

CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., AUG. 10, 1882.

Cape Railway Under Contract.

We congratulate the people of Sackville, Westmorland and Botsford on the fact that a contract has been entered into between the Cape Railway and Mr. J. A. Wheaton on behalf of Gray & Wheaton, railway contractors, for the construction of the first section of the Cape Railway, viz.: that between Sackville and Bay Verte. This important step was taken on Tuesday. Mr. Wheaton has proved himself a successful contractor, has the necessary plant on hand and is prepared to commence operations in a few days on the completion of necessary details. In taking this step on so small a subsidy as \$3,000 per mile, the Company relies on the cordial aid and support of the people at large, in not only providing the right of way, but in liberal subscriptions.

Cattle Disease in Cumberland.

A very serious and unrecognized type of disease has appeared amongst the cattle and sheep on the borders of Cumberland and Colchester Counties. It first appeared at Lynn—a settlement 8 miles west of Five Islands—Colchester County, some months ago and from there has extended to the adjoining settlement in Cumberland County. One Farmer, Mr. Patrick Doyle recently lost four cows—two of them new milch. Others have lost, making in all about 20 head and a number of sheep. When taken they froth at the mouth and act otherwise as if affected with hydrophobia. They lose the use of their legs. It does not appear to be contagious or infectious, for some cattle in a barnyard escape while others take it. Some alarm is expressed by neighboring farmers lest this disease should spread, and the desire is strong that measures should be taken by the Department of Agriculture to have the trouble scientifically investigated, if possible to provide a remedy for it and check its advance. The raising of beef is an important industry along the borders of the two Provinces, and a cattle disease here is not to be lightly treated. The Minister of Marine resides in one County affected; the Minister of Railways and Canals in the other; this need only be mentioned to receive their attention.

Why Beef is Dear.

The Scientific American says:—The reasons given for the current high price of beef are, that the winter of 1880-81 were exceptionally severe and heavy losses of stock were suffered on the great cattle ranges of the West. The loss of the ensuing summer acted not less unfavorably upon the smaller herds of the East. The hay crop was short, and the summer and fall pastures failed over many States; so that farmers were forced to kill their stock. In this way, we are told, the beef supply was diminished both in quantity and quality, leaving the demand for good beef far in advance of the supply. The cattle contributed still further to lessen the beef supply for home market. Advantage was taken of the situation by speculative dealers and combines controlling millions of capital, and by local agents of butchers and marketmen, and the price of beef was thereby raised far above what it would have been in the ordinary course of trade.

The War.

The event of the week was an attack on Saturday made by the British to ascertain if Arabi Pasha was retreating from his position at Kaf El Dwar. The attack was well sustained, the Egyptians retiring before the fire of 40 pounders and 9 pounders. The loss of the Egyptians was between 200 and 400; the British lost 4 killed and 22 wounded. The report now comes that Russia has been making warlike preparations for six weeks. Troops have been hurried towards the Caucasus, where 200,000 men and vast quantities of war are collected, ready for a descent on Egypt.

New Government of Nova Scotia.

The new Government was sworn in on Thursday. It consists of Hon. W. T. Piper (Cumberland), Premier; Hon. A. J. White (Cape Breton), Attorney-General; Hon. A. Gayton (Yarmouth), Commissioner of Mines and Works; Hon. C. E. Church (Lunenburg), Provincial Secretary. Members of the Executive with office—Hon. A. M. Cochran and Hon. T. F. Morrison, of the Legislative Council; Thomas Johnson (Sherburne), and D. J. Campbell (Inverness), and McCoy, and Longley.

Two important railway construction movements are noted this week.

The River du Loup Syndicate (N. B. Ry. Co.) has leased the Andrews and Westmorland Railway (B. & C. Ry.) for 99 years with agreement to purchase. The same Central has leased the E. & A. Ry.

A corner in cattle space in steam ships has been organized by two shippers, at Montreal, who have bought up all the space during August at £3. 6. 0 and ask £4. 10. 0.

Climate.

