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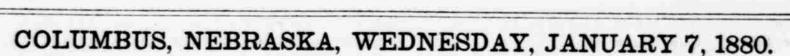
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Columbus





VOL. X .-- NO. 36.

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A SHREWD WIDOWER.

Deacon Grinder was a portly widower. He was the surviving parent of three sprightly children, and regarded as in possession of considerable property. The "little darlings," too. as they are styled, met with lavish expression of admiration in the presence of the deacon from a number of ancient maiden ladies and widows. Miss Philena Peck had taken care of them during his tem-PAINTS AND OILS, porary absence, and declared that she fairly doted on children, and hoped the deacon would let them come again. The widow Clapp, as United States bonds and solid real he was driving by, hurried out with estate.' a pail of honey in the comb, all of which she said was just the thing for the little dears. "Deacon," said she, when are they coming to spend the day with me?" As the deacon reached the village green, out of a millinery store tripped Miss Barbara Bowper. She commenced to flatter the widower for his "be-yntiful remarks" in prayer meeting a few evenings before, and then wound up | Clapp by presenting Tommy with a collar, Josie with a handkerchief, and Dorothy with a doll. "Oh! don't thank me, Deacon," she said. "It ain't nothing compared with the peace of mind I got a-listening to your preclous remarks." On drove the flattered tather. As he passed Naomi Poole's house she was sitting by the window, and modestly but pleasantly smiled and nodded to the party as they drove by.

In the evening, as the Deacon sat alone at the hearthstone with his sister Mahala Ann, the latter commenced to question him if he meant to marry again. He replied he tho't it would add to his domestic felicity Mahala replied: "In that case I do Daniel Faucette, hope you'll make a sensible choice, and not allow yourself to be imposed upon by a pack of selfish widows and scheming old maids." She assured him it was only because he had a neighbor gets a job of work and the ka railroad company as stated in the nice home and farm, and money at interest, that they pretended to love him and his children so much.

"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." "What do you mean?" said Mahala Ann, curiously eyeing him over the top of her spectacles. But the deacon only shook his head

and smiled. "Time will show," said he, "time will show." The news of his loss in Mariposa stock flew about the community. Shortly after the deacon made his appearance, and told Miss Peck he was about to go to California, and

hoped she could be induced to give his children a home. "O, dear, no!" said Miss Peck. "! 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." Miss Peck sat so very upright and glared so frightfully at the deacon. that he was fain to beat a retreat as soon as possible.

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 Grinder with his swarm of young ones! Tell him I am particularly engaged. Do you hear, Betsey--particularly."

He then called at Barbara Bow-NEW STORE, NEW GOODS. per's millinery store, and said to her: genial and charitable soul. It is to have, you may become able to add work would be required by this you that I trust to make a home for other and more valuable things route on the divide between the my motherless little ones, while I which you desire. There is true Omaha and the Logan valleys. Auendeavor to retrieve my lost fortune

"I couldn't think of such a thing," said Miss Barbara, dropping a box of artificial rosebuds in her consternation. "And I really think, Deacon BANK. Grinder, 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

"I thank you," said the Deacon, with dignity. "I shall trouble neith-

er 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 Grinder," 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

Deacou Grinder, that we should feel it a privilege to be able to do some

thing for you." And poor, soft-hearted little Naomi burst out crying. There was moisture on the deacon's eyelashes,

"God bless you, Naomi!" said he. 'You are a good girl-a very good "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

"Bless me!" said Barbara Bowper. "Well, I never?" said the widow

Clapp, with a discomfited counenance. "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."

"A child like that!" said Mrs. "With no experience whatever!" said Barbara Bowper, scornfully.

"I hope he won't repent of his

bargain," said Miss Philena Peck. And Miss Philena's charitable hopes were fulfilled. The deacon never did repent of his bargain.

Carelessness as a Source o

Income to Others. 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 inexcusable carelessness of peoloose but the man or woman never notices the trouble until the bucket is dropped in the well or the bottom is out. Then time is lost, the family is inconvenienced, and perhaps a pay. The gate-latch is out of order;

no attention is paid to it; the hogs or cows get in; the yard is rooted up; the shrubbery is destroyed; the gardener is employed, and the nurseryman has an order. A tire is loose on a wheel: the wood is wearing away, a little care would set the matter right; no pains are taken; away on the road a wheel is crushed and the wheel-wright has some emon the roof; one nail would mend

foul; mephitic gases escape through there will be no lack of funds. 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 eves 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

as well as great things.

Two Similar Cases. having spent the day in town, start- creek would be the same as the line ed home in the evening considerably to Columbus.

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 gone? said Naomi, tenderly drawing the Elkhorn river. A wife and sev-Pay Interest on Time Depos- little Dolly to her side. "You have eral children mourn his loss .- Val-274 been so kind to mother and me, paraiso Avalanche.

