THE JOURNAL.

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M. K. TURNER & CO.,

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The Columbus Journal.

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Rates of Advertising.

Space.	1w	2w	1mo	3m	6m	1yr
1col'mn	$12.00	$20	$25	$35	$60	$100
½ "	8.00	12	15	20	35	60
¼ "	6.00	9	12	15	20	35
4 inches	5.25	7.50	11	14	15	27
3 "	4.50	6.75	10	12	15	20
1 "	1.50	2.25	4	5	8	10

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PROPOSITION FOR RAIL ROAD BONDS AND TAX.

BY VIRTUE of the authority in us vested by an act of the Legislature of the State of Nebraska, entitled, "An act to enable counties, cities and precincts to borrow money on their bonds to aid in the construction or completion of works of internal improvements in this State, and to legalize bonds already issued for such purposes," approved February 15th, 1869, and the acts of the Legislature of said State amendatory thereof. We, the County Commissioners of Platte county, in the State of Nebraska, for the purpose of aiding the construction of a rail road, commencing at a point on the line of the Atchison & Nebraska rail road, in the county of Lancaster, of said State of Nebraska, and running thence in a westerly and northerly direction through the counties of Lancaster, Seward, Butler and Platte to the city of Columbus, thereby forming a continuous line of rail road from the city of Atchison, in the State of Kansas, to the said city of Columbus, in the State of Nebraska, do hereby submit to the legal voters of the said county of Platte, to be voted upon by them at a special election which is hereby called to be held on the 14th day of June, A. D., 1879, at the usual places of voting in the several precincts of said county, the following proposition for bonds and tax that is to say: Shall the County Commissioners of Platte county, in the State of Nebraska, be authorized and required to issue and give to the Lincoln & Northwestern rail road company, or the Blue Valley & Northwestern rail road company, one hundred thousand dollars of the coupon bonds of said Platte county, to be dated the 1st day of January, A. D., 1880, bearing interest from date at the rate of eight per cent. per annum, the interest payable annually at the office of the County Treasurer of the said county of Platte, and the principal to become due in twenty years from the date of said bonds and payable to bearer at the office of the County Treasurer, of the said county of Platte. Such bonds or any portion thereof in sums of not less than one thousand dollars shall be made redeemable at any time after ten years from the date of the same at the option and upon the call of the proper officers of said county, and in addition to the usual taxes, shall the proper officers of the said county of Platte, be authorized and required to levy a special tax on all the taxable property within said county sufficient to pay the annual interest on said bonds as the same shall become due, and after the expiration of ten years from the date of said bonds shall the proper officer be authorized and required to levy a tax in like manner upon all the taxable property within said county in addition to all other taxes, sufficient in amount to create a sinking fund for the purpose of paying at maturity the principal of said bonds.

The whole amount of said bonds to be issued and given to one of the aforesaid railroad companies upon the following conditions and none other to wit:

That one of said rail road companies shall construct and complete a line of rail road of the standard gauge from some point on the line of the Atchison & Nebraska rail road, in the county of Lancaster, running thence west and north through the counties of Lancaster, Seward, Butler and Platte, to the city of Columbus, and shall locate, establish and maintain in the said city of Columbus a freight and passenger depot, said line of rail road to be completed to the extent to have regular daily trains running thereon to the city of Columbus, in the said county of Platte, by the 1st day of July, A. D., 1880. Said bonds shall be issued and delivered to either of the aforesaid rail road companies, which shall construct and build the line of rail road aforesaid, when said road shall be completed and trains running thereon to the said city of Columbus.

At the time of the delivery of said bonds to the company building said rail road, enough coupons shall be detached therefrom, so that such bonds shall draw interest only from the date such company is entitled to receive the same as hereinbefore provided. The vote to be had and taken on the foregoing proposition shall be by ballot, and the ballots cast at said election shall have written or printed thereon the following words:

Rail road bonds and tax, "yes," or rail road bonds and tax, "no."