How many of our people appreciate the blessings and advantages of the climate enjoyed in Canada, especially in the Provinces by the sea? We hear grumbling enough of the long dreary winters during which man and beast consume all that can be produced in the short summer—but who is it that sings the glories of a Canadian summer? The long summer days and tempered heats peculiar to our latitude are in the highest degree conducive to labor, health and enjoyment—and of the multitudes in the burnt up cities of the East, how few there are who do not long to exchange the gloomy of fever heat for the cool and bracing air to be found along the coast of Nova Scotia, or in the bays and estuaries of the St. Lawrence? Our long winters have their compensations. They develop a superior race—a bold vigorous, hardy people, strong in muscle, great in endurance, able to win their way in labor, or fight it out in war. In contrast to all this, we produce from the N. Y. Sun of 1st inst.—

The greatest enemy of human life in New York is long protracted heat.

It kills off the children of the tenement houses as if the plague was upon us. If the thermometer keeps up continuously above eighty degrees, and especially if it rises into the nineties, the mortality is so great that it is not infrequently about two-thirds of the deaths are among infants under five years of age. Against the heat we have no protection. No garment can keep it out. When the fierce tropical weather comes upon New York for even one week, it finds as much unprepared to meet it as if the visitation was not of frequent, almost annual occurrence. No health regulations, no sanitary arrangements, no crowded tenement houses, lining districts of the city which are more thickly populated than even the most crowded quarters of London. Only the exceptionally strong or exceptionally fortunate of the children here can resist its debilitating effects. There can be no relief until nature comes with more invigorating air to revive the panting children who stifle in their crowded quarters. A few may be rescued by town or brief excursions by philanthropic individuals, but they are only as a drop in the bucket. The number of deaths last week was 1,217. This is a great but by no means unprecedented mortality for a July week. The number of deaths under five years of age was 760. During the week ending July 6th, 1872, the number of such deaths was 1,007. From the 1st of July up to last Saturday the total mortality was 6,014, which is an unprecedented number for any week of time. Shall we continue, summer after summer, to suffer from a mortality like that of an Asiatic city in its worst season? And there is yet another question. What means we find the remedy, the desired means of preventing this annual decimation of the children of the poor?

The War in the East.

LONDON, Aug. 5.—The Daily News says it understands that General Wolsey, prior to his departure for Egypt, stated it was his confident belief that the campaign in Egypt would be ended before the 15th of September. The Daily Telegraph has the following cable message from Alexandria, Aug. 4.—There was a small skirmish early this morning on the left front of the British lines. The attack was made by the enemy, which was promptly repelled by Major Forest, with fifty men of the 146th regiment. The enemy is in great force. The Standard's St. Petersburg correspondent says there is no longer doubt that divergence of views exist between England and Russia, which is exercising prejudicial influence upon the attempts to harmonize the English action in Egypt with legitimate rights and wishes of the Powers. It is not unlikely that this divergence will lead to break up of conference at an early day, without any results.

ALBANY, Aug. 5.—An armored train went to Meks Falls Thursday.

The forty pounder breech loader made a beautiful practice on Marcourt earth-works at 6,000 yards. The shells were seen to burst right up Arabi's earthworks. Arabi's threats to enter Alexandria are believed as intended to mark his retreat. The Times says the Porte has the effrontery to declare that a proclamation against Arabi will be contingent on his attitude after the landing of Turkish troops in Egypt. It is impossible, therefore, for England to look at the landing of the Turkish troops in Egypt. The claim of the Porte to draw on Egyptian revenues is preposterous.

The Potato Bug.

Mr. Entomologist:—We always like to hear news from home, but the latest from that quarter is not of the kind one likes to hear. Look at the employment of men such a work would develop—the wages to be paid—their clothes, food, affording not only a traffic for the Railway, but an outlet for the farmers' produce. It would be a short, easily worked line and a great feeder to the I. C. R. From the start he prophesied it would yield a handsome profit. The advantage of a Railway to any community could not be over-estimated, in increasing the value of property, the power of labor, bringing producers nearer markets and centers, making people prosperous, and, therefore, contented, keeping their sons at home, and, in conclusion, he urged that they unitedly agitate, and not to cease to agitate till the work was secured.

MR. W. C. MILNER.

He was invited to speak. He did not think political considerations ought to be pressed by the promoters or weighed by Sir Charles Tupper in this matter; he believed the project had sufficient intrinsic merit of its own as a work of public utility to secure its construction, otherwise it ought not to be built at the public expense. A large, and a railway would increase it. The line would be built at the public expense, seven miles long and Cape Breton ten, aggregating a length of 17 miles, but he could find nothing in the traffic returns available for comparison. There were a number of branch lines in New Brunswick. The Chatham branch was 8 miles long and was operated at an expense of \$540 per mile. The Elgin branch, 14 miles, at \$335 per mile. The Albert, 41 miles, at \$200 per mile. The Fredericton, 24 miles, at \$720 per mile. The line moved on the Elgin in 1880 was 8,589; Albert, 21,783; Fredericton, 9,349. The Spring Hill and Farnborough, 34 miles, was operated at an expense of

Joggins Branch.

