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Chicago Barber Shop. Opposite "Banquet Room." COLUMBUS, NEB.

HAIR CUTTING done in the latest styles, with or without machine. None but first-class workmen employed.

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F. SCHECK, Manufacturer and Dealer in CIGARS AND TOBACCO.

MRS. W. L. COSSEY, Dress and Shirt Maker. 2 Doors West of Stillman's Drug Store.

J. HUDSON, NOTARY PUBLIC. 12th Street, 2 doors west of Hammond House.

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

Wm. HURGENS, Dealer in REAL ESTATE. CONVEYANCER, COLLECTOR.

BRICK! BREMER & STOLZE keep constantly on hand the best of brick.

PICTURES! PICTURES! NOW IS THE TIME to secure a life-like picture of yourself and children.

NOTICE! IF YOU have any real estate for sale, if you wish to buy either in or out of the city.

NELSON MILLET, Justice of the Peace and Notary Public.

N. MILLET & SON, ATTORNEYS AT LAW, Columbus, Nebraska.

STAGE ROUTE. JOHN HUBER, the mail-carrier between Columbus and Albia.

J. S. MURDOCK & SON, Carpenters and Contractors. Have had an extended experience.

The Columbus Journal.

VOL. X.—NO. 36.

COLUMBUS, NEBRASKA, WEDNESDAY, JANUARY 7, 1880.

WHOLE NO. 504.

W. M. CORNELIUS, ATTORNEY-AT-LAW.

DR. R. J. REILLY, Office on Thirteenth Street.

KELLEY & SLATTERY, House Moving.

GEORGE N. DERRY, CARRIAGE.

FOR SALE OR TRADE! MARES & COLTS.

Columbus Meat Market!

WEBER & KNOBEL, Prop's.

GOOD CHEAP BRICK!

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ADVERTISEMENTS. COLUMBUS DRUG STORE.

A. W. DOLAND, (SUCCESSOR TO DOLAND & SMITH.)

Drugs, Patent Medicines, Wall Paper, Toilet Articles.

PAINTS AND OILS, ETC., ETC., ETC.

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WINE, LIQUORS, Fine Soaps, Brushes.

PERFUMERY, Etc., Etc., And all articles usually kept on hand by Druggists.

Physicians Prescriptions Carefully Compounded.

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HARNES & SADDLES

Daniel Faucette, Manufacturer and Dealer in

Harness, Saddles, Bridles, and Collars,

keeps constantly on hand all kinds of whips, Saddlery, Hardware, Curry-combs, Brushes, Bridle Bits, Spurs, Cards, Harness made to order.

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WM. BECKER, DEALER IN

GROCERIES,

Grain, Produce, Etc.

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Goods delivered Free of Charge, anywhere in the city.

Corner of 13th and Madison Sts. North of Foundry.

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SUCCESSORS to Gerrard & Reed and Turner & Buhl.

COLUMBUS, NEBRASKA.

CASH CAPITAL, \$50,000

DIRECTORS: LEANDER GERRARD, Pres't.

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EDWARD A. GERRARD.

ARNER TURNER, Cashier.

Bank of Deposit, Discount and Exchange.

Collections Promptly Made on all Points.

Pay Interest on Time Deposits.

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A SHREWD WIDOWER.

Deacon Grider was a portly widower. He was the surviving parent of three sprightly children, and regarded as in possession of considerable property.

"Ain't it true?" said Philena Peck. "Well," said Mrs. Mopsley, "it is, and it ain't. He did lose what he invested in them Mariposa mines, but it was only \$1,000; and the rest of his money is all tight and safe in United States bonds and solid real estate."

"Bless me!" said Barbara Bowper. "Well, I never?" said the widow Clapp, with a discomfited countenance. "And," went on Mrs. Mopsley, with evident relish in the consternation she was causing, "they are building a new wing to the house, and he is to be married to Naomi Poole in the fall."

It is amazing to consider the extent to which losses are incurred on the one hand, and sales and occupation afforded on the other hand, by the inexorable carelessness of people who know better and ought to do better.

"Well," he said, bringing down his palm forcibly upon the table, "I ain't sorry that those investments of mine in the Mariposa Silver Mining Company have proved a failure."

But the deacon only shook his head and smiled. "Time will show," said he, "time will show." The news of his loss in Mariposa shortly flew about the community.

"What do you mean?" said Mahala Ann, curiously eyeing him over the top of her spectacles. "I never could get along with a pack of children! I dare say you can find some orphan asylum or place of that sort, by inquiring around a little."

He knocked next at the widow Clapp's door. A slipshod servant maid opened it. "Is Mrs. Clapp at home?" he asked. A head was thrust over the stair railing, and the widow's shrill voice cried out:

"It's that Josiah Grider with his swarm of young ones! Tell him I am particularly engaged. Do you hear, Betsey—particularly." He then called at Barbara Bowper's millinery store, and said to her: "Miss Bowper, you were ever a genial and charitable soul. It is to you that I trust to make a home for my motherless little ones, while I endeavor to retrieve my lost fortune in the far West."