If two-thirds or more of the ballots cast at said election shall have written or printed thereon the words "Rail road bonds and tax, yes," then said County Commissioners shall be authorized and required to issue said bonds as aforesaid.

Therefore it is hereby ordered that a special election be held in said Platte county, Nebraska, for the purpose of voting on the aforesaid proposition, on said 14th day of June, 1879, in the several precincts of said county at the usual places of holding elections, to wit:

In Columbus precinct at the court house.
In Butler precinct at the school house of district No. 7.
In Bismarck precinct at the school house of district No. 2.
In Sherman precinct at the school house of district No. 46.
In Creston precinct at the school house of district No. 43
In Shell Creek precinct at the school house of district No. 4.
In Stearns precinct at the school house of district No. 21.
In Humphrey precinct at the house of Walter Mead, in section 8, township 20, range 1 west.
In Lost Creek precinct at the school house of district No. 11.
In Burrows precinct at the school house of district No. 14.
In Granville precinct at the school house of District No. 52.
In Monroe precinct at the school house of district No. 6.
In Looking Glass precinct at the school house of district No. 31.
In Pleasant Valley precinct at the house of Patrick Delany, on section 22, township 20, range 3 west.
In Woodville precinct at the residence of Cornelius Koch.
In Walker precinct at the house of Bennett Olson.

That the polls at said election shall be open at 8 o'clock in the forenoon and continue open until 6 o'clock in the afternoon of said day.

Dated at Columbus, Nebraska, the 6th day of May, 1879.

By order of the Board of County Commissioners.

JOHN STAUFFER,
470-5 County Clerk.

MAIL LETTINGS.

NOTICE TO CONTRACTORS.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., May 10, 1879.

PROPOSALS will be received at the Contract office of this Department until 2 P. M. of July 10, 1879, for carrying the mails of the United States, upon the routes, and according to the schedule of arrival and departure specified by the Department, in the State of Nebraska from October 1, 1879 to June 30, 1882. Lists of routes, with schedules of arrivals and departures, instructions to bidders, with forms for contracts and bonds and all other necessary information will be furnished upon application to the Second Assistant Postmaster General.

D. M. KEY,
470-6. Postmaster General.

U. P. Time Table.

Eastward Bound.

Emigrant, No. 6, leaves at	...	...	6:25 a. m.
Passeng'r, " 4,	"	"	11:06 a. m.
Freight, " 8,	"	"	2:15 p. m.
Freight, " 10,	"	"	4:30 a. m.

Westward Bound.

Freight, No. 5, leaves at	...	...	2:00 p. m.
Passeng'r, " 3,	"	"	4:27 p. m.
Freight, " 9,	"	"	6:00 p. m.
Emigrant, " 7,	"	"	1:30 a. m.

Every day except Saturday the three lines leading to Chicago connect with U. P. trains at Omaha. On Saturdays there will be but one train a day, as shown by the following schedule:

J. M. KELLY,
CONTRACTOR AND CARPENTER.

HOLDS HIMSELF IN READINESS for any work in his line. Before letting your contracts for buildings of any description call on or address him at Columbus, Neb.

John S. Christison, M. D.,
PHYSICIAN AND SURGEON.
Formerly of the New York City Hospital, Blackwell's Island.
Office on Olive St., two doors south of Cockburn's Store, Columbus.

FOR SALE OR TRADE!
MARES AND COLTS,
—Teams of—
Horses or Oxen,
SADDLE PONIES, wild or broke, at the Corral of
429 GERRARD & ZEIGLER.

Chicago Barber Shop.
Opposite "Hammond House."
COLUMBUS, NEB.

HAIR CUTTING done in the latest styles, with or without machine. None but first-class workmen employed. Ladies' and children's hair cutting a specialty. HENRY WOODS,
472 6m Proprietor.

STAGE ROUTE.