Enthusiastic Meeting at River Herbert, N. B. Its Utility and Sources of Traffic.—The Resolutions and Speeches.

On Friday afternoon a large meeting of farmers and business men of Cumberland took place at the Drill Shed, River Herbert, in the interests of the projected branch from the I. C. R. at Macdon to the Joggins Coal Mines. Amongst those present were: J. Irvine, Esq., President of the Joggins Coal Co., R. Cruikshank, Esq., St. John, D. W. Clark, Esq., Carleton, Hon. C. J. Townshend, Dr. Mitchell, &c., &c.

Geo. Hibbard, Esq., called the meeting to order, at the same time expressing the pleasure he felt in the gathering present as an evidence of the interest taken in the work.

Mr. K. Pugsley, Esq., was called to the chair, and John W. Lowe, Esq., appointed Secretary. He was invited to speak. He said without introducing politics he would take occasion when so many electors were present to thank them for the very large support given him in the contest just past. At that time he had no idea of the extent of the support he had received, whether in the Government or to use all his efforts to promote this enterprise. He had every motive for doing so, for all his own interests were indissolubly bound up with the country. Whether right or wrong, the Government was defeated, and his opponent, Mr. Pipes, had atained a very high and honorable position. It is now for him to say what his Government will do to advance this enterprise. The time was when people smiled at the mention of a Railway to Pugsley. The people interested, however, have steadily agitated the scheme—never abandoning it—and what is the result?—to-day it is actually under construction! What may not be done by well directed agitation and the support of a Railway to Pugsley. The Joggins Branch of course the Pugsley Railway scheme has been secured by the influence of the Hon. Minister of Railways, who has been incessant in his exertions to put under construction the Oxford-New Glasgow line, and the contractor, Mr. Blackman, backed by some of the staunchest and ablest capitalists of New York, has been enabled to commence work. They will agree with him that much depends upon the disposition of Sir Charles Tupper towards this work, and they would not desire to know his views. He had the honor of discussing the project with the Minister and he had authorized him to say that he would do everything he legitimately could to promote this project. The two rivers to cross, Macdon and River Herbert, are obstacles of considerable magnitude, but Sir Charles was under the impression that cheap wood structures on piles would answer the present needs, and if the engineers reported that that style of a bridge would be a great difficulty would be removed. Sir Charles also stated that he would place a staff of engineers at the service of the projectors to survey the line. He did not, however, agree with others that the full responsibility of this work, and the shoulders of Sir Charles Tupper. He can only assist in the project so far as it is consistent with Dominion interests. The new Local Government, if the Syndicate scheme be adopted, will have a large sum on hand, and if it is appropriated for railway use which he condemned—this project could claim its share. (Cheers.)

MR. IRVINE.

He said that when he first heard of this project, he was struck with the advantages such a line would confer upon an important section of the county, and at the same time show good prospects; and as he looked at its varied sources of traffic, and compared them with those from which other branch lines could be constructed under such favorable conditions. The undoubted effect of such a line, at the outset, would be to greatly increase the output of the coal mines in the vicinity, and open up many others on the seam along which it would pass; for under the present conditions the coal industry of this province is being greatly stimulated. It would enable the Joggins mines to be worked to the advantage of the mines as well as the surrounding country. Then there are the lumber, the granite, the lime, the kaolin, and other products of the farm, in addition to the many new sources of traffic which would be opened up by the line. He was personally aware of the deep interest felt in the railway commission, and the Joggins Branch of the I. C. R. would do all he consistently could to advance this project. The best sections of our country have been excluded from participating largely as others in the advantages conferred by the Intercolonial Railway, although they have been in the distance by contributing to the revenue of the country, and he was glad to see the project for bringing the people of the coast and into close communication with our great highway. The farmers of this section know how to appreciate the benefits they derive from the expenditure at the Joggins coal mines, and he could readily understand why they should be so warmly interested in this undertaking. He trusted, therefore, that they see the propriety of arranging among themselves for the right of way, and removing any difficulties in taking the very first step. He hoped the unanimity which had prevailed at this meeting would continue, and that the work was not deferred until their hearts would be gladdened by seeing the trains careering across their fields.

