OWEN SOUND ENTERPRISE.

WHY HER CITIZENS WISH GRAND TRUNK CONTROL OF THE T. G. & B.

The Globe's Arguments Answered—The Northern Only a Minor Concern—Through Trade Over the T. G. & B.—The Dry Dock.

(From the Owen Sound Advertiser of July 28.)

The Globe of the 20th inst. contains a long article in reply to our remarks of the 7th. All the municipalities served by the Atlantic of the T. G. & B. R. take the same view of the matter as the Advertiser, with the single exception of the town of Mount Forest, and we have good reason to believe that the great majority of the citizens of Toronto are with us.

The Globe argues that the railway would be better worked in the interest of the public as an independent line than by the Grand Trunk, but fails to show how its existence as an independent line can be maintained, with the Credit Valley attacking the main line at Orangeville, the Northern and North-Western on the east, the Grand Trunk already at Durham, and soon to be opened to Wiarton on the west. The western division has also the opposition of the G. T. R. at Mount Forest and Harriston, and also the competition of the Great Western; and should the line the Globe so strongly urges on us, that from Durham to Owen Sound, be built, what would the traffic of the road be worth? No one who knows the nature of the district served can fail to see that independence in such circumstances would soon lead to the complete extinction of the T. G. & B. R. Taking everything into consideration, we see no solution but that the road must be run by some strong company, and of the two companies seeking to obtain control of the road who can say that the Grand Trunk is not to be preferred to the Northern, which is itself only a feeder to other lines, and has no connections, and cannot therefore make through rates except at the dictation of other lines? When it has become a certainty that the line cannot be run independently would it not be madness for us to advocate connection with a road situated as the Northern is, and whose policy would be to develop the trade of their own lines at Collingwood? But, says the Globe, "we have been assured by several prominent Owen Sounders, friends of the Grand Trunk, present at the meeting of June 28th, that the Durham extension would be at once proceeded with if the Grand Trunk offer were rejected." The writer was present at the interview with the Globe representative, and what was said was that as a matter of necessity we would have to urge on the Durham extension in order to escape the well-known tyranny of the general manager of the Northern should he succeed in obtaining control of the T. G. & B. R. We at the same time argued strongly against the possibility of the Grand Trunk doing a through trade over that line—that is to say, via Durham. Owen Sound can never be recouped for the very large sums of money expended in railway bonuses, harbor improvements, &c., except by getting connection with a powerful company such as the Grand Trunk, fully able to equip the road and command a large through trade. To show that a very large trade is expected to be done here by the Grand Trunk, that company have insisted on having the rails of the reconstructed road very heavy, and sidings to the extent of 10,000 feet are to be provided here. Further than this, in addition to the elevator to be provided by the T. G. & B. company, a second one is to be built by a joint stock company, and worked by the Grand Trunk also, and it is confidently expected that they will both be fully employed during the season of navigation. Now with regard to our statement that the Grand Trunk would not compete for through freights at this port over the road to Toronto via Durham, because they already have two shorter lines by Sarnia and Goderich. We think any man of ordinary intelligence will at once see that our argument is sound. Look at the distances: Sarnia to Toronto 168 miles; Goderich to Toronto 133½ miles; Owen Sound to Toronto, by line surveyed to Durham, and by table of distances from Durham to Toronto, 190 miles. Besides this the avowed object of the G. T. R. in getting the T. G. & B. R. is to relieve the pressure of business on the main line from Stratford to Toronto. All the trade from this section via Durham would of course go on the main line at Stratford, and it would be impossible to accommodate the traffic; but with the T. G. & B. R. they will have two independent lines, and the result will be an immense trade this way on account of the advantage in distances, both on lake and rail. Our friends of the Globe says the Grand Trunk will maintain rates over this line (T. G. & B. R.) "up to a point that will pay the Grand Trunk at Sarnia." Well, supposing they do, will not this operate in our favor? If the Grand Trunk can earn the same money on a line 122 miles long as they can on one of 168, will not they as a matter of economy send the trade over the short line? But then what becomes of the competition of the Globe's pet road at Collingwood? As a matter of fact, however, the Grand Trunk cannot fix the through rates; these are made by the great trunk lines in the United States in the same way that the price of wheat is regulated in Canada and the United States by the prices that rule in England.

