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 W. C. James, in connection with his law and collection business buys and sells real estate. Persons wishing to buy or sell city property call at his office, over Bushnell's book store, Pearl Street.
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STRIKES FOR RICHES.
 The Cummins Camp Attacked With Measles and the Prospecting Fever.
 Correspondence of The Bee.
 CUMMINS, Wyo., April 22.—We cannot chronicle any labor strikes, but we can some other "strikes" that are more successful. The stamp mill here crushed two or more tons of ore from the "Golden Eagle" mine, owned by John Cummins, of Denver, and some Michigan parties, and secured as a result about seven and one-half ounces of bullion, nearly pure. If Mr. Cummins did not weigh a good deal over 200 pounds, it would have kept him on the ground or inside his clothes.
 The camp has been enjoying a siege of measles and has stopped now because the supply has run out. We have had something that, like President Lincoln's small pox, we could give away to everybody. The boys declare that even some of the new strikes look "measly," at any rate, it is all spotted over with gold.
 We are all sorry to hear of Superintendent Clark leaving, for we thought he would know better than any one the necessity for putting through the new road from Laramie. The coal and lumber which can be supplied so near here will soon make the road a necessity, but we want it now.
SPLEX.
A NEW DOUBLE-ENDED ENGINE
 A Passenger Locomotive Which Weighs Over Sixty Tons.
 Philadelphia Pa.
 Yesterday afternoon a group of engineers and railroad officials surrounded the new double-ended engine No. 4, of the Pennsylvania railroad, in the round house at West Philadelphia, and examined minutely the peculiar construction of what is probably the heaviest engine in the world. "Jumbo," as the novel steam monster is called by the habitués of the round house, is as ungainly in appearance as the hero of the hour now quartered in Barnum's show, and has created more interest among railroad men than any novelty since the advent of long-legged No. 10. The engine weighs 120,400 pounds, or a little over sixty tons, about fifteen tons heavier than a class "K" engine, and is fitted with a five-foot driving wheel, with a thirty-three-inch truck wheel under the smoke stack, while in the rear of the driving wheels there is one six-wheeled swing truck which will enable the engine to turn a very sharp curve. The cylinder is 17x24, the same size as those used on the class "K" engines, and the water tank surrounds the entire fire-box, which is eight feet deep. The engine is constructed as to run in either direction and has a pilot at each end, thus doing away with the use of a turn table. This locomotive is one solid frame, there being no break between the tender and the engine proper; and although the engine is a trifle shorter than the class "K" engines, yet it is at least three feet higher than the average locomotive, while the cab, which is entirely closed, is about three times the size of that of other engines. Theodore N. Ely, superintendent of motive power of the Pennsylvania railroad, is the inventor of this extraordinary mountain of mechanism, and the iron horse was built at the Altoona shops a month ago, under the supervision of J. B. Collins, the mechanical engineer of the company. Either wood or soft coal may be used. "Jumbo" has a patent hot water reversing gear, which has never been put into practical use on any engine in this country. It is generally known engines are reversed by the power of the steam, but "Jumbo" is so constructed as to be reversed with the hot water from the boiler, and a very simple reversing gear, which is a virtual reverse itself, saving the engineer physical work, as all he has to do is to touch a spring and the engine will instantly change its course.
 The injector checks into the boiler behind the dome, thus protecting the pipes in case of collision, which it is expected will prevent the escape of steam and water.
 "Jumbo" was run down from Altoona on Friday night last, coupled to fifteen freight cars, and part of the run was made at the rate of fifty-nine seconds to the mile. The engine will be run regularly on the Pauli and Westchester accommodation trains, and will make the initial trip to-day, leaving Broad Street station for Westchester at 4:45 p. m. Andrew Chambers, a veteran engineer of the Philadelphia division, will handle the throttle of "Jumbo," and her conduct will be closely watched by the officials of the road, a number of whom will accompany the first trip to-day.
 Assistant Road Foreman of Engines Alex. B. Todd yesterday declared: "Jumbo" is probably the heaviest locomotive in the world; if there are any engines as heavy, they are in Belgium, as in no other country can be found engines weighing over fifty or fifty-five tons."

