THE HERALD.

PLATTSMOUTH, NEBRASKA.

THURSDAY, JANUARY 30, 1873.

J. A. MACMURPHY.....Editor.

Official Directory.

CONGRESSIONAL.

F. W. Tipton, Brownville,	U. S. Senator
P. W. Hitchcock, Omaha,	U. S Senator
John Taffe, Omaha,	Representative

EXECUTIVE.

R. W. Furnas, Brownville,	Governor.
J. J. Gosper, Lincoln,	Sec. of State.
J. B. Weston, Beatrice,	Auditor.
H. A. Koenig, Columbus,	Treasurr.
J. R. Webster Beatrice,	Att'y Gen.
J. M. McKenzie, Linc ln,	Supt. Pub. Instruc'n

JUDICIARY.

Geo. B. Lake, Omaha,	Chief Justice.
Daniel Gantt, Nebraska City, } Samuel Maxwell, Plattsmouth }	Associate Jus.

CORRESPONDENCE

From all parts of the State and country respectfully solicited for the HERALD.

We do not read anonymous letters and communications. The name and address of the writer are in all cases indispensable, as a guaranty of good faith.

SEE OUR SPLENDID CLUB LIST.

We call attention to the splendid Club List offered. It is our desire to place before the people of Cass Co. every opportunity for information and instruction. To all those who wish to take any of the publications mentioned below we offer them at the following low rates:

Harper's Magazine	and Herald one year	$4 75
" Weekly	" " " "	4 75
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Scribner's Monthly	" " " "	4 75
Wood's house'd Mag.	" " " "	2 50
Leslie's Ladies Mag.	" " " "	4 50
Peters' Mus. Monthly	" " " "	4 00
Atlantic Monthly	" " " "	5 00
Prairie Farmer	" " " "	3 00
Chicago Inter-ocean	" " " "	3 00
Spirit of the Times	" " " "	6 25
Turf, Field & Farm	" " " "	6 00
New York Times	" " " "	3 00
" " World	" " " "	3 00
" " Tribune	" " " "	3 00
" " Ledger	" " " "	4 00
" " Weekly	" " " "	4 00
Rural New Yorker	" " " "	4 00
Toledo Blade	" " " "	3 00
What Next? (chromo)	" " " "	2 00
Phren. Journal	" " " "	3 50

Of course these terms are understood to be strictly cash in advance. All taking advantage of this clubbing list will receive the HERALD from now till the first of January *free*, so the sooner you come the more you will get for your money.

To those owing back subscriptions on the HERALD we make the following offer to continue from now until the first of January.

To any who will pay us two years subscription, that is, their back subscription, and one year in advance we will give a handsome chromo, a picture worth two dollars, called, The *Easter Cross*. It is across encircled by a wreath of flowers-colored. Or, if they prefer it, Woods Pocket Magnifier, being a magnifying glass suitable to slip in the pocket, worth $2.50.

To any one paying two year's subscription as above stated and seventy-five cents in addition we will give The Globe Microscope worth $3.50 or a gold pen with silver case worth the same price.

We make the above liberal offers because we are very anxious to collect in our subscription list and start on an entirely cash basis, which we shall endeavor to make our rule hereafter.

A Splendid Chance.

We will send the HERALD and Demorests' Monthly, which is $3 for one year, to any person who pays us $3.50

In addition to both Periodicals at the price named, a choice from a list of extraordinary Premiums is given to each subscriber to Demorest's Monthly. Among these are a fine pair of Chromo Pictures (Falls of Niagara and Yosemite Falls), worth $10; or a good Stereoscope with a series of views; besides numerous other valuable premiums worth from two to ten dollars each.

The best boys' and girls' magazine, and the NEBRASKA HERALD at greatly reduced rates. We will send NEBRASKA HERALD and DEMOREST'S YOUNG AMERICA, which is $1.00 for one year, to any person who pays us $2.00. Demorest's Young America is always sparkling with entertaining Stories, Poems, Music, Puzzles, Games, Travels, and other pleasant features profusely illustrated, and cannot fail to amuse, instruct and elevate, and assist to make the lives of youthful Americans useful, truthful and happy.

THE BONDS.

Hurrah for a Railroad!

Have you "ary" a small sized cockerel, that won't disturb the neighbors by crowing too loud? We want to "borry" him for a few hours to crow on Bonds, Three hundred, the HERALD said—four hundred and over, gentlemen. We've done it! Now for work, live business, as soon as spring opens. Messrs. Railroad gentry, fetch on your spades and things.

PERSONAL.

We have received a letter from Lincoln which says: "Insert an Advertisement for B's Plug hat." We don't take—not up to snuff, don't even know who B. is—but as we like to please our readers, and if anybody has found B's Plug hat, they will please return it to B. without delay.

Randall, of the Lincoln *Statesman*, called at our sanctum last week, and left his "keerd." Good boy, George.

