

The Columbus Journal.

VOLUME XXIII.—NUMBER 33.

COLUMBUS, NEBRASKA, WEDNESDAY, NOVEMBER 30, 1902.

WHOLE NUMBER 1,177.

THE OLD RELIABLE

Columbus - State - Bank

(Oldest Bank in the State.)

Pays Interest on Time Deposits

Makes Loans on Real Estate

ISSUES SIGHT DRAFTS ON

Omaha, Chicago, New York and all Foreign Countries.

SELLS - STEAMSHIP - TICKETS.

BUYS GOOD NOTES

And Helps its Customers when they Need Help.

OFFICERS AND DIRECTORS:

LEANDER GERRARD, Pres.
R. H. HENRY, Vice Pres.
JOHN STAUFFER, Cashier.
M. BRUGGER, G. W. HULST.

COMMERCIAL BANK

—OF—

COLUMBUS, NEB.,

—HAS AN—

Authorized Capital of \$500,000

Paid in Capital 90,000

OFFICERS:

G. H. SHELDON, Pres.
H. P. H. OHLRICH, Vice Pres.
C. A. NEWMAN, Cashier.
DANIEL SCHAM, Asst. Cash.
STOCKHOLDERS:
C. H. Sheldon, J. F. Becker,
Herman P. H. Oehlrich, Carl Rinck,
James Walsh, W. A. McMillan,
J. Henry Westerman, W. M. Winslow,
George W. Galley, H. C. Gray,
Frank Borer, Arnold F. H. Oehlrich,
Henry Laska, Gerard Laska.

Bank of deposit, interest allowed on time deposits, buy and sell exchange on United States and Europe, and buy and sell available securities. We shall be pleased to receive your business. We solicit your patronage. 200537

A. DUSSELL,

—DEALER IN—

DUPLIX Wind Mills,

And all kinds of Pumps.

PUMPS REPAIRED ON SHORT NOTICE.

Eleventh Street, one door west of

Haget & Co's.

COLUMBUS

Planing Mill.

We have just opened a new mill on M street, opposite Schroeder's flooring mill and are prepared to do ALL KINDS OF WOOD WORK.

Sash, Blinds, Store Fronts, Stairs, Balusters, Turning, Doors, Mouldings, Counters, Stair Railings, Sash Blowing, Planing.

STEEL AND IRON ROOFING AND SIDING.

EP all orders promptly attended to. Call on address.

HUNTEMANN BROS.,

12th St. Columbus, Nebraska.

PATENTS

Copyrights and Trade Marks obtained, and all Patent business conducted for MODERATE FEES. OUR OFFICE IS OPPOSITE U. S. PATENT OFFICE. We have no sub-agents, all business direct, hence we can transmit patent business in less time and LESS COST than those remote from Washington.

C. A. SNOW & CO.

Opposite Patent Office, Washington, D. C.

—COME TO—

The Journal for Job Work

OF ALL KINDS.

NEBRASKA NEWS.

STATE BRIEVITIES.

There is talk of a new (democratic) morning daily at Lincoln.

The high school building at Liberty was destroyed by fire last week.

A lodge of the Daughters of Veterans has been recently organized at South Omaha.

Reports of loss by the prairie fire in Holt county show the damage to have been great.

Lincoln will have its city charter amended at the coming session of the Nebraska legislature.

C. F. Bentley is bringing 6,000 sheep from Big Springs, to feed on his farm two miles east of Schuyler.

Albion is to have a new grain elevator. It is to be a first class structure with a capacity of 30,000 bushels.

The official vote of the fifth congressional district gives McKean 17,450 votes and Andrews 14,230 votes.

R. S. Oberfelder of Sidney gave two lots in Leode Pole to the German Lutheran church of that place for church purposes.

One of Sheriff Farris' children at Albion was quite severely burned a few days ago by the explosion of gas in the cook stove.

The contractors and builders of the new Catholic church at Crete have lost considerable time in waiting for the arrival of the timbers for the roof.

The Mercor is Omaha's newest and best hotel, corner Twelfth and Howard streets. Rates \$2 to \$4.50 per day, 150 rooms and 60 connected with bath.

Sheriff W. V. Johnson of Cherry county arrived in Lincoln last week with an Indian named Roy Boy, who was sent to prison for burglarizing a store.

