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To The Voters of Columbus City and Township.

In a few days you will be called upon to decide by your votes whether the city and township shall aid the Columbus Canal and Power Company.

The construction of a canal as outlined in our proposition, furnishing and transmitting 3000 horse-power, should not be attempted and funded.

\$50,000; therefore, in justice to all men of moderate means, justice in this undertaking, and to the end that they may not be invested in an enterprise, which, when two-thirds completed will be compelled to succumb for want of funds.

To raise this amount, we deem it but just and right that the public at large, who beyond all questions will be materially benefitted by the establishment of such a water power in their midst, should contribute to its cost.

We will then ask a bonus from the wealthy real estate owners, either in money or lands, in the sum of \$29,000.

On the securing of this amount to aid in the canal enterprise, we then propose to open our stock book to be in shares of \$100 each.

On the signing of \$100,000 in stock, the stockholders will then meet and perfect a permanent organization.

Each stockholder in proportion to the bonus raised in proportion to the amount of stock held by each.

In South Dakota, at Marion Junction, "about thirty of the leading citizens" took Mrs. Van Buren to the outskirts of the town.

On Saturday there was a cloudburst in the vicinity of Gatz, the capital of Styria. A large number of people were drowned.

THE Linden Steel company, one of the largest manufacturing concerns in Pittsburg, suspended operations August 8, on account of the stringency of the times.

As regards the so-called bluff, we will say, that after careful investigation, we are satisfied that the cost of a bluff canal will be double that of a valley canal.

As to those who are advocating the bluff route, we will ask them to take into consideration the cost of a large reservoir; the digging of a tail race over five miles in length; the constructing and maintaining of bridges over a canal and tail race, aggregating seventeen miles in length; the cost of expensive right-of-way and together with the loss in transmitting the power three times the distance.

As to the benefit of a bluff canal for purposes of irrigation in addition to power, we will say, that none of the surveys yet made provide for the extension of the canal east of the Ernst road.

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important question to come before congress upon which the democrats are united.

They are apparently hopelessly divided on the financial question, although the strong personality of the president, backed by the patronage of his disposal, may be sufficient to get some legislation through if the administration managers are shrewd enough to have a financial bill framed that will meet the views of the republican senators and representatives—overtures have been made to the republicans, but they will make no pledges in advance, wisely reserving the right to cast their votes for the measure which in their judgment may be best for the country, without regard to its political effect.

The division upon the tariff among the democrats is not so sharply defined as that upon finance, although it may become so later on. There are three tariff wings to the democracy in congress—one in favor of postponing the regular session, without stating exactly why they favor doing what is taken up; another favoring the immediate framing and passing of a free trade bill or, as they are pleased to call it, "a tariff bill for revenue only," and the third wing wants to frame a bill that will retain a limited amount of protection, something about midway between the old Mills bill and the McKinley law. The republicans have not changed their position on this question, late events and those occurring every day in the industrial world having convinced the few among who had doubts that an absolutely protective tariff is necessary to the continued prosperity of this country.

Consequently they will resist all attempts to change the present law, although they may if an opportunity shall occur to thereby defeat the free trade wing—which is the largest—of the democracy vote with the moderate protection democrats.

Other matters upon which divisions exist among the democrats are, the proposed repeal of the ten per cent tax on state bank currency and its consequent fall of wild cat, home-made money; the proposed income tax, and the present pension policy of the administration.

The republicans are particularly fortunate in having a number of the ablest parliamentarians and hardest all-round legislative fighters in the party in the present house. For instance, no twelve democrats in the house would be able to cope with the republican big four, as Reed, of Maine; Burrows, of Michigan; Henderson, of Iowa, and Cannon, of Illinois, are already called, in a running debate, and there are a number of other hard hitters in the house minority, who have proven their ability in many hard fought legislative battles to stand up for what they believe to be right. These men will present a solid front at all times to the divided democracy, knowing that it is upon them that the great commercial and industrial interests of the country rely to keep the legislation of the democratic majority within reasonable bounds.