"I couldn't think of such a thing," said Miss Barbara, dropping a cloud of artificial rosebuds in her consternation. "And I really think, Deacon Grider, you haven't no business to expect it of me! It's all I can do to support myself, let alone a pack of unruly children. I dare say the poor master could do something for them, or—"

"I thank you," said the Deacon, with dignity. "I shall trouble neither you nor him." "Well," said Miss Bowper, with a toss of the head, "you needn't fly into a rage because a neighbor offers you a bit of advice!" Naomi Poole ran out of the little garden gate as the forlorn deacon went by. "Deacon Grider," he hesitated she, turning rose red and white by turns, "is this true?" "About my Mariposa investment? Yes. 'And that you are going to California?' 'I am talking of it,' said the deacon. "Would—could you let me take care of the little ones while you are gone? said Naomi, tenderly drawing little Dolly to her side. "You have been so kind to mother and me,

Deacon Grider, that we should feel it a privilege to be able to do something for you."

And poor, soft-hearted little Naomi burst out crying. There was moisture on the deacon's eyelashes, too. "God bless you, Naomi!" said he. "You are a good girl—a very good girl."

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A NEW DEAL.

Organization of the Sioux City and Nebraska Railroad Company, with a Capital of \$6,000,000.

The Men Engaged in the New Enterprise, which will be Backed by the Old St. Paul Company.

J. H. Swan of this city, the attorney of the St. Paul road, yesterday told a Journal reporter that the railroad building over the river is to be pushed by a company of St. Paul capitalists who will incorporate themselves under the name of the Sioux City and Nebraska railroad company.

The object of the company as set forth is first, the building or purchasing of a line from a point on the Missouri river in Dakota county, Neb., opposite to, or below Sioux City, through the counties of Dakota, Blackbird, Cuming, Burt, Washington and Douglas to the city of Omaha; second, beginning at the same starting point, and running through the counties of Dakota, Dixon, Wayne, Stanton, Madison and Platte to Columbus; third, beginning at the same point on the Missouri and running northwest and west through the counties of Dakota, Dixon, Cedar, Knox, Holt, and on to the west line of the state.

This in brief is the outline of the plan of the Sioux City and Nebraska railroad company as stated in the articles of incorporation. Other clauses relate to such variations of lines as may be necessary, to the purchase of lines of roads now built, the building of telegraph lines, the owning and operating of transfer boats on the Missouri, and the building of a bridge across the river.

The two lines now built on the Nebraska side, the Covington, Columbus and Black Hills road and the Omaha and Northern Nebraska, will formally pass into possession of the new company, as soon as it is legally competent to own property in Nebraska. The former road is now nominally the property of James H. Drake, president of the St. Paul road, and a member of the new company who have bought up its stock. The St. Paul company back the new Sioux City and Nebraska company to whatever extent is necessary.

The water of a well is impure; the who use it complain; no steps are taken and the family have serious sickness; the druggist sells his medicines, and the doctor gets his fees. In the same way the cellar is foul; mephitic gases escape through the floor; the blood is poisoned and the fever rages; some suffer; some die; the physician has a harvest, and even the undertaker and sexton find employment. Astove-chimney is in dangerous condition; people have eyes to see, but don't use them; the fire soon does its dreadful work, and carpenters and merchants have a good time. So of many—very many things.

Are you innocent of such neglect? There are far better and cheaper ways to give work and profit to others. By taking care of what you have, you may become able to add other and more valuable things which you desire. There is true economy in proper attention to small as well as great things.

Two Similar Cases. Mr. A. Warren, who lived about nine miles north of Ashland, this county, went to the latter place on Tuesday of week before last, and having spent the day in town, started home in the evening considerably under the influence of liquor. He was found three days afterward, by anxious friends and neighbors, lying face downward in the snow, frozen to death. It was supposed the team threw him out by turning a sharp corner, as his reeling course was traceable in the snow as far back as Ashland. He leaves a wife and four children.

Robert Kuhn, a German farmer of Stanton county, went to Wisner one day last week, and spent the day in the saloons of the town. In the evening he started home in a stupefied state, but had not proceeded far when he discovered that a part of one of his single-trees had lost off, and tying his team he started back to find it. The next day he, too, was found dead, lying face downward in the snow, on the bank of the Elkhorn river. A wife and several children mourn his loss.—Valparaiso Avalanche.

Nobody ever remarks the peculiar build of a murderer's head until he has committed murder, and even then he has about an even chance of proving his innocence.

THE TAY DISASTER.

A Whole Train Falls 88 Feet into the Water.