JOHN HUBER, the mail-carrier between Columbus and Albion, will leave Columbus everyday except Sunday at 6 o'clock, *sharp*, passing through Monroe, Genoa, Waterville, and to Albion The hack will call at either of the Hotels for passengers if orders are left at the post-office. Rates reasonable, $2 to Albion. 222.ly

GOOD CHEAP BRICK!

AT MY RESIDENCE, on Shell Creek, three miles east of Matthis's bridge, I have
70,000 good, hard-burnt brick for sale,
which will be sold in lots to suit purchasers.
418-tf GEORGE HENGGLER.

Columbus Meat Market!
WEBER & KNOBEL, Prop's.

KEEP ON HAND all kinds of fresh meats, and smoked pork and beef; also fresh fish. Make sausage a specialty. Remember the place, Eleventh St., one door west of D. Ryan's hotel. 417-tf

DOCTOR BONESTEEL,
U. S. EXAMINING SURGEON,
COLUMBUS, : NEBRASKA.

OFFICE HOURS, 10 to 12 a. m., 2 to 4 p. m., and 7 to 9 p. m. Office on Nebraska Avenue, three doors north of E. J. Baker's grain office. Residence, corner Wyoming and Walnut streets, north Columbus, Nebr. 433-tf

Dietricks' Meat Market.
Washington Ave., nearly opposite Court House.

OWING TO THE CLOSE TIMES, meat will be sold at this market low, low down for CASH.

Best steak, per lb.,	10c.
Rib roast, "	8c.
Boil, "	6c.

Two cents a pound more than the above prices will be charged *on time*, and that to good responsible parties only. 267.

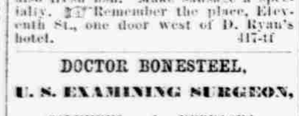
MRS. W. L. COSSEY,
Dress and Shirt Maker,
3 Doors West of Stillman's Drug Store.

Dresses and shirts cut and made to order and satisfaction guaranteed. Will also do plain or fancy sewing of any description.
PRICES VERY REASONABLE.
Give me a call and try my work.
425-1y

FARMERS!

BE OF GOOD CHEER. Let not the low prices of your products discourage you, but rather limit your expenses to your resources. You can do so by stopping at the new home of your fellow farmer, where you can find good accommodations cheap. For hay for team for one night and day, 25 cts. A room furnished with a cook stove and bunks, in connection with the stable free. Those wishing can be accommodated at the house of the undersigned at the following rates: Meals 25 cents; beds 10 cents. J. B. SENECAL,
¼ mile east of Gerrard's Corral.

HENRY GASS,



UNDERTAKER, KEEPS ON HAND ready-made and Metallic Coffins, Walnut Picture Frames. Mends Cane Seat Chairs. Keeps on hand Black Walnut Lumber.
Washington Ave. opposite Court House, Columbus, Neb

NEBRASKA HOUSE,
S. J. MARMOY, Prop'r.
Nebraska Ave., South of Depot,
COLUMBUS, NEB.

A new house, newly furnished. Good accommodations. Board by day or week at reasonable rates.

Sets a First-Class Table.

Meals.....25 Cents. | Lodgings.....25 Cts
38-2?

BUSINESS CARDS

Dr. E. L. SIGGINS,
Physician and Surgeon.
Office open at all hours Bank Building.

NELSON MILLETT. BYRON MILLETT, Justice of the Peace and Notary Public.

N. MILLETT & SON,
ATTORNEYS AT LAW, Columbus, Nebraska. N. B.—They will give close attention to all business entrusted to them. 248.

DERRY & BILLINGS,
CARRIAGE, House & Sign Painting, GRAINING, GLAZING, Paper Hanging, KALSOMINING, Etc.
All work warranted. Shop on Olive street, opposite the "Tattersall" Stables. apr16y

F. SCHECK,
Manufacturer and Dealer in
CIGARS AND TOBACCO.
ALL KINDS OF SMOKING ARTICLES.
Store on Olive St., near the old Post-office
Columbus Nebraska. 417-1y

H. G. CAREW, Notary Public. J. B. CAMP.
CAREW & CAMP,
Attorneys and Counselors at Law,
AND REAL ESTATE AGENTS.
Will give prompt attention to all business entrusted to them in this and adjoining counties. Collections made. Office on 11th street, south of Depot, one door east of T. C. Ryan's Grocery Store, Columbus, Neb. Spricht Deutsch Parle Francias.