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 Enter-prise, which will be Backed by the Old St. Paul Company.

J. H. Swan'of this city, the attor ney of the St. Paul road, yesterday told a Journal reporter that the ailroad 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 incorporators, as shown by the preliminary draft of the paper which will be filed with the secretary of state of Nebraska, are: Horace Thompson, A. H. Wilder, C. H. Biglow, Henry H. Sibley, John S. Prince, John L. Merriam, J. W. Bishop, Geo. A. Hamilton and James H. Drake. These gentlemen are all connected with the present St. Paul and Sioux City road, which company will back the new corporation, and operate its line when built. The capital stock of the Sioux City and Nebraska company

is fixed at \$6,000,000. 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 ple who know better and ought to and Platte to Columbus; third, bedo better. The fastening of a well ginning at the same point on the bucket is deranged, or a hoop is Missouri and running northwest and west through the counties of Dako ta, 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 Nebrasarticles 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 ployment. A shingle is out of place the Omaha and Northern Nebraska, will formally pass into possession

the trouble; that nail isn't driven; of the new company, as soon as it is the rain steals in, and soon the plas- legally competent to own property terer is paid to use his trowel and in Nebraska. The former road is brush. A bridle rein is weak; a bit now nominally the property of is worn; nobody thinks of either; a James H. Drake, president of the horse is drawn to one side, or a St. Paul road, and a member of the horse runs away ; a vehicle is broken, new company who have bought up a carriage-maker or blacksmith is its stock. The St. Paul company profited, and perhaps a surgeon has back the new Sioux City and Nea profitable professional engagement. brasks company to whatever extent The water of a well is impure; is necessary. The arrangement those who use it complain; no steps which the St. Paul company made are taken and the family have seri- some time ago for the issuing of ons sickness; the druggist sells his bonds at the rate of \$10,000 per mile medicines, and the doctor gets his of road, will extend to the company fees. In the same way the cellar is and the public may be assured that

In regard to these three lines Mr. Swan said nothing bad been definitely determined except that a line from a point opposite this city to a connection with the Omaha and Northern Nebraska, would be built as early as possible next season. The company would have the ground looked over this month and then decide which of the routes suggest-Are you innocent of such neglect? ed would be chosen. The most There are far better and cheaper direct was up the Omaha Creek and ways to give work and profit to down the Logan valley to Oakland. "Miss Bowper, you were ever a others. By taking care of what you It was reported that some heavy economy in proper attention to small other route would also be looked over following the roadbed already graded from near Jackson to Middle creek, down the valley of that creek Mr. A. Warren, who lived about to the Logan, and down that to nine miles north of Ashland, this Oakland. This route would not be county, went to the latter place on as direct to Omaha as the first men-Tuesday of week before last, and tioned, but the line as far as Middle

poor master could do something for under the influence of liquor. He The building of the other lines, a steamer to the scene of the disast that sum will presently become face downward in the snow, frozen aid offered by the counties travto death. It was supposed the team ersed. The country on the lines threw him out by turning a sharp was new, and the roads proposed corner, as his reeling course was could not at first be expected to pay traceable in the snow as far back as and the company thought it was but Ashland. He leaves a wife and right that the counties to be benefited should share the expense of building the roads. If Cedar county as a whole would vote aid the road would be built through that county next year, and if Wayne county would assist as she should the Columbus line would be built to the centre of the county before another season. - Sioux City Journal.

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

WHOLE NO. 504.

Whole Train Falls 88 Feet into the

A telegram from London, Decem

ber 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 of the Tay bridge disaster, and has 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 discover the wrecked train. They to be due to the fact that if a large will make another effort to-day. section of the bridge which is de- The place where the train sank is stroyed was carried away by the storm, the train may have fallen through any part of the total of within a few days they will become about three hundred feet, in which divers might easily miss it in sev-

eral attempts. THE LOSS OF LIPE.

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 to- and slates went whirling through morrow submarine operations can be carried on without interruption from the weather. THE GAP IN THE BRIDGE s of an almost incredible character.

spanned them having been torn com-LONDON, Dec. 29,-10 A. M .-Manager North, of the British rail- tion the continuous howling of the way, 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

to have perished. THE BRIDGE. A dispatch from Edinburgh, da- by the railway authorities, and may ted 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 reachbefore the nature of the disaster was ascertained. The damage to the wires on the bridge and the badness of the weather interfered with the ransmission of news, and it is un-

and thirty feet above high water. THE TRAIN. man's van. At the last station be-

WRECKAGE.