While A. A. Wilcox, near Burr, was going home from that town Saturday night he was thrown from the horse which he was riding and broke his collar bone.

Roy Hoskins of Mulien met with a serious accident last week. He was trying to ride a cow when she suddenly threw him off breaking his left forearm.

G. W. Potter at Stockville met with a painful accident Friday while working at the mill. He was struck on the head by a falling timber which cut a gash two inches long.

Kelley, Stiger & Co., the popular dry goods house of Omaha, show the largest line of cloaks in the west. Exclusive and correct styles. Corner Farnam and 15th sts.

The residence of A. W. Graham of Sherman township, Andrew county, caught fire during the absence of the family Friday night and was totally consumed. The fire started from a defective fuse, and all that was saved by the neighbors was one table.

The building of the Silver Creek Times with all fixtures was burned last week. A strong wind was blowing and it was only by prompt and earnest work that the south half of the town was saved from destruction.

Gage county is growing over the acquisition of a new town named Clontia, about fifteen miles northwest of Beatrice. The town is built on the new extension of the Rock Island and several buildings have already been erected and others are under way.

Governor James E. Boyd has appointed Hon. J. W. Love, of Fremont, a commissioner to represent this state in the Nicaragua canal convention to be held in New Orleans, La. Mr. Love has been over both the Nicaragua and Panama canal routes and can speak from personal observation.

The hearing of the mandamus proceedings in the district court at Clay Center, wherein ex-Speaker Elder et al. sought to compel the county clerk to issue certificates to them was had last week before Judge Hastings and in obedience to the court's orders the clerk has issued the certificates.

Thomas Kildan, an employe of Hatt & Otto of Plattsmouth, met with a serious accident. While under the influence of liquor he was running his team at a break-neck speed, and when turning a sharp curve in the road was thrown out. One ear was nearly cut off and his face badly bruised.

The tax list for 1902 shows the valuation of Buffalo county real estate to be \$1,908,784, and the valuation of personal property is \$1,408,214. The railroad and telegraph property in the county is worth \$52,077. The valuation of Kearney is placed at \$1,075,530.

W. R. Artman of Cuming county has secured for nearly 100 acres of ground for sugar beet planting for next season. The result of this year's crop so far exceeded his anticipation that he is encouraged to enter more extensively into the business next year.

The sportsmen of Hastings are considerably wrought up over the question as to whether a match hunt for game supper shall be arranged for this fall. Numbers of them are opposed to such a hunt, which they say leads to the unnecessary destruction of game, and favor a side shoot at blue rocks instead.

The committee appointed to locate the new German Baptist college visited Hastings last week after examining several other cities in the west which were competitors, and decided in favor of Hastings as the most eligible place. Work on a \$30,000 building will be started as soon as possible next spring.

It is not generally known, but nevertheless true, that the Woodman Linseed Oil Works at Omaha will this year consume almost the entire crop of flax seed in this state. Shippers have a home market where they can obtain more than their shipping value, and get quick returns, two very desirable considerations.

David Sellers, one of the best known railroad men in this section, was charged in a Chardon dispatch, was caught between two cars last night at Origin Junction and instantly killed. He was a young man and had only run a train a few months.

Sellers had lived in Chardon five years and had a large number of friends. He was a bright, steady going young gentleman.

The report reached Aurora last week that James A. Hickey, who went down to the Nemaha river hunting with his brother, in pulling his gun from the wagon discharged it, tearing the top of his head off, killing him instantly. He leaves a wife and some children.

A Lincoln newspaper man was elected assessor at the late election.

The Cortland Gazette says: Our schools which have been closed for a week on account of diphtheria, begun again Monday, as there was a death in the family of Miss Ed Smith from the same disease. The board closed the schools again on Wednesday and they will now remain closed until the contagion is completely stamped out.

The Bank of Island was closed last week by order of the supreme court, upon a petition filed by the attorney general. The Bank of Island was organized last summer and commenced business on September 1. Its officers and directors were principally farmers and small merchants and none of them had any previous experience in the banking business.