Hon. John Taffe has our thanks for copies of the Washington *Globe*. We have waded through one and a half of 'em already, and shall keep the rest for next Sunday.

We have received a neat little childs' Magazine called "The Nursery" for youngest readers. The print is coarse and the Magazine contains numerous engravings and pictures calculated to please the little ones immensely. It is published by John L. Shorey, 36 Bromfield St., Boston, Mass. Subscription price, $1,50 a year.

RESIDENCE OF OUR SENATORS AND REPRESENTATIVES AT WASHINGTON.

Hon. P. W. Hitchcock—1321 F St.
" T. W. Tipton—26 I street.
" John Taffe—National Hotel.

The late snow storm was very severe, and extended, so say our exchanges, over the New England and Middle and Western States to Topeka, Kansas, northward to the lakes, and south below Cairo. In St. Louis they have the heaviest fall of snow known for years. Chicago says Nebraska is not a good eligible [illegible]

THE INSURANCE QUESTION.

Capt. Palmer, the well known Insurance Agent and Adjuster for the Home Insurance Company, is after ye editor with "hot blocks," on account of the article on insurance published in last week's HERALD.

The Lincoln *Journal* treats the subject of Insurance something after the same manner as ourselves, and the Captain is out with a letter in that paper which he requests us to re-publish. It is too long for that, but we will give the salient points therein, and the Captain shall have all the chance to vindicate the present system, possible. Never shall it be said that the HERALD refused to hear both sides of a question, or refused to lay the same before its readers. He commences:

"I am no writer, and am not sure that I can succeed in making you understand that if you penned that article you were either out of your right mind or else you know nothing of the subject in question."

And a little further on he says:

"Your readers will say: Oh! he is an Insurance Agent; that's what's the matter. For truth, I am; and on that account I shall credit myself with some knowledge of what I write. Were I to write a column on the printing business, I might make up a statement as far from the truth, as yours on Insurance."

For a young man that is "no writer" he opens out well; and permit us to say that the Captain *has* written a very handsome letter, and given us all some of the very information we needed, and that which he or some insurance agent ought to have given the public long ago. Before we go any further this naturally brings us to his second charge, that we don't know what we write about, and—he does. Now, Captain, whatever other editors may do—and we know some things, called editors, write whole columns of trash on subjects they know little of—the HERALD has made it a rule to try at least and post itself up reasonably well before advancing arguments in matters of such importance that the whole community are interested in them. We have thrown whole acres of anti-railroad letters in the fire since we have controlled this office, simply because the writers showed themselves ignorant of the matter in hand, and unjust and unfair to the railroad companies, and because we had not the time or the information at hand to write intelligently on the matter, and would not commit ourselves foolishly to misstatements.

In this case, before our article on Insurance went into print, we hunted for Captain Palmer, himself, to give us some information about these matters, and could not find him. Captain Bennett was not in *his* office, and Captain Payne has no office down town. They were all the Insurance men we knew in town; but, we editors are not the only ignorant men in Nebraska, permit the HERALD to say. Since that time we have personally inquired of no less than three Insurance Agents (who had not seen Capt. Palmer's letter) and found them totally ignorant of the facts stated in the Captain's letter, viz: What proportion of the money sent out of the State in premiums come back as pay for losses—the reasons of the present high rates, and so on. Not one knew anything about the matter. We'll call this ignorance question even, then, my friend, and come down to

YOUR FIGURES.

Statement—Showing the amount of business done by the Fire Insurance Companies, doing business in the State of Nebraska, during the year 1871, (the business for 1872 not yet reported), as per sworn statements filed in the Auditor's office—34 companies in all:

Total amount at risk in the State	$8,095,624.00
Total amount of premiums received,	99,861.28
Total amount of losses paid	123,485.00
Expenses of running the business, including commissions, salaries, advertising and other expenses estimated at 33⅓ per cent of the gross receipts, which estimate is from the experience of the last 10 years,	33,287.00
Taxes paid by the companies into the State Treasury, 4 per cent. of gross premiums,	3,994.44
Total amount of expenditures as above by the companies, including taxes,	160,766.44
Excess of the expenditures, over and above the receipts, in the State for the year 1871, by these companies,	60,905.44

How about the drain of money from the State by the foreign insurance companies? $60,905.44 more money paid out in the State of Nebraska by these 34 foreign insurance companies than the whole amount received by them in the same time.

True, $72,000 was paid the State for her about-to-tumble-down insane asylum. Deducting this asylum loss as one extraordinary, we have $11,094.56 as the net result of a year's business in the State of Nebraska.

