

THE DANBURY REPORTER-POST.

"NOTHING SUCCEEDS LIKE SUCCESS."

THE FLOWERS COLLECTION

VOLUME XV.

DANBURY, N. C., THURSDAY, MARCH 24, 1887.

NO. 37

Reporter and Post.

PUBLISHED WEEKLY AT
DANBURY, N. C.

PEPPER & SONS, Pubs. & Props.

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One Year, payable in advance, \$1.25
Six Months, .75
Three Months, .45

RATES OF ADVERTISING:
One Square (ten lines or less) 1 time, .10
Each additional insertion, .05

Contracts for longer periods or more space can be made on proportionately lower rates.

Transient advertisements will be accepted to remain according to these rates at the time the same are inserted.

Local Notices will be charged 50 percent higher than above rates.

Business Cards will be inserted at Ten Dollars per annum.

PROFESSIONAL CARDS.

A. J. BOYD, J. W. REID
P. B. JOHNSTON, JULIUS JOHNSTON
BOYD, REID & JOHNSTON,
Attorneys-at-Law,
WESTWORTH, N. C.

Messrs. Reid and Johnson will regularly attend the Superior Courts of Stokes county.

R. L. HAYMORE,
ATTORNEY-AT-LAW
Mt. Airy, N. C.

Special attention given to the collection of claims.

W. F. CARTEL,
ATTORNEY-AT-LAW
MT. AIRY, SURRY CO., N. C.

Practises wherever his services are wanted.

F. DAY, ALBERT JONES
Day & Jones,
manufacturers of

SADDLERY, HARNESS, COLLARS, TRUNKS
No. 326 W. Baltimore street, Baltimore, Md.

W. A. Tucker, H. C. Smith, B. S. Spraggins
Tucker, Smith & Co.
Manufacturers & wholesale Dealers in

BOOTS, SHOES, HATS AND CAPS
No. 326 Baltimore Street, Baltimore, Md.

R. J. & R. E. BEST,
with

Henry Sonneborn & Co.,
WHOLESALE CLOTHIERS,
25 Annover St., (between 7th and Lombard Sts.)
BALTIMORE, MD.

H. SONNEBORN, B. BLUMLINE
Stephens Putney, L. S. Blair

W. H. MILES,
with

STEPHEN PUTNEY & CO
Wholesale Dealers in
Boots, Shoes, and Trunks,
1219 Main Street,
Sept. 28-31-32-33-34
RICHMOND, VA.

RICHARD WOOD, SAML P. GOODWIN,
HENRY HENDERSON, HOWE W. BACON,
WOOD, BACON & CO
Importers and Jobbers

DRY GOODS, NOTIONS,
WHITE GOODS, ETC.
Nos. 209-311 Market St.,
PHILADELPHIA, PA.

Parties having
CUT MICA

for sale will find it to their interest to correspond with

A. O. SCHOONMAKER,
158 William St., New York.

G. E. LEFTWICK,
with

WINGO, ELLETT & CRUMP,
RICHMOND, VA.,
Wholesale Dealers in

BOOTS, SHOES, TRUNKS, & C.
Prompt attention paid to orders, and satisfaction guaranteed.

Virginia State Prison Goods a specialty
March, 6.

ROBERT W. POWERS, EDGAR D. TAYLOR,
R. W. POWERS & CO.,
WHOLESALE DRUGGISTS,
Dealers in

PAINTS, OILS, DYES, VARNISHES,
French and American
WINDOW GLASS, PUTTY, & C.
SMOKING AND CHEWING
TOBACCO, TOBACCO A SPECIALTY
1306 Main St., Richmond, Va.
August 20-

WILSON, BURNS & CO.,
WHOLESALE GROCERS AND COMMISSION MERCHANTS,
30 S Howard street, corner of Lombard,
BALTIMORE.