The Globe fears that the trade of Toronto will suffer from the G. T. R. granting discriminating rates in favor of Montreal. We have no fear of this, as the trade of this section is pretty well centred now in Toronto, and the well-known enterprise of her merchants will see that they get their due share still. When the road has got into good shape with fast trains, merchants along the whole line can go to Toronto, buy what goods they require, and return the same day. Will not this be a great boon to Toronto? With the Northern in control, we would not look for better service than our sister town of Meaford, which has had until recently but one train a day. In our former article we mentioned the probability of a branch being built to this port from the Great Western at Paisley. Hamilton merchants have always had a strong inclination to get a line in here, and have tried several times to get a road through. Will they not be likely to take the matter up again, now that their north-western scheme has failed? We think they will. The policy of obstruction so persistently pursued by the Globe in this matter of the Toronto, Grey & Bruce railway has created a feeling of intense hostility to the management of that paper in a very large part of the province of Ontario, and the result cannot be otherwise than to impair its usefulness in all matters of public interest in the future. As we have before stated, all the Toronto papers, with the single exception of the Globe, are supporting the action of the shareholders and directors in leasing the road to the Grand Trunk, and we hope yet to see the Globe take the proper view of the subject by withdrawing its support from a set of men who have not the interests of the country at heart, but who are largely interested in killing the trade of the T. G. & B. R. on account of their heavy investments in rival roads whose trade they fear will be injured by the lease of the road to the Grand Trunk. We think the Globe would be better employed in advocating the removal of the headquarters of the Grand Trunk to Toronto than in opposing every move they make in the acquisition of new lines of road. The fact of the G. T. R. extending its lines west and north year by year will soon necessitate such removal, and with proper encouragement Toronto should be able to secure the boon.

While on this subject we may mention that Owen Sound has in operation the best dry dock and ship yard in Canada. It is under the superintendence of Capt. John Simpson, one of the best shipbuilders in the Dominion. We are informed that quite recently several enquiries by outside parties have been made as to the cost of steam barges, tugs, &c., for the lake trade from here, but no contracts will be entered into until the lease of the T. G. & B. R. to the Grand Trunk has been ratified. We also hear several large manufacturing enterprises spoken of, but which will not be entered into until the present issue is settled. From this it will be seen that our opinions as to Owen Sound are also those of outsiders, and that we were justified in our remarks when we characterized the conduct of the Globe in this matter as that of an obstructionist of the worst possible kind.

Resulted Happily.
(Hartford Post.)

Newspaper readers will readily recall the sensation created two years ago by the elopement and marriage of the daughter of ex-Gov. Hubbard of Connecticut, with a coachman named Shepard. It has, since that time, been reported that the couple were living in pinching poverty, but this statement is not true. Soon after the marriage they went to board with Shepard's brother in Hartford. Mrs. Shepard occasionally visited her father's house to see her mother and sisters, but the presence of her husband in the home of her father was strictly forbidden. Shepard had a wealthy uncle living in Middleton, Conn., who became interested in Shepard after the elopement. The uncle was somewhat nettled by insinuations that Shepard was not good enough for the young lady, and to show that his sympathy was practical, made a tender of pecuniary assistance. He made a deposit of the necessary amount of money, and Shepard was enabled to purchase an interest in a well-established livery business in New Haven. Not only is the former coachman doing well in business, but he is conducting himself in a manly manner in other ways, and his life is reported to be very happy. She is seen frequently driving in her phaeton, and it is understood, is kindly received by many of her old friends in New Haven. Once in a while she goes to Hartford, and is noticed as being in perfect health and looking prettier than ever. She keeps up a thoroughly stylish appearance, and has money enough from her husband to warrant it, all of which proves that she is not "living in poverty," as thousands of people all over the country, who have become interested in her welfare, will be happy to learn.

Business to the End.
(From the Albany Evening Journal.)

Gentlemen who indulge themselves in founding states cannot be too careful about their bones. Just after the death of Decker of Omaha, his widow was inquired of as to his last words. "He didn't have none," she replied, "Peter was business to the end." Mr. Penn, we believe, was also business to the end. Had it been otherwise, Pennsylvania might not to-day be bereft of his bones.