Risks *are* worth more in Nebraska than in any other State in the Union.—Our towns and cities are of a speculative character. Our people more so.—Suppose by some hook or crook the capital is moved west from Lincoln, (a thing not altogether improbable), wouldn't it affect Lincoln some? Why is it that property is worth in many a Nebraska town 33 per cent. less than actual cost? How about some of our fine buildings (covered by insurance) in Omaha, Plattsmouth, Nebraska City, and Brownville? How much is our State University worth? Who would pay $115,000 for it? That is what it was insured for only a few days a ago. The wind blows in this State once in a while. Flues bad, buildings hastily put together. When large cities grow up in a few days we cannot expect that all the work is well done. As to the rates, they *are* uniform. 'Tis true that before the Boston fire risks were carried on stocks there at 45-100. Now I will defy you to show me a risk rated at less than 1 per cent in Boston, Chicago, St. Louis, or New York. Rates charged the West are exactly the same charged the East. Is it not apparent that there is a difference in favor of Eastern risks.

QUESTION?

Can we afford to pay our present rates and do business at all? Have the losses by fire to good, sensible companies, with [illegible] been so great as to warrant doubling the rates of insurance in Nebraska? That's the point. Because some fool agent, to get his commission, or to please some public officials, perhaps insures a lot of worthless buildings for twice their value, and they burn up, is that any reason hard-working, closely-pinched merchants, and other business men should be charged up with the loss and made to pay double? Or, again: because in 1871 insurance companies happened to pay back $11,000 more than they took out, does it follow that this amount covers the drain of years that have been the other way. Averaging the loss of 34 companies—many of whom took unwise risks, and were by his own statement wild cats—does not prove that two or three good companies doing a safe business can not insure the honest business community for less rates than they now are. We have no desire to drive any good companies from our State, nor need some inquiry into their business do so. Any business in which the whole public are interested, should be willing to open its books and manner of doing business to the public to some extent, and allow fair inquiry and honest criticism in these days.

The facts are the human animal (like some brutes) is very apt to squeal when stuck. The high rates have cut hard on the people insured—they squeal, and have cut back, and now the insurance men do the squealing. There is no reason we should quarrel over the matter, though, nor will we.

One thing, Captain, you may call the attention of your own and all other companies to: The uses of the American newspaper. If the company you represent had said to you long ago "Captain, you are eminently qualified for the business, write the people a good letter explaining these difficulties, and the reasons for our high rates, and have it published in the Nebraska HERALD and pay the editor for the same," it would have obviated some of the "croaking" you tell about.

The American people are not rapacious, nor unjust, nor mean with their money, as a rule. They want to know where it goes, and what they pay it for; and if it is a *fact* that your companies pay more back or anything like so much as you get, or even that you cannot afford to lessen your premiums, and you had honestly told us so, we should not have grumbled nor "croaked," as you call it. On the contrary, the only answer we could ever get from the average insurance agent was, "Oh, I can't help it, the companies order it," "I don't know, Chicago fire"——"Boston fire did it. All the companies raise their rates."—Now, Mr. Insurance Companies, that was about all the satisfaction we, the people, ever got about the cause of the increased rates; and putting this and that together—your own agent's story and the tightness of the times, have evolved the cry "we don't want to pay for Chicago and Boston fires, give us a less rate."

BEFORE CLOSING

We would like to add that one source of dissatisfaction between our people and the various companies—or monopolies as some like to call them—doing business here, is just this want of data or facts or of real reasons for any change of policy adopted by the corporations.—The average Railroad, Telegraph and Express official, below the rank of Superintendent knows nothing and seems to care less to give any satisfactory answer about any such thing. The stereotyped reply is "The company orders it—its none of my business, Iv'e only to collect so and so much." The Superintendents are away in Chicago, or New York, or Boston, and when here sail in an atmosphere not attainable by common mortals (sometimes) and the result is the business of the company looks to a worried and harrassed shipper or news sender like a system of unjust and arbitrary laws without sense and reason only the autocratic will of some soulless corporation East. Undo this, gentlemen, give us your reasons, let us hear your side of the question without a resort to investigating committees and sworn affidavits (when the thing has gone too far). Give your local press a chance to defend you on good honest ground, and my dear Captain, and all other men of like ilk, you will have no reason to complain that the Press has done you injustice.

One thing more, Cap: You handed us some money for the HERALD, last summer, very nonchalently saying:—You "supposed you should support the paper for the good of the town, &c., but you never read it much." My dear fellow, we have this consolation: you have read one issue of the HERALD pretty faithfully, it seems.

We thank Captain Palmer for his letter, in the name of our readers, and it has opened our eyes to some facts. Let us wipe this all out, Captain, and begin over again on the Insurance question.—Come and see us, old boy.

We call attention to the new Ad. of E. T. Duke & Co. for 1873. This is one of our oldest and most reliable firms, and we hope they may have a trade this year proportioned to the investment they have made in the town.

THE SAMANA BAY SCHEME

Is simply an American "John Company" which will absorb the Island and rule with an iron hand the inhabitants therein in a few years. It is the East Indian scheme of England westernized in more views than one, and if carried out will create precisely the same kind of a monopoly with the same results.—Whether it would particularly injure or benefit the United States remains to be seen. Government, at least, should have nothing to do with such a plot.