James Hickey, his brother George and Pearl started from Auburn for the Nemaha river in Missouri fishing, and when they had gone about one mile to Missouri, the gun held by James was in some unaccountable manner discharged, and the whole side of his head blown off. The remains were brought home. He leaves a wife and two small children.

The state banking board has taken another bank under its wing. This time it is the Bank of John, located at Johnson, Nemaha county. Under direction of the board, Examiner Morris of Humboldt has taken charge of institution. Nothing will be known of its exact condition until the examination is made, which will probably be done in a few days.

Charles Vandevanter, a farmer living near Plattsmouth, was the victim of a peculiar stabbing affray. He will not tell where it was done or who did it. He does say this much, however, that the man was just coming out of a hayrack and did the work.

The would-be assassin aimed for Vandevanter's heart, the blade penetrating just below the left nipple and barely missing his heart.

A Nebraska dispatch says: Chester Newton, republican, made a demand of County Clerk Van Catta yesterday for his certificate of election as representative from Knox and Boyd counties, but was refused. He then requested a certified copy of the vote from both counties and the request was granted.

The clerk says he does not intend to give up the certificate until he is thoroughly convinced to whom it belongs.

The Union Pacific railway has a corps of surveyors working just east of Mendota looking sidetracks, which will be laid before the snow flies.

Mr. J. W. Keeler, conductor of the freight, Grand Island, he leaves a wife and two children.

BARNEY MIDONALLI, engineer of the passenger train, Grand Island, he leaves a wife and three children.

GUS BARRETT, engineer of the freight, North Platte. He leaves a wife and three children.

IRA OWENS, fireman of the freight, North Platte. He leaves a wife and five children.

WILLIAM COSTELLO, fireman of the passenger, Grand Island, single; frantically seized, both ankles fractured, about 2 p. m.

W. M. SHERLAND, brakeman on the freight, Grand Island, single; arm caught in wreck, body covered by steam; died at 3:30 o'clock.

A. M. LYONS, mail agent, Kearney, head wounds and leg fractured.

Both engines are a total wreck, while the mail and baggage cars are badly damaged. Inside of half an hour a relief train from Grand Island was on the scene with physicians to look after the injured and to transfer the passengers and baggage were transferred from the wreck to the relief train, which will reach Omaha this afternoon at 3 o'clock.

Alas is only a flag station and the passenger train was through to Grand Island without stopping. The story of the wreck was told by an eye witness. Conductor J. W. Keeler had pulled his freight on the sidetrack and was waiting for the passenger train to arrive. The freight train stood but five car lengths from the west switch, heading for the same. The headlight of the passenger engine soon approached far over the prairie. As it approached the freight engine, the switch was open and that a collision was unavoidable. In a moment he was upon the switch, the steam brakes were put on and the engine reversed. There was a roar of escaping steam, the cries of frightened trainmen and shrieks from the frightened passengers.

Under the wreck and debris, pinned to the earth, was Engineer McDonald. He was the only one who was not only being visible. He was not alone, for under the same mass of twisted iron and heaps of coal lay the forms of J. W. Keeler, conductor; Gus Barrett, engineer, and Ira Owens, fireman of the freight train.

When asked as to the cause of the wreck, Conductor Leahy said: "We were two hours behind time and were going at the rate of forty-five miles an hour. We had made up an hour's time. The switch was open and no one has any idea of who could have opened it. I am of the opinion it was an outside party. The freight crew surely would not have done it. The inevitable result sufficiently testified to that. Our engineer could not have seen it before he was almost upon it. He put on the brakes and reversed the engine, but it was too late. He stood by the engine till the last and no doubt saved injury to many of the passengers. The other crew was all badly shaken up, but none of them were injured. When the passenger engine struck the freight engine, they fell side by side. Several freight cars were demolished. One end of the mail car was nothing but splinters. The baggage car was badly wrecked. The front end of the smoker was off the track. The other cars remained on the track.

William Costello, fireman of the passenger train, died from the effects of his injuries at 2 o'clock this afternoon. He was unmarried, but has many relatives in this city.

William Sutherland, the brakeman who was pinned to the wreck by his arm, was caught between the wheels of the tender and body of the locomotive, died at 3:30, immediately after his arm had been amputated. He was frantically burned from his feet to his hips.

Robbers Break Into a Bank and Get Away with \$4,000.