CALIFORNIA WINES!

Red and White,
$1.25@$1.75
A GALLON
—AT—
SAML. GASS'S,
Eleventh Street.

MARY ALBRIGHT,
Merchant Tailoress,
Olive Street, north of Hammond House.

Men's and boys' suits made in the latest style, and good fits guaranteed, at very low prices. Men's suits $6.00 to $9.00, according to the goods and work. Boys' suits $3.00 to $4.00, according to size.
CLEANING AND REPAIRING DONE.
Bring on your soiled clothing. A whole suit renovated and made to appear as good as new for $1.25 424-y

LUERS & SCHREIBER

Blacksmiths and Wagon Makers.
—ALL KINDS OF—
Repairing Done on Short Notice.
Buggies, Wagons, Etc., Made to Order.
ALL WORK WARRANTED.
They also keep on hand
Furst & Bradley Plows,
SULKY PLOWS, CULTIVATORS, &C.
Shop on Olive Street, opposite Tattersall. COLUMBUS, NEB.

WM. BECKER,
—DEALER IN—
GROCERIES,
Grain, Produce, Etc.
Good Goods and Fair Dealing.
NEW STORE, NEW GOODS.

Goods delivered Free of Charge, anywhere in the city.
Corner of 13th and Madison Sts. North of Foundry. 397

AMERICAN
MEDICAL & SURGICAL INSTITUTE.

T. E. MITCHELL, M. D. D. T. MARTIN, M. D
Physicians and Surgeons.
D. D. MERCER, M. D., & J. C. DENISE, M. D., of Omaha,
Consulting Physicians and Surgeons.
For the treatment of all classes of Surgery and deformities; acute and chronic diseases, diseases of the eye and ear, etc., etc.,
Columbus, Neb.

Platte County Agitated Over the Railroad Bond Question.

Various Schemes of the U. P. to Prevent the Building of a Competing Road.

As everything now said of our railroad situation will be interesting to our Platte county readers, we give the following from the Omaha *Bee's* traveling correspondent, under date of May 18th:

The people of Columbus, as well as the inhabitants of Platte county, are thoroughly aroused in agitating the bond question, to procure the extension of the A. & N. road to this place. The fact is, the farmers of the surrounding country are far more interested than the city people in railroad competition. There are over 3,000 cars loaded and unloaded at this point during one year, and about 2,000 of that amount are shipments of farm produce, consisting of wheat and other grain, cattle, hogs, etc., in which shipments the country people are wholly interested, as the city produces none of these shipments, and at the same time the farmers are equally interested in all that is received, as they consume their share of lumber, coal, merchandise, etc. Therefore, apparently, the country people would derive three-quarters of all the advantages of cheaper transportation. The excess on rates would be between $100,000 and $200,000 a year at this place, which is a sufficient inducement for the U. P. company to prevent, if possible, any competition, and no doubt they will employ all means possible to defeat any other competing railroad to this point. But the people think the time has come when there will be more than the present competition in this State.

The following are some of the means resorted to by the U. P. company to defeat the aforesaid extension.

First. Under the leadership of E. C. Carnes, of Seward county, is the scheme to build a branch road from Brainard in the east part of the county, of Seward, for the evident purpose of diverting the attention of the people of Seward and the eastern part of Butler county, and thereby defeat the bonds which the people of those counties should vote to the A. & N. railroad.

Second. To build from the village of Rising to the east part of Butler county to Jackson Station in Platte county, hoping thereby to catch the voies of the people of the west sides of Butler and platte counties.