The emigration fever has broken out again. The sheeted gohsts of covered wagons are squeaking and gibbering in the streets of our metropolis. Yesterday the first spring invoice crept up from the icy surface of the river and sailed away [illegible] Hardbeps

STATE ITEMS.

Rev. J. E. Roberts, of Brownville, gave a public reading at that place on the 23d inst.

Fred. Douglass lectured in Omaha Tuesday night and in Lincoln Wednesday night.

The young ladies of Lincoln are getting poetical—*vide* Lincoln *Journal* of 22d.

A waiter girl at the Donovan House, Omaha, named Maggie O'Brien, falls heir to ten thousand dollars, by the death of an aunt; and the next day a Mrs. Bushnell, the mother of Cora Clinton, who created such a sensation in Omaha some time ago, receives news of the death of an aunt by which *she* receives twenty thousand dollars.

Ex-Governor Butler has been ill, but is recovering.

A resolution has been presented to the Legislature to buy the Pawnee Indian Reservation, and remove the Capital there.

The Nebraska City *News* advocates starting a Corn Starch Factory instead of a distillery, for the consumption of our surplus corn.

The following dispatch from Senator Hitchcock shows that the prospect is good for the passage af an appropriation, in Congress, for a Post Office and Court House in this city, at the present session:

WASHINGTON, D. C., Jan. 27.

C. H. GERE:—Committee to day reports one hundred and thirty thousand dollars for Lincoln Postoffice.

P. W. HITCHCOCK.

—*Journal.*

Harry Deuel, of the B. & M. R. R, Omaha, was struck with paralysis, on Sunday last.

Dr. Sisson, a prominent physician of Omaha died on Saturday last, of Typhoid Pneumonia.

A NEW CONSTITUTION

We want it, we need it, we'll get it; but it will do us no good if gained by unconstitutional or revolutionary means. The present constitution provides for a way to make the new one and that way should be followed. The path of duty and the path of right are one, in this instance. It is the fault of our American people to be impatient and it is peculiarly the fault of Western man, and it gets worse the further West you go. No good ever came of disregarding the plain laws of the land and "emergencies" ought to be played out in this State. It has been justly and truly said that the present constitution is the result of sharp practice and fraud, and we are, as a consequence, suffering therefrom. Let us not make the same blunder twice; but rather, arrange our affairs in so decently and orderly a manner that even our enemies will admire our prudenee and sagacity.

No constitution brought about by "short cuts" will ever be satisfactory to a large proportion of our people and it is time we learn that laws are effective only as they are grounded in the hearts of all the people.

THEN AND NOW.

The first railroad in the United States was built in the year 1830, 23 miles in length, and was called the Baltimore & Ohio road. It was run by horse power until 1832 when the Locomotive was first used. Now we have 53,399 miles of Railroads in the United States.

Three Senatorial Investigation Committees in different States are now in operation; on Patterson in South Carolina, Caldwell, in Kansas, and Bogy, in Missouri. These Senators are all accused of obtaining their seats by bribery and the undue use of money.

LITTELL'S LIVING AGE.

The January number of this Magazine begins a new *series*, and with entirely new *serials*; one by Erckmann—Chartain; one by Fritz Renter and others by the best English authors, as usual. This is a good time to commence subscriptions to this most excellent magazine.

STATE ITEMS.

Mr. Wm. Thomas, of Kearney Junction, while hunting upon the Loupe river, shot and wounded a large wild cat which sprang at him several times, but Mr. Thomas succeeded in evading his sharp claws, and finally killed him.

Mr. Evan Evans, a farmer, near Aspinwall was found dead in his well with the well rope entangled around his leg and ankle, on Monday, the 13th. The well curbing was low, with ice around the edge, and Mr. Evans, who was weak, from recent illness, probably slipped and fell in.

TELEGRAMS BOILED DOWN.

The English Emigrant ship North Fleet, bound to Australia, was struck at midnight by an unknown foreign steamship and cut down to the water's edge. Only eighty-five persons out of four hundred, saved.

A violent storm of snow and wind set in in Chicago on the 23d inst., during which a portion of the walls of the lately burned Congregational Church, fell, causing great alarm. The police were endeavoring to pull dow the remaining walls.

Theodore Miears was hung in Denver on the 24th, for the murder of George Bonacina, in August, 1871.

The Prison Reform Congress hold their next annual meeting at St. Louis. All interested may become members by sending ten dollars to the President, ex-Governor Seymour, Utica, N. Y.

Maj. Ben. P. Rarkle, late Superintendent of the Freedmen's Bureau, in Kentucky, has been found guilty of fraud against colored soldiers, and sentenced to be cashiered, to a fine of seven thousand dollars, and four years' imprisonment.

Susan B. Anthony and fifteen other ladies have been again indicted for illegal voting.