Senator Gorman is the latest prominent democrat to join Representative Holman in protesting against the pension policy of the administration, and declaring that if persisted in it will wreck the democratic party. From the talk of republican senators and representatives there will be some lively times in congress about this pension business. The republicans are ready to join the democrats in ridding the pension roll of any name that is fraudulently or illegally, but they will demand that fraud shall be proven before a pensioner is dropped or that the country shall know the reason for the wholesale suspension—hundreds every day—that are now being made. If the democratic administration can give good and sufficient reasons for its action, well and good, if not, so much the worse for the administration and for the democratic party.

Mr. Cleveland recently took a lesson in finance from the man who nominated him last year—Hon. W. C. Whitney, and the result may be an issue of bonds if congress prove to be slow in repealing the Sherman law.

THE meeting held by the Y. M. C. A. boys at the Ball school house Sunday night was well attended and a deep interest was manifested—117 in attendance.

THE meeting in the park Sunday was well attended. Next Sunday there will be a song service in the park, the Y. M. C. A. double quartette will furnish some choice selections.

THE rooms are attracting more people each week, 316 visitors last week, the highest number reached so far; forty-three baths given Saturday, an increase of fifteen over the Saturday previous.

THE man at home is out. "Oh, rate," "come off," "where did you get it," these were the exclamations after the decision of the umpire, and what started the fun, and stopped the game at the end of the seventh inning. It seems there had been several kicks made on some of the "umpire's" decisions before this time and when this rank decision was given, it was too much for the home team to stand. A general tongue-lashing was indulged in for a few minutes after which the Indians refused to finish the last two innings, whereupon the umpire gave the game to Clark's by a score of 9 to 0. We very much regret this affair as the game at this time was getting quite exciting, the score standing 8 to 9 in favor of the Indians, and hope that sometime in the near future these same clubs will get together and finish this well begun, but poorly finished game.

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LUCKY, returned from their visit last Friday. They spent two weeks at the old home in Illinois, and two days at the World's fair.

Hay is quite an item in the home market just now, and good prices are asked for that article, but every fork full is being saved and put up in good shape for keeping. There will be less hay wasted this fall and winter than in any previous autumn.

Patsy Hogan of Upper Shell Creek, met with quite an accident on Tuesday of last week. He was engaged in running a threshing machine, and when in the act of oiling the cylinder, the sleeve of his shirt caught in the cog and the left hand was drawn into the gear, taking the flesh from one side of the hand and wrist clear to the bone; fortunately no bones were broken.

Died, at the farm residence, four miles northeast of the city at 12 o'clock noon, Friday August 11, Mrs. Owen McGann. Deceased was born in Bureau county, Illinois, September 8, 1854, coming here with her husband and family in April, 1880. The husband and eight children are left to mourn her loss. A member of the Roman Catholic church and died in full faith of the great redeemer. It is only about ten months since her second child daughter preceded her to the better land. The family has the sympathy of this entire community.

Sam. Drinnin, Otis Clark and John Pittman three young lads from here, started in a covered wagon on the overland route Monday for recreation and sight-seeing in the great west. They were well supplied with a sporting outfit, and on the eve of their departure received the benedictions of Pater, in which they were seriously admonished to never for a moment, lend a thought to wrong-doing. The boys were at a loss to find a dog, but as they started off with a trunk of fresh meat, we presume they have one ere this; they will probably camp Monday night at Silver Creek, near J. A. Hoag's chicken coop. We expect to hear from them at intervals, as they journey along, and if we get anything of interest to your readers you shall have the same.

THE Chicago, Milwaukee & St. Paul Ry. Co. is the only line running solid vestibule electric lighted and steam heated trains between the Missouri river and Chicago, consisting of new palace sleeping cars, elegant free reclining chair cars, luxurious coaches and the finest dining cars in the world. The berth reading lamp in its palace sleeping cars is patented and cannot be used by any other railway company. It is the greatest improvement of the age. Try it and be convinced. Close connection in union depot at Omaha with all trains to and from the east. For further particulars apply to your ticket agent.

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