Third. To build from Columbus or Jackson in this (Platte) county north to Madison county, with a branch extending west into Nance and Boone counties, for the very evident purpose of defeating the A. & N. bonds in this county. It is said, on good authority, that the U. P. have surveyed lines of imaginary railroads in every direction through Platte county. The contest waxes warm in these parts, and will grow hotter until after the elections to determine the question of bonds to the A. & N. which occurs in Seward and Butler counties on the 5th of June, and in Platte county on the 14th of the same month.

Compare the following notes: A few days ago in Kearney City a merchant in the exclusive shoe and leather business told me that he had received merchandise seventy cents on a huhdred pounds less from St. Louis by the way of the B. & M. to Kearney than he can get it from Chicago by the way of the U. P. road to the same destination; a firm in Columbus tells me that it costs them $80 for a carload from the east 500 miles to Omaha, and from Omaha to Columbus a distance of 92 miles it costs them $50; why is that? Simply monopoly,—and want of competition.

The U. P. charges $86,00 for a car load of stock from David City to Chicago. No doubt $50, would be a good round price for a car load of hogs from here to Chicago. This would be a saving of $36, on a car, or 2 cents per pound, an average car being 18,000 pounds. Every farmer in Butler county would have been satisfied if he had received two cents per pound more for his pork than he did, during the last season. An ordinary farmer will raise ten hogs for market during the year, averaging 300 apiece, which would be 3000. At two cents a pound this would amount to $6000. An average farmer owns 120 acres of land, the railroad tax on which is at present $1.80 provided we vote the bonds to the A. & N. it will be 90 censs more, making $2.70 take this from $6.00 leaves $3.30 of a gain over his extra tax for railroad bonds. This is only one out of every ten transactions in which every farmer will save year after year double the amount of his taxes, if bonds are voted and the A. & N. built.—*Butler Co. Press.*

The Nebraska Editors.

A large number of Nebraska editors will come down the Atchison & Nebraska road to-morrow, and immediately proceed by the Missouri Pacific to St. Louis, on their annual excursion. Atchison very much regrets that they won't have time to inspect the chief city of Kansas, for we are rapidly becoming acquainted with their State. We already have one road to its capital, and in a few months Atchison trains will run through four more of its counties. In addition to this, the St. Joe & Denver will build a branch to this city which will make it possible for another rich section to become better acquainted with us. We beg leave to inform these editors that Atchison is now a boom town, and is multiplying like a Nebraska grasshopper. We hope they will not forget to mention in their papers when they get home that we have a pork house employing an army of men, and that this is the best hog market in the West. A great many Nebraska pigs have been converted into hams here, for shipments are daily received from every point along its river front, and the new roads will open up new possibilities in this direction. We are also handling a great deal of Nebraska grain. Many of the editors will know F. P. Halsey, formerly of Tecumseh. He is here with a big elevator, and beside him are to be found two others, one of which, belonging to the Central Branch Company, is the largest in the Valley. Our wholesale merchants are in the ir glory just now, and the Atchison commercial men who do Nebraska would take great delight in shaking hands with the editors tomorrow if they were at home. You will pass within a few feet of our bridge, which is the best patronized on the river. During last month it crossed 4,500 cars, 16,650 footmen, and 2,483 wagons. Please tell your people when you go home that there is a metropolis building up at Atchison that they are interested in, and that it is no longer necessary to make long journeys to Kansas City or St. Joe. We can't reach you all with railroads this year, but hope to in the course of time and induce you to like us. Had you come a little later we would have received you in a new Union Depot costing $100,000, but at the present writing it is scarcely in presentable shape. We have a pleasant trip and give Atchison a good send-off when you get home.—*Atchison Globe.*