NO SURVIVORS FOUND.

citizens who accompanied him in a yearly, and a considerable part of was found three days afterward, by viz: the Columbus line, and the line ter have returned. Search was made available for new investment. about the bridge in small boats, but no trace of any survivors could be the country is found in the addition found. The gap in the bridge is to our working and producing popabout half a mile long, comprising ulation, as the bad crops and hard eleven of the longest spans, and one times in England and on the conti-

> dispatch from Dundee asserts that the number of lives lost by the Tay bridge disaster does not exceed ninety. The bodies of six victims have been recovered.

THE LOSS OF LIFE.

THE VICTIMS. LONDON, Dec. 29, 6 P. M.-The Times. railway authorities now estimate the total number of lives lost at

THE TAY DISASTER.

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

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Space. Ito 2to 1mo 3m 6m las lcol'mn | \$12.00 | \$20 | \$25 | \$35 | \$60 | \$10

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cents a line each insertion. "Local

notices" five cents a line each insertion. Advertisments classified as "Spe-

cial notices" five cents a line first inser-

tion, three cents a line each subsequent

8.00 | 12 | 15 | 20 | 35 | 60

5.25 | 7.50 | 11 | 14 | 15 | 27 4.50 | 6.75 | 10 | 12 | 15 | 20

greatly overestimated.

GOVERNMENT INSPECTION. The government has sent two inspectors to ascertain the particulars slso directed a formal inquiry into

the occurrence. Divers have thus far been unable full of quicksands, and if the bodies of the drowned are not recovered imbedded with the cars beyond re-

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-southwest. The streets were covered with debris. Chimney-pots 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 shore of Everything except the iron piers the Tay. Reports from Glasgow. has totally vanished from sight, the Paisley, Greenock, and Edinburgh tremendous iron girders which say that the storm raged with great violence. The wind blew in tremendous gusts. The rain was drenching. All the accounts men-

wind, which deadened THE PALLING CRASH of the whole central portion of the immense Tay bridge, which has hitherto been regarded as one of the wonders of the world. It has been officially ascertained that the numservants, all of whom are believed ber of passengers can not exceed ninety. This information has been obtained atter most miante inquiries

be relied on.

Money is in remarkably large supply in this country at the present time, the amount of currency having been greatly increased by the heavy gold importations from abroad, as well as by the coinage of silver by ing the water. Some time clapsed the government mints, and by the increased circulation of the national banks. Gold is becoming more familiar to the public than for many years past, but there is no rush for silver, and the big silver dollars are known whether the girders were steadily accumulating in the treasblown down before the train en- ury vaults. The amount of money tered the bridge or were carried seeking investment continues large, away with it, and it will probably and the number of applicants for never be ascertained, as there are no speculative and legitimate investsurvivors. The bridge was only ment is likely to be largely increasopened for traffic in May, 1878. It ed after the January dividends of was considered a triumph of engi- railroad and manufacturing and neering skill. It was about two bank stocks are paid. A New York miles long and had eighty-five spans, exchange remarks that the amount the widest of which was two hun- of interest payable to foreign creddred and forty-five feet. At the itors will be less than it has been highest point it was one hundred at any time for many years, and the disposition on the part of foreign capitalists to invest in American The train left Edinburgh at 4:15 manufacturing, mining, railroad, lu the afternoon. It consisted of telegraph, and other enterprises, and four third-class cars, one first-class, thus to secure some share of the exand one second-class, and the brakes- traordinary prosperity which appears to have dawned upon this fore entering the bridge the tickets country, probably has never been as were taken and the train was then great before as it is now. The close of the year and the reports of large profits in hundreds of enterprises Vast quantities of wreckage, such in which foreign capital is already as doors and roofs of carriages, invested will stimulate that disposipieces of the bridge, and articles of tion, so that there may be large adwearing apparel are coming ashore. ditions, after the opening of the new The entire thirteen girders of the year, to the foreign capital offered long central spans of the bridge in this country for loans or enterprises. The savings of the Ameri-The night was one of bright moon- can people during the past year light, but the wind was blowing a have been large also, notwithstanding the sudden rise in prices and in cost of living. It has been estima-LONDON, Dec. 29, 1 P. M .- The ted that these savings ordinarily provost of Dundee and the party of amount to more than \$500,000,000

Another increase to the wealth of span one hundred and forty-five in nent this year has driven to the United States about 50,000 more persons than arrived last year. Dur-London, Dec. 29, 4:30 P. M .- A | ing the past month the arrivals of immigrants at New York were 15,-925, or nearly thrice those of November, 1878. Many of these people have gone westward, and the new western states and territories have received large accessions .- Chicago

"I have a theory about the dead ! languages," said the new student. A telegram from Dundee states "What is it?" asked the professor. that only fifty-six passenger tickets "That they were killed by being were taken up at the last stopping studied too hard."