VIRGINIA, Ill., Nov. 23.—Last night at Ashland, in the eastern part of the county, the bank of Pettibish, Skiles & Co., a branch of the Pettibish, Skiles & Co.'s banking house of this city, was robbed. The burglars blew open the large "improved fire and burglar proof safe," and made away with the entire contents, \$4,000 in money and a lot of valuable papers. The job was done with the skill and system of professionals, and nothing wrong was known until the cashier opened the bank yesterday. A team, thought to have been stolen by the robbers, was traced and found at Springfield, Ill.

DEATH ON THE RAIL.

AN AWFUL ACCIDENT ON THE UNION PACIFIC.

A Passenger Train Going at Great Speed Crashes into a Side Tracked Freight—Four People Meet Instant Death and Two Others Die From Their Injuries—Trainmen Barred Under the Debris—Responsibility for the Accident Not Quite Clear.

AWFUL WRECK ON THE UNION PACIFIC. GRAND ISLAND, Neb., Nov. 22.—[Special Telegram to The Omaha Bee.]—Not in several years has so serious and distressing an accident occurred on the Union Pacific than the accident which took place this morning at 6:30 at Aida siding, eight miles west of Grand Island, when express train No. 8, going at a rate of forty-five miles an hour, crashed into an extra freight train standing on the switch.

The passenger train, which was due here at 6 o'clock and at Omaha at 10:40, was nearly an hour and a half late, and striking the grade west of Aida siding, the engine and the passenger train, determined to make up some time, pulled the throttle open, with the result as indicated.

The freight train had been doing considerable switching on the siding and the engine had been comparatively dead at the head of the siding. The morning was foggy, and unmindful of danger and resting secure in the thought that the switch was properly placed, the engine was started on the siding, and waited for the passenger train to rush by, but the switch had not been closed and the passenger train brought death to four men and fatally wounded three others, through the criminal negligence of the switchman.

The men killed are: J. W. KEELER, conductor of the freight, Grand Island. He leaves a wife and two children.

BARNEY MIDONALLI, engineer of the passenger train, Grand Island. He leaves a wife and three children.

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Blaine Seriously Ill.

WASHINGTON, Nov. 26.—The condition of Mr. Blaine was again the subject of universal interest yesterday, made so by the publication of statements that his ailments had taken a turn for the worse and that his life was in imminent danger. If his physicians and the members of his family are to be believed, such statements are misleading and are not warranted by the facts. Last summer a year ago Mr. Blaine left the city to see his daughter before she left for Europe. It was on that occasion that he fell ill and was removed to his cottage at Bar Harbor, where he passed the summer and early fall in convalescence. The cause of his illness was not an organic complaint, unless a peculiar sensitive stomach can be so regarded. In plain English, he ate what was not good for him—rich food, and ate very much of it. Being run down in health and mentally weighed down by the labors of his office, the affairs of which were then in a critical state, with the Italian and Italian embroglios threatening to assume a serious form, Mr. Blaine, who is by no means in the vigor of youth, was very ill, and required several months to recuperate.

Last summer he had another attack, but since his return to Washington he has been in a state of health that may fairly be described as his normal condition and capable of earnest work.

With the exception of a slight indisposition of a little patientia, which will not be a very big job. When a horse is entirely under subjection the next thing to be done is to develop some of his qualities. To make a first-class horse a good walking gait is necessary. The awkward walk of the colt should be transformed into the strong, straightforward walk of the plow or cart horse. By exercising care a regular steady rate of speed may be acquired at this gait. This will add much to the value of the future horse. A horse that will walk five miles an hour instead of three will gain twenty miles in a day. It is but little if any harder for a horse to walk than to trot when once he becomes accustomed to it.

The pulling qualities of a horse may be materially developed. The reason that one horse can pull a much heavier load than another of the same size and weight is simply because he knows how. This "know how" is what you want to teach them. About the first question a horse buyer asks is, "Is he a good puller?" If this question is good for the buyer it is good for the seller and also good for the man who does not want to sell. The capability of pulling a big load is not more valuable than the ability to pull well and without injury to the animal. In addition to this, pulling and one horse may kill himself doing the same work that another horse may do without injury.

The right kind of a trainer can improve upon a man's method of horse pulling as well as upon his ability to pull greater loads.