ON ADVISING.

How glad we are that we never have been elected to represent the people in a State Legislature. We would feel so flat and insipid at some of the advice given us, and then every stupid Ass in the country thinks he is competent to advise the wisest Legislature on earth as to what laws they should make and how make them. The present body have already had "suggestions, thinks, ought to do's, and must nots" offered them to last a long, long winter through, and the end is not yet.

All the newspapers think they know all about Legislaturing, and the unfledged boy correspondegts of various newspapers give their opinions with all the gravity and wisdom of more advanced owls in Political Economy.

The HERALD must needs have a say or we should be behind the times.

Therefore, while we reiterate that we are glad we are not of the Legislature, to be carped at by everybody, in good truth and sober earnestness we make our remarks about a few of the laws we need and some changes talked of that we don't need.

There is a story afloat about a German gentleman in Berks county, who buried his wife, and married again in about ten days. The young men of the neighborhood determined to signify their disapproval of such a breach of propriety as this speedy marriage; so while the wedding feast was in progress in the house they called and gave the parties a calathumpian serenade. After awhile the groom appered at the front door, and when silence had been obtained, he said, in a deprecatory tone:

"I say, poys, you ought to pe ashamt of yourselves to pe making all dis noise, ven dere vos a funeral here so soon. It ain't right." The band then adjourned.

CEDAR CREEK, Jan. 21, 1873.

EDITOR HERALD:—Having resolved upon taking a trip westward, we accordingly hied away to the flourishing town of Louisville, for the purpose of taking the train westward bound. Arriving in town a few hours before train time, we had leisure to look round and note the improvements; we saw several new frame houses, one store, and one "gate of hell," perhaps better known by the name of saloon. We also heard of a Blacksmith shop. E. Noyes, 'tis said, is driving a paying business, in the shape of a lumber yard. Judging from the amount of grain we saw coming into town we should think somebody was making the grain business pay. After an hour or so spent in hanging round the depot, reading the flaming advertisements with which the walls of the sitting room were profusely adorned, our ears were gladdened by the welcome whistle of the locomotive, which we were soon aboard of and whirling at a lively rate up the Platte, which we noticed was securely, though not permanently bridged, by the hand of nature. We soon reached Ashland; from the car window we could get but a bird's eye view of the town, the most conspicuous object that met our view was the High School building, which is an elegant structure and is a credit to the town and county. Five years ago when we first visited Ashland it could boast of perhaps about a dozen very poor houses, and was known by the dignified and high sounding name of Salt Creek Ford. We had not long to look, however, for these railroad trains, like time and tide, wait for no man, consequently we were soon whirling along at a furious rate up the Salt Creek bottom towards the capital. We were presently startled by a brakeman who thrust his head into the car and yelled "Greenwood;" here our ride was doomed to come to an end, as our ticket was only good this far, and being "dead broke," we wisely concluded to get off.

Greenwood can boast of two stores, which do a lively business, also a blacksmith shop, and a very nice and commodious church belonging to the Congregationalists.

This letter is already too long we fear, so adieu. Yours Respectfully,

M. L. T.

On Friday morning V. Bierbower, Esq., acting U. S. District Attorney, filed complaints before C. W. Seymour, Esq., U. S. Commissioner, against Wm. M. Waters, John Woodson and Henry Lacy, for a breach of the postal laws of the U. S. A warrant was issued and U. S. Marshal Wm. Daily deputized Granville H. Hail of Nebraska City, to execute the warrant. Hail went to Wyoming and while attempting to make the arrest was shot through the arm, while Dr. Wolf, deputy postmaster and the prosecuting witness in the case, was shot through the bowels and is supposed to be dead.

All the prisoners escaped, and Sheriff Moore has sent jailor McBride to Wyoming in pursuit of them.

Attorney Bierbower has telegraphed to Omaha for further instructions.

Some of the New York papers are beginning to think there is something in the Beecher-Tilton Scandal, and it is said the pressure on Tilton is so great that he has written an explanation and defence which will be published soon.

Who reads the Proof for the Lincoln *Leader*, and by the way, who does the editorial? Too much disjointed thinking, gentlemen.

A PRESS CONVENTION.

Many of our exchanges are urging that we hold a Press Convention somewhere between the 10th and 15th of February. We most sincerely hope the Press of this State will hold such a Convention. We need it, as the Yankee says, "the wust kind." There are many things we ought to agree on, for mutual aid and mutual protection. The Press of this State are an important body, but by our separate and often diverse action, we are of no strength as a body, and frequently find ourselves at the mercy of outsiders and foreigners; as for instance, Advertising Agencies, which we begin to think are unmitigated humbugs, and ought to be "abated" as nuisances, in the State of Nebraska.

Let us have the Convention, brother editors. We move that Major Balcombe, of the *Republican*, issue a call for one; who says aye?