No person need doubt any longer the intention of the A. & N. company to extend its line of road to Columbus if the county, city, and precinct bonds are voted. We are credibly informed that a bond of twenty-five thousand dollars, obligating the road to run to Seward county, was signed and executed yesterday by John Fitzgerald and John R. Clark, binding the company to build the road through Seward county in the event the county and precinct bonds are voted to the amount of seventy-five thousand dollars. Also a like bond in the sum of ten thousand dollars given to Butler county, by which the company is bound to build the road if the required aid is voted. The money was deposited in the First National Bank of Lincoln yesterday, to indemnify the gentlemen signing the bonds. The company will also deposit ten thousand dollars in cash next Monday in the bank of Columbus to be forfeited to the county if aid to the amount asked is voted and the road not built. This looks likes business and shows good faith on the part of the company. If our neighbors north and west want a good road, and one that will do them good, they ought to vote the aid required, and if the people of Lincoln are alive to their interests as they usually are, the bonds asked from this city will be voted almost unanimously.—*Lincoln Journal.*

Gets His Coal from Lincoln.

Mr. Thomas Logon, of Brainard, deals in coal, and all thro' the winter, had Fort Scott Coal hauled to his ware-house by teams, and found he could sell it at a better profit than to handle Rock Spring. Early last Fall the people of David City found out that they could get their coal hauled from Schuyler and save a dollar and over on each ton, but the U. P. Co. gave their agent orders not to sell any more coal to the people of David City on the pain of having his own rates raised. These things should not be forgotten. The A. & N. Railroad is laying coal down at Lincoln for four dollars a ton. They can lay good Fort Scott coal down in David City for five, and when they do, Rock Spring will sell in David City for six dollars instead of $9.75.—*Butler Co. Press.*

For the JOURNAL.

Leaflets from a Southern Home.

The May anniversary of the Universal Peace Society convened in Washington on the 1st and 2d of the month; we were delegates to this convention. The exercises and addresses were quite interesting, and its growing influence must be felt for the good of nations, and the time must soon come when arbitration shall take the place of war in the settlement of difficulties between christian nations.

The ladies connected with the peace society of England sent a very numerously signed memorial petition addressed to the women of America; it was yards in length, in which they urged more activity and zeal in this good cause.

Some of the speakers who addressed the convention were Major J. M. Troth, Mrs. Belon Lockwood, who is a most eminent lawyer; she has lately been admitted to the supreme court of the United States; she is a most effective speaker, Alfred H. Love, of Philadelphia, and your correspondent.

An interview with President Hayes had been requested through Frederick Douglass, who is Marshal of the District of Columbia, and the President had very kindly and cordially appointed Saturday, May 24, at 10 a. m. in which he would give audience to a delegation from the Universal Peace Union, when they would present a memorial praying him to appoint a court and commissioners of arbitration for the United States. Dr. Davis and myself formed part of this delegation. There were about seventy-five of us and we all met in the parlor of Willard's hotel at a quarter before ten in the morning, and from there we went in a body over to the White House. We went in under the large pillared portico, under which carriages drive, up the flight of steps, into the grand reception hall, and from there into the great east room which occupies the entire eastern side of the house. It is eighty-six feet long, forty feet wide and twenty-eight feet high. Three enormous chandeliers hang from the ceiling, splendid oil paintings adorn the walls, and eight huge mirrors reflect them. It is frescoed, carpeted and adorned in every way, and splendid sofas and chairs are set around the sides of the room, but the center is clear of tables or any other furniture.