We keep constantly on hand a large and well assorted stock of Groceries—suitable for Southern and Western trade. We solicit orders from Country Peddlers—such as Cotton, Feathers, Ginseng, Rice, Wax, Wood, Bricks, Fruit, Furs, Skins, etc. Our facilities for doing business are such as to warrant quick and prompt returns. All orders will have our prompt attention.

GEO. STEWART,
Tin and Sheet Iron Manufacturer.
Opposite Farmers' Warehouse,
WESTWORTH, N. C.

ROOFING, GUTTERING AND SCUTTING
done at short notice.

Keeps constantly on hand a fine lot of Cooking and Heating Stoves.

GO TO

W. S. Thompson

TISE BLOCK.

Winston, N. C.

FOR GOOD

Tobacco Pipes, Sheet Iron and Household Tinware at

Living Prices

Also Roofing and Gutting at short notice, at BOTTOM PRICES.

Sept 16-17

J. W. SHIPLEY,

Corner Main and 3rd Street,
Winston, N. C.

Under Jacobs Clothing Store.

MANUFACTURER OF

Harness, Bridles, Collars and Saddles,
Brushes, Lap Robes, in fact
everything in the Har-
ness and saddlery line

CHEAPEST HOUSE IN WESTERN NORTH CAROLINA.
Will sell my own manufactured goods as cheap as you can buy the Western and Northern city made goods.

PATRONIZE HOME INDUSTRY.
Has a stock of the old army McClellan Saddles on hand.

Come and see me Sept 26 1-y.

Brown Rogers & Co

Wholesale and Retail

HARDWARE.

Largest line of STOVES in Winston.

Agricultural Implements

MACHINERY of all kinds

HARNESS AND SADDLERY

PAINTS, OILS, VARNISHES, &c

Special attention invited to their Whites
Clipper Plans.

Agents Dupont's old and well known Rifle Powder.

Sept 26-17

Doors, Sash, Blinds.

Having rebuilt our Planing Mill, Door, Sash and Blind Factory, and fitted it up with all new machinery of the latest and most approved patterns, we are now prepared to do all kinds of work in our line in the very best style. We manufacture

DOORS, SASH, BLINDS,

Door Frames, Window Frames, Brackets, Moulding, Hand-rail, Bolsters, Newsels, Mantels, Porch Columns, and are prepared to do all kinds of Scroll Sawing, Turning, &c. We carry in stock weatherboarding, Flooring, Ceiling, Window-siding and all kinds of Dress Lumber; also Framing Lumber, Shingles, Laths, Lime, Cement, Plaster, Plastering Hair and all kinds of Builders' supplies. Call and see us or write for our prices before buying elsewhere.

MILLER BROS., WINSTON, N. C.

THOMPSON'S COMPOUND

TONIC BITTERS.

A MILD TONIC AND APPETIZER.

A cure for Dyspepsia, Indigestion and Constipation. It promotes the secretions of the Liver and Kidneys, and gives a gentle tonic to the Organs. Relieves Neuralgia, Irritation following Protracted Services, and restores the equilibrium of the general system.

"If I have inflicted upon you a longer letter than was expected or desired on a subject of so little general interest, you must attribute it to your friendly manifestations, and believe me respectfully and truly yours,

JEFFERSON DAVIS."

During 1886 10 vessels bound to or from Philadelphia and owned there, with crews numbering 127 and nearly \$1,000,000 worth of property, were lost at sea and never heard from.

WANTED—LADY active and intelligent, to represent in her own locality a well known, reliable, permanent, profitable and profitable business. DAY & HILTON, 20 Barclay St., N. Y.



QUERIES.

R. A. BLOODGETT.

Why is the sun so bright?
Why shed his beams so far,
Obscuring with his light
The rays of every star?

Why is the tree so high?
The little flower so low?
Why in each smile a sigh
And in each joy a woe?

Why is the sky so blue?
The earth so brown and bare?
Why must each rose have
Some shade of darkness wear?

Why do birds wing the skies
While insects crawl and creep?
And why do some souls rise,
While others at us weep?

—Jefferson Appalachian Philosopher.

DAVIS AND TOOMBS.