The following resolutions were then passed:—

Resolved, that it is deemed desirable that a branch line of railway be constructed from the I. C. Railway, at Macdon, to the Joggins coal mines, and that it is the opinion of this meeting that the railway will be of great service to the community, and that steps be taken to carry out this resolution. Resolved, that in view of the large revenue that will be derived from the construction of this branch line, the Dominion Government should be requested to contribute towards the cost of this branch line, and that the project be supported by the Dominion Government, and that the project be supported by the Dominion Government, and that the project be supported by the Dominion Government.

MR. IRVINE, Esq.

He was the next speaker. He was not there as an elector but as a representative of industrial interests—of gentlemen who had invested large sums in mines in that district, and were interested in securing transportation facilities. He could not point to another district where there is such a traffic waiting for the trains. The business is being done now that will afford the traffic; it has not to be worked up. Look at the mining interests. These are the Joggins, Prospect, Hibbard, Milner, &c., and other areas—13 in number—stretching along in the track of the proposed line, all of which could be worked. These properties would then have an outlet in winter by the I. C. R., and in summer both by I. C. R., and by water. The Joggins, Look at the employment of men such a work would develop—the wages to be paid—their clothes, food, affording not only a traffic for the Railway, but an outlet for the farmers' produce. It would be a short, easily worked line and a great feeder to the I. C. R. From the start he prophesied it would yield a handsome profit. The advantage of a Railway to any community could not be over-estimated, in increasing the value of property, the power of labor, bringing producers nearer markets and centers, making people prosperous, and, therefore, contented, keeping their sons at home, and, in conclusion, he urged that they unitedly agitate, and not to cease to agitate till the work was secured.

MR. W. C. MILNER.

He was invited to speak. He did not think political considerations ought to be pressed by the promoters or weighed by Sir Charles Tupper in this matter; he believed the project had sufficient intrinsic merit of its own as a work of public utility to secure its construction, otherwise it ought not to be built at the public expense. A large, and a railway would increase it. The line would be built at the public expense, seven miles long and Cape Breton ten, aggregating a length of 17 miles, but he could find nothing in the traffic returns available for comparison. There were a number of branch lines in New Brunswick. The Chatham branch was 8 miles long and was operated at an expense of \$540 per mile. The Elgin branch, 14 miles, at \$335 per mile. The Albert, 41 miles, at \$200 per mile. The Fredericton, 24 miles, at \$720 per mile. The line moved on the Elgin in 1880 was 8,589; Albert, 21,783; Fredericton, 9,349. The Spring Hill and Farnborough, 34 miles, was operated at an expense of

MR. BARNHILL'S FIGURES.

Forty thousand tons of coal, two thousand tons of hay, two thousand tons of lumber, and one thousand tons of other goods, would be transported by the railway. The project had sufficient intrinsic merit of its own as a work of public utility to secure its construction, otherwise it ought not to be built at the public expense. A large, and a railway would increase it. The line would be built at the public expense, seven miles long and Cape Breton ten, aggregating a length of 17 miles, but he could find nothing in the traffic returns available for comparison. There were a number of branch lines in New Brunswick. The Chatham branch was 8 miles long and was operated at an expense of \$540 per mile. The Elgin branch, 14 miles, at \$335 per mile. The Albert, 41 miles, at \$200 per mile. The Fredericton, 24 miles, at \$720 per mile. The line moved on the Elgin in 1880 was 8,589; Albert, 21,783; Fredericton, 9,349. The Spring Hill and Farnborough, 34 miles, was operated at an expense of

MR. BARNHILL'S FIGURES.

Forty thousand tons of coal, two thousand tons of hay, two thousand tons of lumber, and one thousand tons of other goods, would be transported by the railway. The project had sufficient intrinsic merit of its own as a work of public utility to secure its construction, otherwise it ought not to be built at the public expense. A large, and a railway would increase it. The line would be built at the public expense, seven miles long and Cape Breton ten, aggregating a length of 17 miles, but he could find nothing in the traffic returns available for comparison. There were a number of branch lines in New Brunswick. The Chatham branch was 8 miles long and was operated at an expense of \$540 per mile. The Elgin branch, 14 miles, at \$335 per mile. The Albert, 41 miles, at \$200 per mile. The Fredericton, 24 miles, at \$720 per mile. The line moved on the Elgin in 1880 was 8,589; Albert, 21,783; Fredericton, 9,349. The Spring Hill and Farnborough, 34 miles, was operated at an expense of

MR. BARNHILL'S FIGURES.