Never Recovered.
 Detroit Free Press.
 "You see," he explained as we sat on the tavern steps at Sharpsburg and looked around "this town has never recovered from the war."
 "What did you have here before the war?"
 "Everything, almost. It was the liveliest little town you ever saw. Why, sir, I sat on these very steps before the war and counted six fights all going at once. Then we had a cooper shop, three saloons, a tannery and four shoe shops."
 "All are gone now, I observe."
 "Every one of 'em, and what's worse, you can't start a fight here to save your life. If you should jump out there and crow and crack your heels and offer to fight the best man in Sharpsburg, no one would raise a hand."
 "They wouldn't, eh?"
 "Not a one. We are a humble people. Here it is sixteen years after the close of the war, and we are still so downcast that a tin peddler comes in here and bluffs the mayor, licks the clerk, sasses the postmaster and runs away with the only good-looking woman we ever had, and not a man throws a brick bat!"

Given up by Doctors.
 "Is it possible that Mr. Godfrey is up and at work, and cured by so simple a remedy?"
 "I assure you it is true that he is entirely cured, and with nothing but Hop Bitters; and only ten days ago his doctors gave him up and said he must die!"
 "Well-a-day! That is remarkable! I will go this day and get some for my poor George—I know hops are good."—[Salems Post.]
 Robbing Peter to Pay Paul.
 Buffalo Express.
 Mr. John F. Slater, the Connecticut millionaire who has given \$1,000,000 for the education of the freedmen, meets the usual fate of a prophet in his own country, and is very freely criticized by the local press. His fortune, it is said, was accumulated by his cotton factories in Connecticut and Massachusetts, which have been notorious for long hours, poor pay, and "trick" stores. This is the way in which The Madden Headlight thinks the case should be stated: "The cotton operatives of Connecticut and Massachusetts have given \$1,000,000 to educate the negro, and Mr. Slater gets the credit of it." There may be some ground for this sort of criticism; but, after all, the only thing to be done by the outside world is to take advantage of the sporadic spasms of generosity of millionaires. It is unnecessary to say that Mr. Slater is not the only rich man who could be pointed out as being charitable to one person at the expense of another.

Taking Time by the Forelock.
 Detroit Free Press.
 At the battle of Groveton, Stonewall Jackson tried an experiment which nearly frightened a Federal division out of their boots. Bars of railroad iron were cut up into foot lengths and fired from some of his heaviest guns, and the noise these missiles made as they went sailing through the air was a sort of cross between the scream of a woman and the bray of the mule. The federals listened in wonder at the first few bangs through the trees, and presently one of the pieces fell just in front of a Pennsylvania regiment. A captain stepped forward to inspect it, and after turning it over he rushed to the colonel with the news: "Colonel, them infernal rebs are firing railroad iron!"
 "No!" "They are, for a fact!"
 "Captain, advance your company to the right and deploy, and the minute you find Jackson is getting ready to fire freight cars at us send me word. I don't propose to have my regiment mashed into the ground when it can just as well be decently exterminated in the regular way."

Brother Gardner's Complaints of a Pastor.
 Detroit Free Press.
 "In our church do older Sunday," said the old man, as the hall grew quiet, "our pastor warned young men again de awful effects of drink. Dat was 'k'rot, an' yet two de elders of dat same church own buildings which they rent to saloon keepers."
 "De pastor shed tears because de heathen heathen was getting on de wrong path, an' I've only to look free de window to see de boys playin' baseball in a vacant lot, an' a dozen standin' 'round a saloon door."
 "De pastor spoke of de prevalence of evil high places, an' yet I stood beside him when woted last night, an' he put in a straight ticket. Or, dat ticket war candidates who deserved State Prison war de old office, but he swallowed de 'ole business at a gulp."
 "De pastor said dat de love of dress was bringin' dis dentry to ruin, an' yet his wife sat dar wid a bonnet on which cost eighteen dollars."
 "De pastor said 'at a Christian must let his own conscience be his guide, an' den he turned about an' warned 'em to keep away from theatres an' circuses an' sich."
 "De pastor spoke of de sin of greed, an' yet if he hadn't raised his salary of \$200 last January he was gwine to leave us fur another field."
 "My friends, do not misunderstand my position. I believe in all dat a true Christian believes in, but I have to wonder at de inconsistencies of our religion. When a pastor preaches one thing an' practices another, what's an' elder gwine fer do? When an elder prays dat de world may be made better, an' den turns 'round an' cheats de eyes out of a man on a horse trade, what's a trustee gwine to tink? When a trustee gets up in pray'r meetin' an' says dat greed an' avarice mus' be