The Augusta (Ga.) Chronicle publishes the following letter from the Hon. Jefferson Davis, dated Beauvoir, Miss., Sept. 11, 1865. It was addressed to Mr. J. C. Derby, of New York, and was never before in print:

"Your kind letter inclosing a reported interview with Gen. Robert Toombs would have been sooner acknowledged but for my absence from home during a large part of last month. The same cause, with numerous engrossing engagements, will explain to you why I have done nothing on the work to which you allude.

"The logic of Gen. Toombs' remarks will hardly commend itself to a severe analysis. The conclusion to be drawn from his view would be that a military education unfitted a man for civil administration, and hence it would follow that graduates of the Military Academy should only be employed as civil magistrates, and that generals for the army should be sought for in the literary colleges or perhaps in the theological seminaries. We had many distinguished generals whose previous life had been passed, as we have some eminent bishops who were bred as soldiers, but not therefore, in either one case or the other.

"With characteristic consistency he finds the two men fitted to be President of the Confederacy among the graduates of West Point. So far very good for his theory, but then he finds Gen. U. S. Grant the greatest general produced by the war. He was also a graduate of our military Academy. I might retort on Mr. Toombs' criticism of myself as a civil executive by reciting his as a soldier, but I forbear.

"In regard to Gen. Toombs having refused the presidency of the provisional government of the Confederate States, I must admit that he was in a better position to know the facts of the case than myself, as he was present when the election was held, and as a member of the provisional Congress was a party to the canvass and final choice, while I was far away engaged in the duties intrusted to me by the convention of Mississippi, by which I was appointed commander in chief of the army of the State. It is a pity, however considering the reward due to the self-abnegation of Mr. Toombs and to the historical importance of the matter, that he has not more specially stated in what manner and by whom the offer of which he declined was made to him, especially so since others who, like Mr. Toombs, were members of the Provisional Congress were present and participating in the election, have published statements which show that they were not aware that the offer was made which Mr. Toombs in his self denial, declined. Should you feel interested in looking further in the matter, you will find some of the published statements of members of the provisional Congress at page 226 et seq vol 1, Rise and fall of the Confederate Government.

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JEFFERSON DAVIS."

WHY I AM A POOR MAN.

"Wool Hat" in Planters' Advocate tells us the following plain story why he is poor:

"I am poor because I buy more than I sell. In the first place, I buy a part of my meat from the North-west; my fish comes from Portland, in the taking of which the Mainlanders receive a bounty from the government. My onion sets and all my garden seeds come from Michigan; I sold the wool from eighteen sheep at 37 1/2 cents per pound to an agent of the manufacturing company at Reading, Pa; four months thereafter I bought a hat from some company paying at the rate of six dollars a pound for the wool. The hide of a buck I sold for five per cents a pound. I went to Elmira, N. Y., was tanned, sent back and I bought it at 35 cents a pound, and it weighed more than it did when I sold it. My axe handles come from Connecticut, my matches from Delaware; my pen, ink and paper from New York. Am I the only fool in Georgia?"

THE "DESTROYER."

I have read with much attention the editorial paragraphs published in several journals relating to the "Destroyer" and its submarine gun, and beg to state for the information of all concerned that the destroyer system so completely solves the problem of submarine artillery for defending harbors that I have no occasion to waste time on the consideration of any other method. Moreover the extraordinary calibre of the submarine gun employed in the Destroyer, viz: sixteen inches, has presented no practical difficulties, and has not failed in a single instance during a long series of trials to propel the submarine projectile with a velocity exceeding 200 feet in three seconds. It should be mentioned that this projectile is twenty-five feet long and carries 200 pounds of gun-cotton, a charge sufficient to shatter the hull of iron-clad ships of all classes so completely that the boasted "water-tight compartments" will prove of no avail in preventing destruction and sinking.—John Erickson in the New York Herald.

THE NORTH CAROLINA WAY.