THE MUSICAL INDEPENDENT

For January is before us, and all good judges pronounce it a most valuable periodical in its line.

We are requested to call attention to its list of premiums, given to those who procure for it the greatest number of subscribers. Full particulars given on application to this office, or to the publishers.

1. One $3,000 Church Organ, two manuals, 24 stops and full pedal.
2. One $1,500 Grand Piano.
3. One Parlor Grand.
4. Four cash premiums of $1,000, $750, $500 and $550.
5. One Cabinet Organ with Pedals, at $750.
6. Square Piano at $650.
7. Five educational shares at $125 each.
8. A magnificent clock at $100.

Full particulars of plan for competition will be found in the January number of the MUSICAL INDEPENDENT, and our circulars, of which copies will be sent free upon inclosure of stamps to

ROBERT GOLDBECK,
938 Indiana Av., Chicago, Ill.

ON PRESIDENTIAL ELECTIONS.

Senator Morton introduced the following resolution, and in an able speech showed the dangers of the present Electoral system:

Resolved, That the Committee on Privileges and Elections be instructed to examine and report, at the next session of Congress, upon the best and most practicable mode of electing the President and Vice-President, and providing a tribunal to adjust and decide all contested questions connected therewith, with leave to sit during vacation.

Mr. MORTON. Mr. President, the Constitution provides that the President and Vice-President shall be chosen by electors to be appointed by the State.—It declares that—

"Each State shall appoint, in such manner as the Legislature thereof may direct, a number of electors equal to the whole number of Senators and Representatives to which the State may be entitled in the Congress."

He claims that great temptation is thrown in the paths of both, individual members, and both branches of the government, by the present method of electing a President or Vice President; and among other things to show what might have happened, he quotes

THE WISCONSIN CASE.

Such had been the understanding and practice, apparently without question, until 1857. When the electoral votes were counted that year in the presence of the two Houses, an objection was made by a member of the Senate to receiving and counting the vote of Wisconsin, because the record showed that the electors in that State had not met and cast their votes on the day prescribed by law, and upon which the electors in all the other States voted. The objection, it would seem, should, have been fatal, for the Constitution expressly declares that the electors shall meet and vote upon the same day in all the States, and the history of this clause shows that great importance was attached to it by the framers. But the President of the Senate, Mr. Mason, declared that the objection was out of order, and that nothing was in order but to open and count the electoral votes returned, and the vote of Wisconsin was counted, after which he stated the result of the vote, and declared James Buchanan and John C. Breckenridge elected President and Vice-President of the United States. Motions were then made to correct the count and exclude the vote of Wisconsin, all of which he decided out of order, and that the business having been accomplished for which the two Houses had assembled, he declared the meeting dissolved, and at the head of the Senate turned to the Senate Chamber.

Upon the retirement of the Senate an elaborate debate took place in the House, in which a variety of opinions was expressed, but the better one seemed to be that the two Houses had no jurisdiction ouer the matter of counting the electoral votes either jointly or separately, and that the decision of the President of the Senate was final. So the matter was dropped. The Senate, upon reassembling in its Chamber, began the consideration of the subject, and after a long debate, with about the same result, it was dropped.

It seemed to be a necessary conclusion from these discussions that it was a *casus omissus* in the Constitution, and that the power of the President of the Senate to count the vote resulted *ex necessitate rei*, from the failure of the Constition to give the two Houses any jurisdiction over it but they were to be present at the counting as solemn witnesses of its accuracy and result.

This was the old rule of counting, to obviate some of its plain absurdities, the *twenty-second joint rule* was adopted, and Senator Morton shows it up in a plain style We shall give a continuation of Senator Morton's remarks in our next issue.

Telegraphic.

THE WEATHER.

WASHINGTON, January 28.

The signal service predicts for Wednesday from Missouri and Ohio valleys to the upper lakes and lake Erie, generally clear and cold weather, but winds gradually backing to westerly and southerly, with falling barometer and rising temperature.

The vice-President, in a personal statement, asked the appointment of a committee to investigate the charges against him in connection with the credit mobilier.

NEW YORK, January 28.

At White Plains, yesterday, the Greeley will case was again before the surrogate, no compromise having been made between opponents and contestants.—Neither of the Misses Greeley were present, and the only directly interested party in court was Stoors, executor of the will of 1871.

THE MARKETS.

NEW YORK, January 28. 1872.

Money—Easy at	4@6
Gold—Dull at	13@14
Governments—Strong	

CHICAGO, January 28, 1872.

Flour—Quiet	$5 00@5 75
Wheat—Dull	1 25@1 27
Corn—Less active,	30@31
Oats—Easier	25@26
Rye—Dull	68@68
Barley—Dull	65@66
CATTLE—Good,	$4 40@5 00
Hogs—Live,	$3 75@3 90

Proposals for Mail Contracts.

POST OFFICE DEPARTMENT,
WASHINGTON, Dec. 1, 1872.