MONEY AND TRADE.

H. E. RUDGE, 6 per cent. | **A. HARRISON,** 6 per cent.

RUDGE & HARRISON,
64 King Street East, Toronto,
Accountants, Real Estate and General Agents.

Large amounts of money at six per cent. to lend must be at half margin. Property bought, sold, rented, or exchanged. Mortgages bought. Rents, etc., collected. Manitoba lands bought. Deeds inspected.

Grain and Produce Markets.

NEW YORK, July 30.—Cotton higher; middling uplands 12c. Flour—Receipts 16,000 brls; steady; sales 20,000; No. 2 $3 to $3 90, superfine, &c., $3 90 to $4 65, common $4 90 to $5 30, good $5 35 to $6 75, western extra $5 25 to $6 25, extra Ohio $4 90 to $6 75, St. Louis $4 90 to $6 75, Minnesota extra $6 25 to $6 80, double extra $6 90 to $8 25. Rye flour unchanged. Cornmeal unchanged. Wheat—Receipts 190,000 bush; higher, closing weak; sales 1,334,000 bush, including 170,000 bush spot; exports 177,000 bush; No. 2 red $1 26 to $1 26½, No 1 white $1 25½, No. 2 red August $1 25½ to $1 26½. Rye firm at 86c to 89c. Barley malt nominal. Corn—Receipts 314,000 bush; higher; sales 749,000 bush, including 285,000 bush spot; exports 147,000 bush; No. 2 58½c, yellow 58c. No. 2 August 58c to 58½c. Oats—Receipts 41,000 bush; unsettled; sales 220,000 bush; mixed 46½c to 49c; white 48c to 51c, No. 2 August 38½c to 38¾c. Hay firm at 55c. Hops dull and unchanged. Coffee higher; Rio 9½c to 13½c. Sugar steady and unchanged. Molasses unchanged. Rice unchanged. Petroleum unchanged, dull. Tallow steady at 6¾c. Potatoes steady and unchanged. Eggs firm at 17c to 18c. Beef unchanged. Cut meats steady; pickled shoulders 7½c, hams 11½c, middles firm; long clear 8½c, short 10c. Lard lower, 8 11 85. Butter, choice firm, 15c to 24c. Cheese lower, 5c to 10½c.

CHICAGO, July 30.—Flour steady and unchanged. Wheat higher, No 2 red $1 14 to $1 18, No. 2 spring $1 10½ to $1 19½ cash, $1 19½ August. Corn lower, 48c cash, 48½c to 49c August. Oats higher at 40c cash, 30½c August. Rye steady at 82c. Barley easier at 92½c. Pork easier at $18 cash and August. Lard easier at $11 65 to $11 70 cash $11 65 August. Bulk meats higher, shoulders $6 40, short ribs, $9 30, short clear $9 35. Whiskey steady and unchanged. Receipts—Flour 13,000 brls, wheat 5000 bush, corn 300,000 bush, oats 172,000 bush, rye 15,000 bush, barley 3000 bush. Shipments—Flour 9000 brls, wheat 17,000 bush, corn 275,000 bush, oats 253,000 bush, rye 1000 bush, barley 1000 bush.

Raspberries, Black Caps, Cherries, Currants, New Apples, Lemons, Butter, Eggs, Etc., Etc.
PHILP, 288 YONGE STREET.
A CALL SOLICITED.

E. STRACHAN COX
STOCK BROKER.
No. 86 KING STREET EAST, TORONTO,
Buys and sells Canadian and American Stocks strictly on Commission.
Also represents the Grain and Provision House of Messrs. D. H. Denton & Co., Chicago, through whom orders are executed on the Board of Trade either for cash or on margin.
Receives telegraph quotations of the New York, Chicago, and Montreal markets, daily reports and financial papers.

Mothers! Mothers! Mothers!!
Are you disturbed at night and broken of your rest by a sick child suffering and crying with the excruciating pain of cutting teeth? If so, go at once and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP. It will relieve the poor little sufferer immediately—depend upon it; there is no mistake about it. There is not a mother on earth, who has ever used it, who will not tell you at once that it will regulate the bowels, and give rest to the mother and relief and health to the child, operating like magic. It is perfectly safe to use in all cases, and pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States. Sold everywhere at 25 cents a bottle.