A merchant in Goldsboro advertises the arrival of one car of bulk meat, one car of mess pork, one car of lard, two cars of flour, one car of timothy hay, two cars of seed oats, one car of corn, one car of bran, one car of ship-stuff and chops, one car of bolted meal. A merchant in Concord informed us recently that seven hundred and fifty barrels of flour were shipped to that point in one week. Thousands of dollars worth of the above products are shipped to Winston. The great bulk of these things, is sold to farmers. The argument of the farmer is, that he can buy them cheaper than he can produce them. We have seen men pay one dollar per hundred for eight cents per hundred, and yet these men talk of hard times. Bankruptcy and ruin will as surely and inevitably follow such a suicidal policy, as night follows day. To arrest this fatal policy is the great and grand work of farmers' organizations: they should have the earnest and patriotic support and encouragement of editors, merchants, professional men, and indeed of all citizens who have at heart the well-being and happiness of our people.—Winston, Progressive Farmer.

AN INCIDENT OF BULL RUN.

WASHINGTON, February 26th.—A brief chapter of unwritten war history was related by Capt. Greene, of Charlottesville, Va., to-day, as he with a group of ex-Confederates were studying the panoramas of the battle of Bull Run. Said he: "It is a fact not generally known that a serious accident occurred to Gen. Robert E. Lee the morning after the second battle of Bull Run. Gen. Lee and Stonewall Jackson were seated upon a log, near Sudley Springs, when some Confederate soldiers who had crossed the ford imagined they had struck Pope's whole army. They instantly became stampeded, and rushed pell mell by the two officers. Gen. Lee's horse, old Traveller, broke away and the General in his efforts to catch him was thrown violently to the ground, breaking both his hands. Gen. Lee went to South Mountain and Antietam in an ambulance, and travelled in this manner through the campings that followed, carrying his hands in a sling. According to my best recollection he never fully recovered from the injury."—N. Y. Herald.

OUR STATE CONTEMPORARIES.

Gen. Jas. A. Beaver, the new governor of Pennsylvania, was offered the nomination for the Vice Presidency in the Chicago convention of 1880, after the first place on the ticket had been given to Gen. Garfield. The desire was to please the Stoltz element, of which Beaver was one of the most conspicuous, for the defeat of Gen. Grant for the Presidential nomination. Beaver refused the proffer of the second place, and it was given to ex-Collector Chester A. Arthur. Beaver, by his refusal, deliberately, though of course unknowingly, lost aside the glittering prize of the Presidency.—Edenton Enquirer.

The expiring Congress was guilty of the same grave offense that has marked the closing hours of other Congresses—it hurried through important work with a tremendous rush that ought to have been looked carefully after at an earlier day. An enrolling clerk of twelve years experience said that never in that length of time had he witnessed the haste exhibited in the last twenty-four hours of the Congress which has just expired.—Wilmington Star.

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The late Capt. James B. Eads was no doubt the greatest civil engineer of his time. In the great bridges and the Mississippi jetties he constructed he leaves a monument of genius and pluck. He was 67 years old.

A superb oration may be expected from Secretary Lamar at the unveiling of the bronze statue of Calhoun at Oberlinston on the 26th of April. We doubt if any living American is better equipped for just such an occasion.

THE BALTIMORE & OHIO RR.

NEW YORK, March 15.—It is generally believed on Wall street that control of the Baltimore & Ohio Railroad has passed into the hands of the syndicate. The story is current, and is repeated by parties who are generally accepted as good authority, that Jay Gould has acquired a quarter interest in the syndicate and has paid \$1,400,000 in cash on the agreement. Russell Sage is also named as a member of the syndicate. According to reports the Western Union takes the Baltimore & Ohio Telegraph line, Dinsmore takes the express business for the Adams Express Company, and the Pennsylvania Railroad takes the road. The details are said to have been arranged last night.

"ONLY."