PROPOSALS will be received at the Contract Office of this Department until 3 p. m. of March 3, 1873, for conveying the mails of the United States, from July 1, 1873, to June 30th, 1874, in the State of

NEBRASKA,

on the routes and by the schedules of departures and arrivals herein specified.

Decisions announced by or before March 20, 1873.

(Bidders will examine carefully the laws, forms, and instructions annexed.)

The letters (n. o.) indicate that there is no post office at the place named. Service will not be let where no offices exist.

NEBRASKA.

14501 From North Platte, by Stockville, Red Willow, and Deerseville, to Hays City, Kan., 194 miles and back, once a week.
Leave North Platte Monday at 8 a. m.
Arrive at Hays City Saturday by 6 p. m;
Leave Hays City, Monday at 8 a m.
Arrive at North Platte Saturday by 6 p m.
Proposals invited to end at Red Willow, 130 miles less distance.

14502 From Lincoln, by Tipton, Oak Creek (n. o.), and Sand Creek, to Benton, 43 miles and back, once a week.
Leave Lincoln Monday at 6 a m
Arrive at Benton by 7 p m.
Leave Benton Tuesday at 6 a m,
Arrive at Lincoln by 7 p m.

14503 From Pleasant Hill, by Tabor, Lucieville, Empire, and Henry (n. o.), to Red Cloud, 110 miles and back, once a week.
Leave Pleasant Hill Monday at 6 a m;
Arrive at Red Cloud Wednesday by 6 p m
Leave Red Cloud Thursday at 6 a m;
Arrive at Pleasant Hill Saturday by 6 p m.

14504 From Lone Tree, by Hammond, Oak Dale, and Twin Grove, to Niobrara, 125 miles and back, once a week.
Leave Lone Tree Monday at 6 a m.
Arrive at Niobrara Wednesdny by 6 p m
Leave Niobrara Thursday at 6 a m.
A rive at Lone Tree Saturday by 6 p m.

14505 From Palmyra, by Solon, to Latrobe, 16 miles and back, once a week.
Leave Palmyra Wednesday at 8 a m.
Arrive at Latrobe by 1 p m;
Leave Latrobe Wednesday at 2 p m.
Arrive at Palmyra by 7 p m.

14506 From Grand Island, by Juniata, Gilson, North Blue, and Wells, to Red Cloud, 80 miles and back, once a week.
Leave Grand Island Monday at 6 a m.
Arrive at Red Cloud next day by 6 p m.
Leave Red Cloud Wednesday at 6 a m.
Arrive at Grand Island next day by 6 p m.
Proposals is invited to begin at Juniata, 31 miles less distance.

14507 From Fairmount, by Belle Prairie and Hebron, to Belleville, Kans., 100 miles and back, once a week.
Leave Fairmount Monday at 8 a m.
Arrive at Belleville Wednesday by 4 p m.
Leave Belleville Thursday at 8 a m.
Arrive at Fairmount Saturday by 4 p m.

14508 From Fairmount by West Blue and McFadden, to York, 20 miles and back, three times a week.
Leave Fairmount Monday, Wednesday, and Friday at 6 a m.
Arrive at York by 12 m.
Leave York Monday, Wednesday, and Friday at 1 p m.
Arrive at Fairmount by 7 p m.

14509 From Nebraska City, by Elm, Avoca, Centre Valley, Weeping Water, and Elmwood, to Ashland, 53 miles and back, once a week.
Leave Nebraska City Monday at 7 a m.
Arrive at Ashland next day by 4 p m;
Leave Ashland Wednesday at 7 a m.
Arrive at Neb. City next day by 4 p m;

14510 From Ponca to Texas, Dak. Ter., 2½ miles and back, once a week.
Leave Ponca Tuesday at 11 a m.
Arrive at Texas by 12 m.
Leave Texas Tuesday at 1 p m.
Arrive at Ponca by 2 p m.

14511 From Ponca, by Daily Branch (n. o.) and Morton's Place, to St. James, 36 miles and back, once a week.
Leave Ponca Monday at 10 a m.
Arrive at St. James next day by 10 a m.
Leave St. James Tuesday at 1 p m.
Arrive at Ponca next day by 1 p m.

14512 From Bennett's Station, by Solon to Cropsey, 16 miles and back, once a week.
Leave Bennett's Station Tuesday at 7 a m.
Arrive at Cropsey by 12 m.
Leave Cropsey Tuesday at 1 p m.
Arrive at Bennett's Station by 6 p m.

14513 From Bennett's Station, by Panama, Cropsey, and Laona, to Beatrice, 40 miles and back, once a week.
Leave Bennett's Station Monday at 6 a m.
Arrive at Beatrice by 7 p m.
Leave Beatrice Tuesday at 6 a m.
Arrive at Bennett's Station by 7 p m.