We were informed that the President had been detained by business that morning and that he was yet at breakfast, so nearly an hour was spent by our company in pleasant conversation. Doctor Daniel Breed of Washington conducted us thro' the ceremonies which befit the dignity of a conference with the ruler of forty millions of people. By him we were requested to rise. President Hayes came in, walking between two other gentlemen; he walked clear across the great room to the side window when he turned and stood facing us. He is a very nicely proportioned man, larger in every way than General Grant. He has light brown hair combed back from a full forehead, a full brown beard, dark blue eyes, and a rich, bass voice. He is very easy, cultured, and genial in manners. We then formed in procession two, five and two to be presented, but we were presented singly and our names were announced to him. He shook hands with a cordial grip and said "How do you do," and to the only little boy who happened to be with us "How do you do, my son?" Then we were requested to form in a large circle around in front of the President; we all stood through the whole interview. Alfred H. Love then addressed some words to him and read a memorial paper embodying the principles and requests of the Society. At first the President had a nervous, pre-occupied look, the look of a man who is driven with business, but he lost it in a few minutes and looked quietly around upon us, and surely he could find no fault with the expressions of the countenances, for they mostly expressed respectful delight,—I had almost said of adoration. This portion of the White House is open to visitors from all parts of the United States and just at this point I noticed a company of apparently western people who had just come in consisting of a gentleman, three ladies and a little girl ten years old. They came up and looked over into our ring. One of the ladies whispered, "Who is it?" and the gentleman answered in a whisper, "I believe it is the President!" "The P-r-e-s-i-d-e-n-t!" How their eyes shone! Well, I suppose they never expected to have the privilege of setting them on a real live President, and no doubt they have gone back to their homes and told of the wonder. The little girl then whispered, "Do you suppose he would shake hands with us?" but the gentleman shook his head. And now the memorial had been read and the President responded in a few words expressive of his cordial sympathy with the movement and his readiness to use his influence in its favor and ended by bowing gracefully and saying "I wish you good morning." But he was not going to get off so easily as this,—a gentleman stepped up and presented him with a photograph of a plow, the shares of which were made of swords used in the Mexican war. This plow was sent to the Paris Exposition. Then the circle broke and there was very earnest talking. He was no longer the formal President, but the friend in power, who could serve us, and there were tearful eyes under Quaker bonnets, shivering, sympathetic eyes, and assurances of their satisfaction with his course in his administration and of their most cordial support, and every one shook hands indiscriminately and the western gentleman seeing his chance, swept in his whole party; they all shook hands, and thus the little girl's wish was gratified, and the cares of State must have been lightened for a little while for our chosen head by all this warm greeting.

MRS. E. B. DAVIS.

Last year Kansas City attempted the experiment of barging grain down the Missouri. It proved a paying investment; those having invested in it being so well pleased that this year they are making arrangements to barge grain on an extensive scale. The time is soon coming when the great bulk of Nebraska products will move southward by water, and not half way across the continent by rail—when Kansas City will be our Chicago and St. Louis our New York. The Lincoln & Northwestern Railroad has connections direct with all the splendid cities along the Missouri and Mississippi. Its connection on the Mississippi navigation is closed for the winter. Its connections are such that they must forever be competitive—because location makes them such. Railroads centering in St. Louis can not pool with railroads centering at Chicago. Again, we believe the immediate effects of competition will be felt as soon as the road is built into the county. We have half a road now and when the Lincoln & Northwestern comes into the county we will have two good roads.—*Butler Co. Press.*

"If I Only had Capital."

"If I only had capital," we heard a young man say, as he puffed away at a 10-cent cigar, "I would do something."

"If I only had capital," said another, as he walked away from a dram-shop where he had just paid 10 cts. for a drink, "I would go into business."

The same remark might have been heard from the young man loafing on the street-corner. Young man with the cigar, you are smoking away your capital. You from the dram-shop are drinking yours and destroying your body at the same time—and you upon the street-corner are wasting yours in idleness and forming bad habits. Dimes make dollars. Time is money. Don't wait for fortune to begin with. If you had $10,000 a year, and spent it all, you would be poor still. Our men of power and influence did not start with fortunes. You, too, can make your mark, if you will. But you must stop spending your money for what you don't need, and squandering your time in idleness.

The East End of the U. P., From Grand Island to Omaha.

The *Bee* asserts beyond the fear of contradiction, that this link between Hastings and Grand Island is bound to be built whether the $75,000 subsidy is voted or not. What would Jay Gould do with his recent purchase of the St. Joe & Denver road without a western connection with the Union Pacific? Would $75,000 be an object for him to make the terminus anywhere else when he can save twice or three times 75,000 by completing the Hastings and Grand Island line, and bridging the Platte where it will cost the least money. Why have the U. P. lands been advanced $2.00 per acre in Hall county, if not because the managers know that Grand Island will be the terminus of the St. Joe & Denver line.—*O. Bee.*

An Irishman remarked to his companion on observing a lady pass: "Pat, did you ever see so thin a woman as that before?" "Thin!" replied the other: "Botherashen! I seen a woman as thin as two of her put together, so I have."