REST AND COMFORT TO THE SUFFERING.
"Brown's Household Panacea," has no equal for relieving pain, both internal and external. It cures Pain in the Side, Back or Bowels, Sore Throat, Rheumatism, Toothache, Lumbago, and any kind of a pain or ache. "It will most surely quicken the Blood and Heal, as its acting power is wonderful." "Brown's Household Panacea," being acknowledged as the great Pain Reliever, and of double the strength of any other Elixir or Liniment in the world, should be in every family handy for use when wanted, "as it really is the best remedy in the world for Cramps in the Stomach, and Pains and Aches of all kinds," and is for sale by all Druggists at 25cents a bottle.

TRAVELLERS' GUIDE.

Arranged specially for the Toronto World.

RAILWAYS.
GRAND TRUNK.
Union Station, foot of York and Simcoe Streets.

	Leave.	Arrive.
East.		
Montreal Day Express	7.12 a.m.	11.07 a.m.
" Night Express	6.52 p.m.	10.52 p.m.
Mixed	11.12 a.m.	6.52 p.m.
Belleville Local	5.07 p.m.	9.37 a.m.
West.		
Chicago Day Express	12.15 p.m.	6.10 p.m
" Night Express	11.45 p.m.	6.15 a.m.
Stratford and London Mixed	7.30 a.m.	11.10 p.m.
" " Local	3.45 p.m.	1.05 p.m.
Stratford Local	5.25 p.m.	11.00 a.m.
Georgetown Mixed	6.40 p.m.	8.25 a.m.

GREAT WESTERN.
Stations—Foot of Yonge and foot of Simcoe streets.

	Leave.	Arrive.
New York Mail	3.30 p.m.	6.45 p.m.
N. Y. (Central) & Erie Express	9.55 a.m.	4.30 p.m.
London Local & Detroit Express	7.10 a.m.	1.15 p.m.
Susp. Bridge & Detroit Express	5.55 p.m.	10.20 a.m.
Detroit & Chicago Express	12.50 p.m.	10.35 p.m.
New York & Chicago Express	11.45 p.m.	9.15 a.m.

Trains leave Simcoe street five minutes later.

SUBURBAN TRAINS.

For Mimico, calling at Union station, Queen's wharf, Parkdale, High Park, and the Humber, going and returning (every day except Sunday).
Leave Yonge street 10.30 a. m., 2.00, 4.10, and 6 20 p. m. Returning, leave Mimico 8.15, 11.15 a. m., 2.0, 4.50, and 7.10 p. m.

NORTHERN AND NORTHWESTERN
Stations—City Hall, Union and Brock street.

	Leave.	Arrive.
Barrie, Collingwood and Meaford, Mail	7.45 a.m.	9.15 p.m.
Collingwood Express	5.10 p.m.	10.10 a.m.
Gravenhurst and Meaford Steamboat Express	11.30 a.m.	2.15 p.m

Trains leave Union Station Eight minutes and Brock Street Fifteen minutes later.

CREDIT VALLEY.
Station—At the foot of Brock street.

	Leave.	Arrive.
Galt, Woodstock, Ingersoll, Fergus and Orangeville Mail	8.15 a.m.	10.35 a.m.
Galt Woodstock, Ingersoll, Fergus and Orangeville Ex.	4.30 p.m.	6.55 p. m.

A free bus leaves the ticket office, 20 King street west, at 8.15 a.m. and 4.0 p.m. Trains leave Brock street station 15 minutes later.

TORONTO, GREY, AND BRUCE.
Union Station, foot of York and Simcoe streets.

	Leave.	Arrive.
Owen Sound, Harriston, and Teeswater, Mail	7.30 a.m.	3.00 p. m
Owen Sound Mixed	12.30 p.m.	9.40 p. m
Orangeville Express	5.00 p.m.	10.30 a. m.

TORONTO AND NIPISSING.
Station, foot of Berkeley street.

	Leave.	Arrive.
Through Mail	7.45 a. m.	6.30 p.m.
Local	4.00 p.m.	11.15 a. m.