Forty thousand tons of coal, two thousand tons of hay, two thousand tons of lumber, and one thousand tons of other goods, would be transported by the railway. The project had sufficient intrinsic merit of its own as a work of public utility to secure its construction, otherwise it ought not to be built at the public expense. A large, and a railway would increase it. The line would be built at the public expense, seven miles long and Cape Breton ten, aggregating a length of 17 miles, but he could find nothing in the traffic returns available for comparison. There were a number of branch lines in New Brunswick. The Chatham branch was 8 miles long and was operated at an expense of \$540 per mile. The Elgin branch, 14 miles, at \$335 per mile. The Albert, 41 miles, at \$200 per mile. The Fredericton, 24 miles, at \$720 per mile. The line moved on the Elgin in 1880 was 8,589; Albert, 21,783; Fredericton, 9,349. The Spring Hill and Farnborough, 34 miles, was operated at an expense of

Personal and Political.

S. Vaughan & Co., Liverpool, failed for £78,631 and their assets are £26,522.

The weather has taken its revenge on Vennor. It has doubled him up by rheumatism.

King Cateway, who is in England, expresses hopes of his restoration to the Zulu throne.

A petition to unseat and disqualify Mr. Burns, M. P., for Gloucester, has been filed at Fredericton.

Mr. Kente Knutson, noted throughout Northern Wisconsin for the magnitude of his feet, has become popular by kicking a wolf to death.

Sir Charles Tupper will be at Amherst to-morrow and sails for England in the steamship "Sardinia" which leaves Rimouqui on Saturday next.

A petition has been filed against the return of Mr. D. B. Woodworth, of Kings County, by Mr. D. M. Dickie, of Canning.

Stollman, R. Treat, of Mass., is depositing in Nova Scotia. He publishes and owns ten different newspapers, yet those who have examined him think he is still sane.

Beverly R. Joubert, Esq., Gentleman of the Court of the Province of New Brunswick, died on the 4th instant, at his residence, Belle Vue, Fredericton.

Favorable reports from the potato-growing regions indicate that potatoes will not be sold in the New York market done up in tissue paper and packed in ornamental baskets with a box of French candies and a small bottle of Extra Dry.

Lord Albert Pelham Clinton, uncle of the Duke of Newcastle, is "wanted" at a London police court on a charge of obtaining £30 on a cheque on a bank where he had no funds, and it is further alleged that "this is not an isolated transaction."

For the establishment of public institutions in which persons suffering painful and incurable diseases may bring their own lives to an end, the Government of Ontario, under the care of a physician, M. Gifford, the Parisian inventor, has left a large legacy to the French government.

It is said that Mark Twain pretended to care very little about his father's estate, and that he had covered him one day making a fortune of it, she said, "Confess, now, that you do love the baby." Mark replied, "I won't do that; but I confess that I respect the little thing for its father's sake."

The Excellency of the Governor General of the Province of Ontario will leave Quebec in five weeks time for Ottawa till about Christmas. It is not expected that Her Royal Highness will leave Canada until she has visited the Excellency at the close of his term.

When Miss Todd became engaged to Abraham Lincoln, she wrote to a daughter of Governor Wickliffe of Kentucky: "I mean to make him President of the United States, and I will always tell you that yet be the President's wife." This letter is now the property of General Preston, of Lexington, Kentucky.

At the Concord School of Philosophy lately Mrs. Julia Ward Howe said that falling in love had rested on her mind and her heart. Not finding them, he offered to pay the expenses in case such a couple could be gotten up for him to order. A young man and a young woman from Germany, strangers to each other, accepted his offer, and are now spending their honeymoon in Germantown.

Crop Reports.

The hay crop in Sackville is a full average.

The crops about Westmorland are looking well, and will be a good average; neither bugs nor worms have put in an appearance as yet.

Messrs. W. F. George and H. Humphrey, ship 94 head of cattle to Halifax this week to take the steamer "Scandinavia" at Halifax for Glasgow.