Jay Gould and Omaha.

Jay Gould is again in our midst, and while we have no disposition to fawn upon him or flatter him, we are not unmindful of the fact that the man who controls the Union Pacific railroad can do much toward developing or retarding the growth of Omaha. Mr. Gould has been in Omaha before, and he cannot fail to observe that in spite of all the drawbacks and all the discrimination against her by the Union Pacific, Omaha is a growing city. Since Mr. Gould's last visit to Omaha twelve months ago, more than eight hundred new buildings have been erected in this city—many of them of the most substantial character. More than two hundred dwelling houses have been put up already this spring, and several hundred more are in the course of construction or contracted for.—These evidences of growth from year to year even when such a giant corporation as the Union Pacific turns its back upon her.

The past year has certainly been a critical era in the history of Omaha. She has undergone the loss of the last vestige of transfer facilities by the completion of the Dillonville hotel depot. She has been deprived of the benefits of Union Pacific immigration by the removal of the Emigrant house. She has been cut off from transient traffic through the opening of the Dillonville hotel, and materially damaged by the forced breaking up of the Union stock yards. Worst of all, her merchants, manufacturers and mechanics have been forced to contribute fully $150,000 during the last year toward the Missouri river bridge, notwithstanding repeated promises of toll reduction. Now, when a town like Omaha builds two hundred houses in two months in spite of all such drawbacks, there can be no doubt about its future. Why, then, should Mr. Gould continue that step-motherly policy? Why not make friends of a community that exhibits such energy and vitality, instead of continuing to oppress them?

Why don't Mr. Gould abandon the attempt to build up a rival town on the Missouri flats opposite Omaha when the laws of natural development and the laws of commerce conspire against it? Why continue the effort to divert the channels of trade from Omaha rather than turn them toward this city?

We are told by those who claim to speak by authority that Jay Gould is a friend of Omaha and our citizens are frequently berated because they exhibit no faith in these assurances. How could it be otherwise, when they see and feel the mailed-hand crushing enterprises in which they have vital concern? How can Omaha feel friendship for a corporation that deliberately violates its sacred compacts with this city and endeavors to cut their throats by extortionate bridge exactions and rival town building?

If Mr. Gould will ponder over these stubborn facts he may condescend to change his policy, not because the *Bee* demands it on behalf of Omaha, but because it is in the interest of the corporation which he controls.—*Omaha Bee.*

The stockholders of the Atchison & Nebraska Road met in the offices of the company in Atchison last Wednesday, 25,414 shares being represented, Mathew Quigg, of Atchison, presided, and H. P. Jacques acted as secretary. The following gentlemen were elected directors for the coming year: Nathaniel Thayer, John A. Burnham, Jr., H. H. Honeywell, Charles L. Young, Charles Merriam, James H. Beak, Thos. P. Beale, Geo. A. Shattuck, Boston; Mathew Quigg, Atchison; Ira Harris and D. P. McDonald, Fort Scott.—*Lincoln Journal.*

Dr. Clara Spetigue has become a regular medical practitioner in Cambridge, Mass., but at the outset of her professional career she finds her husband an obstacle. One of her patients is a handsome young fellow. As he sat in her office and she was counting his pulse the jealous husband dashed in, declared that she was squeezing the sick man's hand, ordered him out of the house, and finally knocked him down.

St. Joe has suddenly discovered that Jay Gould has bought up her bridge bonds, which indicates the eventual control of that structure and the imposition of a royal bridge toll, a la Dillonville.—*Bee.*

Now that Jay Gould has transferred the stock yards from Omaha to Dillonville, it will be in order for him to console this community with another promise of putting up a shot tower.—*Bee.*