A telegram from London, December 29th, says: Public excitement over the Tay bridge disaster is unabated. After daylight this morning steps were taken as rapidly as possible to ascertain the exact location of the train under water, for the purpose of recovering the bodies, but the divers who were sent down finally returned and reported that they were unable to find any trace of the lost train. Their failure is believed to be due to the fact that if a large section of the bridge which is destroyed was carried away by the storm, the train may have fallen through any part of the total of about three hundred feet, in which divers might easily miss it in several attempts.

THE LOSS OF LIFE. Latest dispatches from Dundee state information obtained from railroad officials and from other sources will probably decrease the estimates of the number of passengers to seventy-five, besides servants. Divers will continue their search, being certain of ultimate success. The water is gradually becoming more quiet, and it is hoped by tomorrow submarine operations can be carried on without interruption from the weather.

THE GAP IN THE BRIDGE. Everything except the iron piers has totally vanished from sight, the tremendous iron girders which spanned them having been torn completely away. London, Dec. 29.—10 A. M.—Manager North, of the British railway, telegraphing from Luchars, at 4 o'clock this morning, says: Several large girders, along with the last train from Edinburgh, were precipitated into the river last night. There were nearly three hundred passengers, besides the company's servants, all of whom are believed to have perished.

THE BRIDGE. A dispatch from Edinburgh, dated at 4 this morning, says: The portion of the bridge which fell consisted of several large superincumbent girders at the central and navigable portion of the river, which averages from forty to forty-five feet in depth. The train would fall about eighty-eight feet before reaching the water. Some time elapsed before the nature of the disaster was ascertained. The damage to the wires on the bridge and the badness of the weather interfered with the transmission of news, and it is unknown whether the girders were blown down before the train entered the bridge or were carried away with it, and it will probably never be ascertained, as there are no survivors. The bridge was only opened for traffic in May, 1878. It was considered a triumph of engineering skill. It was about two miles long and had eighty-five spans, the widest of which was two hundred and forty-five feet. At the highest point it was one hundred and thirty feet above high water.

THE TRAIN. The train left Edinburgh at 4:15 in the afternoon. It consisted of four third-class cars, one first-class, and one second-class, and the brakeman's van. At the last station before entering the bridge the tickets were taken and the train was then crowded. Vast quantities of wreckage, such as doors and roofs of carriages, pieces of the bridge, and articles of wearing apparel are coming ashore. The entire thirteen girders of the long central spans of the bridge are gone. The night was one of bright moonlight, but the wind was blowing a hurricane.

NO SURVIVORS FOUND. LONDON, Dec. 29, 1 P. M.—The provost of Dundee and the party of citizens who accompanied him in a steamer to the scene of the disaster have returned. Search was made about the bridge in small boats, but no trace of any survivors could be found. The gap in the bridge is about half a mile long, comprising eleven of the longest spans, and one span one hundred and forty-five in length. The savings of the American people during the past year have been large also, notwithstanding the sudden rise in prices and in cost of living. It has been estimated that these savings ordinarily amount to more than \$50,000,000 yearly, and a considerable part of that sum will presently become available for new investment.

Another increase to the wealth of the country is found in the addition to our working and producing population, as the bad crops and hard times in England and on the continent this year has driven to the United States about 50,000 more persons than arrived last year. During the past month the arrivals of immigrants at New York were 15,925, or nearly three times those of November, 1878. Many of these people have gone westward, and the new western states and territories have received large accessions.—Chicago Times.

"I have a theory about the dead languages," said the new student. "What is it?" asked the professor. "That they were killed by being studied too hard."

A telegram from Dundee states that only fifty-six passenger tickets were taken up at the last stopping place, but these do not account for a number of young children, requiring no tickets, nor for a number of passengers for Broughty Ferry, whose tickets were not taken up. However, if this statement is correct, it is evident the loss of life is greatly overestimated.

GOVERNMENT INSPECTION. The government has sent two inspectors to ascertain the particulars of the Tay bridge disaster, and has also directed a formal inquiry into the occurrence. Divers have thus far been unable to discover the wrecked train. They will make another effort to-day. The place where the train sank is full of quicksands, and if the bodies of the drowned are not recovered within a few days they will become imbedded with the cars beyond recovery.

A TERRIFIC GALE. NEW YORK, Dec. 30.—A London dispatch says: The gale which destroyed the Tay bridge was the most violent ever seen in Scotland since the memorable storm of January, 1868. From the time the gale began it continued to increase in fury until a perfect hurricane raged from the south-west. The streets were covered with debris. Chimney-pots and slates went whirling through the air, causing great danger to foot passengers. The streets were almost deserted until the rumor of the demolition of the famous bridge attracted hundreds to the shores of the Tay. Reports from Glasgow, Paisley, Greenock, and Edinburgh say that the storm raged with great violence. The wind blew in tremendous gusts. The rain was drenching. All the accounts mention the continuous howling of the wind, which died down.

Table with columns: Space, 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000. Rows: 1 inch, 2 inches, 3 inches, 4 inches, 5 inches, 6 inches, 7 inches, 8 inches, 9 inches, 10 inches.