driven from de heart, an' den walks home an' raises de rent on all his ole furniture shanties, what's a pastor an' humble eb'ry-day Christian gwine to hang to? An', lastly, when three outer five of our po' an' humble eb'ry-day Christians stan' up eb'ry week and confess dat dey have sinned, what show has a sinner really got?"
 "I tell you dat gwine ter church an' only outward show. Jimin' de confession, 'tude ter representation in de distance to heaven. Prayin' an' singin' an' talkin' may mean much, or nothin' at all. Call no man a sinner becase he don't rent a church pew. Giv no man credit fur religion becase he prays in a loud voice."

Wire Fences.
 The death of wood and stone in many of the states has brought some remarkable results in the adoption of wire for fencing, for which it has been employed for the past twenty-five years. The modern invention of the sharp, repellent barb has very largely increased this use. It is estimated that 150,000 miles of plain wire fence were built before the barb became known. Since that time over 250,000 miles of barb fencing have been built, some part of which has been represented in the above fence statistics for 1879, since 25,000 miles of barb fence were erected in that year, according to the statistics of the iron and steel industry. The same figures show that 60,000 miles of barb fence were built in 1881, costing \$10,000,000. One feature of the fence question made possible by the great portability of wire stock material is the growing custom of inclosing immense areas of pasture in regions previously given up as free ranges, a system likely to become a thing of the past. In Nueces county, Texas, 800,000 acres are being inclosed in one pasture by a barb fence. In Southern Missouri 30,000 acres are being inclosed and dog-proof sheep pasture in the world is that of the famous Maxwell grant, in New Mexico, on which 200 miles of wire fence are in use, and 700,000 acres held in one inclosure. Some of the inner inclosures on the same grant are ten miles square. A wire fence manufacturer not long ago received a single order for 300 miles of barb wire fencing to build 100 miles of fence on a tract in Oregon. Nor are these large figures confined to this country. The Australian government recently contracted with an England fencing company for 254 miles of wire fence.

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 NEVER fails to cure Nervous Debility, Vital Exhaustion, Emotions, Seminal Weakness, Mental Depression, Headache, Dizziness, Indigestion, and all the evil effects of youth. It stops permanently all weakness, restores the system, invigorates the brain, and makes life enjoyable. Price, \$2.00 a bottle. Sold by all druggists. Write for circular and prospectus to J. C. GOODMAN, 718 Olive St., St. Louis, Mo.

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 We have cases in our own town who lived at Hot Springs, and were finally cured with S. S. S. McLaughlin & Co. S. S. S. is a pure, non-toxic, non-poisonous, non-detrimental medicine. Price of Small Size, \$1.00. Large Size \$1.75. Sold by all druggists and chemists. Write for circular and prospectus to J. C. GOODMAN, 718 Olive St., St. Louis, Mo.

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 I will sell at public sale in COUNCIL BLUFFS, IOWA, on Friday May 5th, 1882, at 2 p. m.
 THIRTY HEAD OF Thoroughbred Short Horn Bulls,
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J. M. CHAPIN.
 Catalogue furnished on application to W. F. Beverly, Council-Bluffs, Iowa. apr21-1882

PUBLIC SALE
 OF
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TO BUILDERS.
 Sealed proposals will be received up to May 1, 1882, at 5 o'clock p. m. for furnishing, erecting and building a school house on block 30, Grand Island, Neb., according to plans and specifications to be seen at office of J. M. Chapin, Omaha, Neb., on April 15 to 30, and thereafter at my office. Proposals will be received for all or any part of the work, at to reject any or all bids reserved. Proposals to be endorsed "Proposals for Building School House" and addressed to: J. M. CHAPIN, Secretary, Grand Island, Neb.

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