The Wool of Ontario is improving greatly in value. The Bureau of Industries estimates that the proportion of fine to coarse is now 18.5 p. c., or \$77.64 pounds of fine to a 740.617 coarse.

The potato bug has been committing frightful ravages all along this shore, whose fields have been laid waste by them and the farmers have despaired of obtaining even a half crop this year.—(Sheddo cor.)

Much of the standing hay at Maugerville and Sheffield, especially on the intervals, has been utterly ruined by the army worm. One hundred tons of hay belonging to Lieutenant Governor Wilmot, at Shelburne, is destroyed, and Geo. Parley, of Maugerville, will lose fifty tons of hay which a fortnight ago was in prime condition. Other farmers' losses more or less.

The potato bug is also doing some damage, and the efforts of the farmers to resist their ravages have had little effect. They are so far more numerous than ever before, and had they commenced operations early this season, would have entirely destroyed the potato-crop along the river counties. From various sources it is reported that the army worm has arrived, that the Hebanian fly is holding carnival among the oats. Drouth is also burning up the crops at Upper Gagetown and back at Lakeville.

What's in a Name?

W. T. Baird's Cure-All Liniment, powerful and penetrating, superior to any other liniment or pain killer, at Meers, Knapp Bros. & Jas. R. Ayer's.

New Advertisements.

FLOUR! FLOUR!

On all, due to arrive:

125 Barrels Spink Major Flour; 100 do. Chester Flour; 25 do. Patent Flour.

AT BOTTOM PRICES.

Wholesale or Retail.

July 6 J. L. BLACK.

MAPLE SUGAR.

2,000 LBS.

Choice Quality Maple Sugar,

At 10c. per lb. by Cash for Cash.

July 6 J. L. BLACK.

Sugar & Coffee.

Casks Bright Porto Rico Sugar,

At 9c. per lb. Cash.

Best Porto Rico Sugar

At 10c. per lb. Cash.

Crushed & Granulated Coffee

AT BOTTOM PRICES.

July 6 J. L. BLACK.

Tobacco! Tobacco!

NOW IN STORE:

25 Boxes Challenge 12's.

48 do. Black Hawk 3's.

10 do. Maggie Mitchell 3's.

15 do. Yellow Bird 3's.

Wholesale and Retail.

June 22 J. L. BLACK.

MOLASSES!

NOW IN STORE:

10 CASKS, CHOICE QUALITY

4 THERMOS, CIENFUEGOS.

AT LOWEST RATES.

June 22 J. L. BLACK.

Tea! Tea!

Direct importation from London:

102 CHESTS

Superior Black Tea.

We are prepared to sell on most advantageous terms.

Wholesale prices from 20c. up to 35c. for choice "Congo," that will put the most fastidious to rest.

July 6 J. L. BLACK.

FURNITURE!

NEW STOCK.

CHAIRS, all Common Kinds.

Dining Chairs, perforated seats.

Rockers, Cribs, Bedsteads.

Fall Leaf and Extension Tables.

Bureaus, with and without Mirrors.

Centre Table, Toilet do.

Sinks, Mirrors, Lounges.

8 Bedroom Suits, Complete,

from \$20 to \$30 each.

July 6 J. L. BLACK.

Hats. Hats.

Men's Felt Hats,

Men's Wool Hats,

MEN'S SOFT HATS,

MEN'S STIFF HATS,

MEN'S PANAMA HATS,

MEN'S LINEN HATS.

Boys' and Youngs' Felt and Straw Hats,

New Styles and Low Prices.

July 6 J. L. BLACK.

Carpets! Carpets!

30 Pieces Carpets:

BRUSSELS, TAPESTRY, WOOL UNION, JUTE, HEMP.

15 pieces English Oil Carpets,

1 1/2, 1 3/4, and 2 yards wide.

These goods are just imported direct from England, and will be sold low.

July 6 J. L. BLACK.

DRY GOODS.

GREY COTTONS, White Cottons:

Colored Sherings, Gingham;

Prints, Shirts, Dress Goods;

Lining, Batings, Corsets, Gloves;

Sundries Silks, Satins, Laces;

Hats, Flowers, Plumes;

Handkerchiefs, Ties, Collars;

Laces, Handbags, Carriage Dusters;

Rubber Carriage Dusters, &c.

A Complete Assortment in all Departments.

July 6 J. L. BLACK.

New Advertisements.

Lime. Lime.

One Car LIME at \$1.00 per Cask.