14514 From Columbus by Alexis and Summit, to Ulysses, 33 miles and back, once a week.
Leave Columbus Monday at 6 a m.
Arrive at Ulysses by 6 p m.
Leave Ulysses Tuesday at 6 a m.
Arrive at Columbus by 6 p m.

14515 From Columbus, by Clear Creek (n. o.), Osceola and Lincoln Creek (n. o.), to York, 40 miles and back, once a week.
Leave Columbus Wednesday at 6 a m.
Arrive at York by 7 p m.
Leave York Thursday at 6 a m.
Arrive at Columbus by 7 p m.

14516 From Columbus, by Hammond, to Niobrara, 110 miles and back, once a week.
Leave Columbus Monday at 6 a m.
Arrive at Niobrara Wednesday by 6 p m.
Leave Niobrara Thursday at 6 a m.
Arrive at Columbus Saturday by 6 p m.

14517 From Columbus to Crete, 65 miles and back, once a week.
Leave Columbus Monday at 8 a m.
Arrive at Crete next day by 6 p m.
Leave Crete Wednesday at 8 a m.
Arrive at Columbus next day by 6 p m.

14518 From North Bend, by Purple Cane, Pleasant Valley Genoese, and St. Charles, to West Point, 32 miles and back, once a week.
Leave North Bend Thursday at 8 a m.
Arrive at West Point by 6 p m.
Leave West Point Friday at 8 a m.
Arrive at North Bend by 6 p m.

14519 From North Bend by Purple Cane and Abington, to Midland, 23 miles and back, once a week.
Leave North Bend Monday at 7 a m.
Arrive at Midland by 3 p m.
Leave Midland Tuesday at 7 a m.
Arrive at North Bend by 3 p m.

14520 From Grand Island, by Donnebrag and St. Paul, to Cotesfield, 35 miles and back, twice a week.
Leave Grand Island Monday and Wednesday at 6 a m.
Arrive at Cotesfield by 6 p m.
Leave Cotesfield Tuesday and Thursday at 6 a m.
Arrive at Grand Island by 6 p m.

14521 From Syracuse, by Burr Oak, Hendricks, and Latrobe, to Laona, 27 miles and back, once a week.
Leave Syracuse Friday at 9 a m.
Arrive at Laona by 6 p m.
Leave Laona Saturday at 9 a m.
Arrive at Syracuse by 6 p m.

14522 From Ashland, by Sod Hill, Rock Creek, Ceresco, and Ash Bluff, to Lone Valley, 31 miles and back, once a week.
Leave Ashland Wednesday at 8 a m.
Arrive at Lone Valley by 6 p m.
Leave Lone Valley Thursday at 8 a m.
Arrive at Ashland by 6 p m.

14523 From Ashland, by Belmont and Eagle, to Palmyra, 25 miles and back, once a week.
Leave Ashland Tuesday at 9 a m.
Arrive at Palmyra by 6 p m.
Leave Palmyra Wednesday at 9 a m.
Arrive at Ashland by 6 p m.

14524 From Papillion, by Nashy and Forest City, to Ashland, 30 miles and back, once a week.
Leave Papillion Monday at 8 a m.
Arrive at Ashland by 6 p m.
Leave Ashland Tuesday at 8 a m;
Arrive at Papillion by 6 p m;

14525 From Cottonwood Springs, by Stockville (n. o.), to Red Willow, 65 miles and back, once a week.
Leave Cottonwood Springs Monday at 10 a m.
Arrive at Red Willow next day by 6 p m.
Leave Red Willow Wednesday at 9 a m
Arrive at Cottonwood Springs next day by 6 p m.

14526 From Harvard, by White Elm, Spring Ranch, and Negunda, to Red Cloud, 52 miles and back, once a week.
Leave Harvard Monday at 9 a m.
Arrive at Red Cloud next day by 4 p m.
Leave Red Cloud Wednesday at 6 a m,
Arrive at Harvard next day by 12 m.

14527 From Plum Creek, by Arapahoe, Red Willow, and Mouth of Frenchman's Fork, to Julesburg, Col. Ter., 180 miles and back, once a week.
Leave Plum Creek Monday at 6 a m.
Arrive at Julesburg Friday by 6 p m.
Leaves Julesburg Monday at 6 a m.
Arrive at Plum Creek Friday by 6 p m.

14528 From Fort Kearney, by Republican City, Truesdell, Kan., and Stockton, to Hays City, Kan., and back, once a week.
Bidders will state distance and propose schedule.

INSTRUCTIONS TO BIDDERS AND POST-MASTERS.

Containing also conditions to be incorporated in the contracts to the extent the Department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails.

2. On routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. "Way bills" or receipts prepared by postmasters, or other agents of the Department, will accompany the mails, specifying the number and destination of the several bags, to be examined by the postmasters, to insure regularity in the delivery of bags and pouches.

4. No pay will be made for trips not performed; and for each of such omissions, if the failure be occasioned by