STAGES.

EGLINGTON STAGE.
Leaves Bay Horse hotel, Yonge street, 11 a.m., and 6 p.m.
Arrives 9.30, 11 a.m., 2 and 5 p.m

THORNHILL STAGE.
Leaves Bay Horse hotel, Yonge street, 3.30 p.m.
Arrives 10.30 a.m.
Mail stage leaves Clyde hotel, King street east 3.20 p.m.

COOKSVILLE STAGE.
Leaves Bay Horse hotel, Yonge street, 5 p.m.
Arrives 11 a.m.

RICHMOND HILL STAGE.
Leaves Clyde hotel, King street east, 3.10 p.m.
Arrives 10.30 a.m.

HIGHLAND CREEK STAGE.
Leaves Clyde hotel, King street east, 3.15 p.m.
Arrives 11 a.m.

KINGSTON ROAD TRAMWAY,
for Leslieville, Woodbine driving park, Victoria park, and Ben Lamond.
Station, Don bridge, foot of King street.
Leaves Don Station 6.30, 9.00, 10.30 a.m.; 12.00, noon, 2.00, 3.30, 5.00, 6.30, 8.30 and 10.30 p.m., (on Saturday night only.)
Returning leaves Ben Lamond 6.00, 8.30, 10.00, 11.30 a.m.; 1.30, 3.00, 4.30, 6.00, 8.00 and 10.00 p.m. on Saturday night only.)

HOTELS.

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IS THE LARGEST, COOLEST IN SUMMER Unequalled in Cleanliness, Best Ventilated, best Furnished, and the best managed Hotel in Canada. Graduated Prices.
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First-class board; well furnished apartments, splendid drawing-room; all home comforts; good attendance.
Most Moderate Charges.
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The summer season now reaches its climax, and is prolific in developing bowel complaints. Over-indulgence in fruit, immoderate drinking of iced waters and summer beverages, in a few hours produce fatal ravages among children and adults. Dr. Fowler's Extract of Wild Strawberry is the most reliable remedy for all forms of summer complaints. Safe, pleasant and prompt in its effects. All dealers keep it. t

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J. L. BIRD
Keeps a well-assorted stock of Coachpainters' materials in store, and still leads in Builders and General Hardware, Paints, Oils, Glass, etc., etc. a

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NOTICE.
If you want a First-class Spring Suit, at a reasonable price, go to G. & J. Fawcett's, 287 Yonge St., where you can get a first-class fit without the trouble of trying on.

Messrs. Kennedy & Co.,
TAILORS
91 KING STREET WEST,
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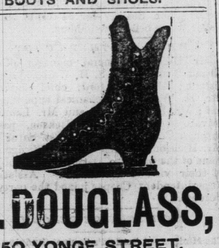

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GENTS' FRENCH CALF HAND-MADE.
Ladies' and Gents' Boots and Shoes made to measure and a good fit guaranteed. 6

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LATE
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CUNARD LINE
B. AND N. A. STEAMSHIP COMP'Y.
(From Pier 40, N. R., New York.)
*Bothnia, Wed., 6 July. *Gallia, Wed., 13 July
Batavia, Wed., 20 July. Aleria, Wed., 27 July.
Scythia, Wed., 3 Aug. Bothnia, Wed., 10 Aug.
*Gallia, Wed., 17 Aug. Catalonia, Wed., 24 Aug.
and every following WEDNESDAY from New York.
Steamers marked thus * do not carry steerage.
RATES OF PASSAGE—$60, $80 and $100 in gold, according to accommodations; tickets to Paris $15 gold additional. Return tickets on favorable terms. Steerage at very low rates. Steerage tickets from Liverpool and Queenstown and all othe parts of Europe at lowest rates.
Through bills of lading given for Belfast, Glasgow Havre, Antwerp, and other ports on the Continent, and for Mediterranean ports. e
For freight and passage apply at the Company's office, No. 4 Bowling Green; VERNON H. BROWN & Co. Agents; or to FORBES & LOWNSBOROUGH, 20 King street east, Toronto. e

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Of silk, soft or stiff hats—make them fashionable. Thoroughly renovated by steam. We are manufacturing silk and pull-over hats. SMITH, hatter.
Call and examine our work at
First door below King, on Yonge

INSURANCE.