There are numerous ways of improving a horse or developing him if the matter is studied intelligently. It will cost a few dollars and cents to improve any horse that is worth keeping. As this can be done with the ordinary work required of the animal is being performed it need not take any of the time of the trainer or the pressure of a contest between the horse and the man. It is not necessary to pay as well on farm horses as it does on turf horses it will be by no means a waste of time and talent to develop the horse.

Food and Water.

Ensilage has come to stay, and wherever it has been adopted it furnishes the elements that in conjunction with other proper foods are the direction of maintaining the health of the cow. The moisture is invaluable. For years we have endeavored to stimulate the growing of roots for winter food, but the best thing is to use those to whom the silo is as yet too much of an innovation for them to adopt; and there is not a farmer or dairyman so far as we know who has been able to convert his ensilage into root feeding who does not testify that it has saved sickness among his animals and brought his herd through the winter in good shape. But if we cannot get men to see the value of root feeding, the next best thing is to induce them to stop feeding the dry, fat forming foods in reckless quantities, and to feed the bone and muscle forming foods more largely for they contain a large quantity of moisture. Whatever interferes with digestion interferes with health and the milk producing machinery. Fat formers are dyspepsia breeders. The usefulness of the cow depends upon her ability to digest and assimilate her food. Selecting a cow in the first place with a good constitution, a good digestion and a proper development for making milk, the purpose in feeding should be to preserve and strengthen her digestive forces. It is right here that the chief value of warming water for cows is seen, and although some experiments and some theories would seem to cast a doubt upon the value of warming water, there can be no experiment and no theory that can destroy or modify the fact that every drop of ice cold water we can keep out of the stomach of the cow is an aid to digestion, and we can afford to stop at that point, and not take into consideration at all the value of the greater quantity of water that a cow will drink when the water is warmed.

—Farmers' Voice.

Inducements for Bee-Keeping.

Bee-keeping is honest, honorable and easy. It needs but little capital and no unusual skill; neither great strength nor profound learning. It does not depend on political favor or the smiles of the rich. Rural but not rude; royal but not rigorous. It asks not the smiles of nature and a quiet spot. It makes by saving and does not injure by taking. It requires many operatives, but they support themselves, requiring of their employer only a cheap suitable place to store the product of their skill and industry, ready for his or her use or for the market. It can be conducted almost anywhere, and more money made from the same amount of capital and labor than in any other business. Many a farmer loses more than he makes by not keeping bees, or by not keeping them properly. He and his family grow pre-

FARM AND HOUSEHOLD.

SUGGESTIONS FOR DEVELOPING FARM HORSES.

Make Him Gentle and Docile—Food and Water—Protection of Birds—Poultry Pickings and Household Hints.

Developing Farm Horses.

Volumes are written on developing the trotting and running horses, yet seldom is anything said in regard to developing the common work horse. A correspondent in the National Stockman thinks that as matters of the kind devolve almost entirely upon the question of "will it pay?" this might be discussed from this standpoint with interest. Yes, he says it will pay and will not pay to develop him. If it will not pay to develop him it will not pay to raise him. Every horse is supposed to fit in somewhere in the many uses for the noble animal. The commonest kind of a scrub is supposed to be valuable for something.

If a horse is to be retained for farm use it will pay to develop him in many ways. The first thing is to make him gentle, tractable and docile. This should be done from colthood up, put if the horse has arrived at an age in which he is not made useful and has not been made thoroughly gentle the first thing to be done is to teach him to be as quiet as a lamb while in your care and your management.

With the exercise of a little patience this will not be a very big job. When a horse is entirely under subjection the next thing to be done is to develop some of his qualities. To make a first-class horse a good walking gait is necessary. The awkward walk of the colt should be transformed into the strong, straightforward walk of the plow or cart horse. By exercising care a regular steady rate of speed may be acquired at this gait. This will add much to the value of the future horse. A horse that will walk five miles an hour instead of three will gain twenty miles in a day. It is but little if any harder for a horse to walk than to trot when once he becomes accustomed to it.

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First National Bank

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C. E. EARLY, Asst. Cashier.

G. ANDERSON, F. ANDERSON,
JACOB GREISEN, HENRY KAGATZ,