Plattsmouth Cass county Nebraska offer for sale said Messilon Threshing Machine described in said mortgage, to the highest bidder for cash.

CHARLES HOLMES, Mortgagee.
By MAXWELL & CHAPMAN, Att'y's
Nov15d2w6

Notice.

Notice is hereby given that at the election held in the city of Plattsmouth, Nebraska, on the 6th day of October, 1871, pursuant to the order of the common council of said city, for the purpose of submitting to the legal voters of said city the question whether said city should issue its Bonds to the St. Louis and Nebraska Trunk Railroad Company, to the amount of fifty thousand dollars, to aid in the construction of said railroad, the question and proposition for bonds and tax so submitted at said election were adopted and carried by a majority of 255 votes. The whole number of votes cast at said election being