LATEST OFFICIAL FIGURES.

The following statement is copied in the main from the advance issue of the Report of the Superintendent of Insurance, dated "Ottawa, April 30th, 1881," addressed to HON. SIR. LEONARD TILLEY, Finance Minister, and signed J. B. CHERRIMAN:

Companies.	Insurance in Force.	Total Assets on Hand.	Assets per $100 at Risk.
ÆTNA LIFE,	$77,951,819	$26,403,440	$33.84
Canada Life,	21,428,953	4,207,852	20.09
Confederation,	6,785,800	679,386	10.01
Sun,	3,809,139	473,632	12.16
Ontario Mutual,	3,031,885	225,604	7.44
Mutual Life,	1,364,459	165,586	12.16
Citizens',	1,141,440	146,568	12.83
Average last 8 Co's,	6,274,128	998,094	15,90

The final column, above, is not found in the Official Report, but its accuracy can easily be ascertained by dividing the first column, minus the two right-hand figures, into the second column.

A table of this kind shows at a glance how thoroughly the **ÆTNA LIFE INSURANCE COMPANY** has been making provision for all who hold its promises to pay. If a business man holds a large amount of a Bank's promises to pay, he likes to feel assured, not merely that the Bank has *good hopes* of earning, in future, enough to meet its notes as they are likely to be presented, but that it actually has the money on hand, or most of it, to meet all claims, even if an unusually sudden call should be made.

Such sudden call has happened to many banks, at various times, and the weak ones have gone under; such sudden calls happened to American Fire Companies, at the Chicago and Boston conflagrations, and to Canadian Fire Companies at the St. John and Quebec fires, and found many companies unprepared to honour their cheap promises. An unusual call may fall, at any time, upon the Life Insurance Companies of this continent, such as has, at different times visited portions of Europe. So slight an influence as the Epizootic, which visited Canada and the Northern States in 1873, ran the mortality of several life companies up 25 per cent., for one or two years, and caused many to drop their policies. Three large companies paid nearly a million dollars in that one year, in excess of the average of previous and subsequent years.

When the next unexpected call does come to life companies, the wisdom of those insurers who hold policies in the BEST AND STRONGEST COMPANIES will need no approval, but will then get abundance of it.

It is a good thing to be wise in time, and to err, if at all, on the SAFE side, by commencing while in good health an immediate and safe provision for dependent ones, or your own old age, by one of those popular

ÆTNA LIFE ENDOWMENT BONDS.

For rate tables and particulars, before insuring elsewhere, address the undersigned.

WILLIAM H. ORR, Manager, TORONTO.

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THE OLD STAND.
JAMES W. PATON,
IMPORTER AND DEALER IN
Paints, Oils, Varnishes, Glass, &c.,
84 YONGE ST., NEAR KING ST.

BABY CARRIAGES

$10,000 WORTH OF BABY CARRIAGES
TO BE SLAUGHTERED.
THE VICTORY COAL OIL STOVE
Took First Prize at Toronto, Hamilton, and London Exhibitions, 1880.
BEST COAL OIL STOVE IN THE MARKET.
and see for yourselves at
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157 YONGE STREET,
Agents for WITHROW & HILLOCK'S PATENT ARCTIC REFRIGERATOR. 6
On hand a large assortment of Jewel Range Cooking Stoves.

WOOD TURNING.

LESLIE & CO.,
79 and 81 Richmond Steeet West, Toronto.
WOOD TURNING, SCROLL AND BAND SAWING,
FIRST-CLASS FACILITIES.
CROQUET in Boxwood, Lignum Vitæ and Rock Maple. Fawler's Eclipse Washing Machines, Chamberlain's Patent Tubing and Furniture Repairing, Carriage Poles in Hickory, Lignum Vitæ Tenpins and Bowling Green Balls. Every Billiard Ball is turned, Dowels, Indian Clubs, Piano Fronts, Newell Posts, Balusters-turned, Table Legs and Novelties, in wood or partly wood, of every description made to order.

ELECTRO AND STEREOTYPING.

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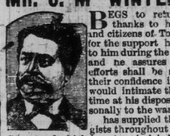

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