A very much abused word is "only." "Only ones" may mean many repetitions. "Only a college-boy," what a flimsy excuse for rule-breaking and ungentlemanly doings generally? "Only a company," as if companies should not be under as good morals as individuals. "Only a penny," as if a penny did not make pounds. "Only a drink" may lead to many an one. It was "only a few pence on tea," but the principle of the taxation was resisted, and a nation sprang into existence. It is so easy to excuse oneself, but he that does it is a pettifogger, and such special pleading in the forum of conscience is ever to be held inexcusable and altogether reprehensible.—Charlotte Church Messenger.

HOME COMFORT.

We, the undersigned citizens of the different counties mentioned below, have each purchased "HOME COMFORT" Wrought Iron Cooking Ranges of the Wrought Iron Range Co., of St. Louis, Mo., who have established headquarters for a branch of their business at Durham, N. C., for the purpose of canvassing this section of country by means of wagons. Our transactions with them have been pleasant and satisfactory, and we find them to be prompt and reliable business men, who have dealings with the best people only where they go. We have been using one of their famous "Home Comfort" Ranges a sufficient length of time to proclaim for them more merit than anything of the kind that we have ever used, or seen. They possess all of the requisites of a good durable cooking apparatus, and we can safely say as to good baking qualities and economy of fuel they will prove perfectly satisfactory to the most skeptical.

In conclusion we will say to the citizens of other sections who may have an opportunity to purchase, we would not take twice the price paid and use the Cast Iron Stove again, as we think Ranges better and more economical to use in every respect.

Very Respectfully,

DURHAM COUNTY.

W H Woods, A A Sears,
R H Atwater, Wm Y Clark,
W H Hallaway, W J Pogue, Prop.
L T Puryear, Claiborne hotel,
W T Redman, Jno A Cole,
Jno A Proctor, W A Garrett,
N Dawsitt, J H Woods,
J J Acock, J A Berry,
G Roberts, S Stages,
J Park, M Ball,
J Roberts, A J Hall,
J H Hallaway, W H Morris,
W H Berry.

GLANVILLE COUNTY.

W H Hester, R P Akin,
T J Smith, J C Fleming,
R Curry, E L Hester,
S A Fleming, T Jackson,
B B Hester, J F Hester,
W L Mitchell, J Mitchell,
C A Lawrence, D A Chapell,
W T Howard, Mrs M E Jeffreys,
W P Wagstaff, Mrs S Bullock,
J Bailey, W E Acock,
A V Pearce, E E Lawrence, J
J D Mangum, Mrs M L Moss,
G L Allen, G R Keith.

PERSON COUNTY.

D W K Richmond, Q Q Brant,
W H Lyon, G W Whitfield,
R S Baynes, E S Malone,
A V Moore, J W Hicks, jr.,
R B Hawkins, W H Long,
J O Bradshaw, H J Winstead,
Alex Whitfield, J P Long,
E V Brooks, J T Jones,
E Gates, C G Reade,
W L Lawson, W Laws,
W Allen, J R Reade,
J L Clayton, J P Pngent,
J L Garratt, W F Reade,
D C Cozzart, S S Moore.

GRANGE COUNTY.

W J Gray, H Blalock,
E Berry, B C Walters,
H T Tilly, J T Wilson,
H Y Haines, Wm D Woods,
E A Dickson, Mrs Ellen Lockhart,
S Jones, I Turner,
Jna G Shields, J T Hogan,
C Davis, H Oldham,
Mrs N M Cheek, J B Cheek,
W M Reeves, J V Jones,
L C Purifoy, J P Mason,
J A Bowland, R H Stubbins,
J N Ray, H W Clark.

WAKE COUNTY.

Mrs E Penny, S S Turner,
S M Utley, T J Jones,
S J Mitchell, S Crocker,
W H Reade, G J Mitchell,
Jno W Jewell, F S Hogo,
D B Buffalow, Wm Wats,
W C Sturdivant, H Pool,
O H Page, A G Ferrells,
B F Lawrence, John Vicker,
Aik Calclaught, E M Perry,
W D May, H W King,
W R Smith, W H Pennington,
W R King, Wm Medlin.

CHATHAM COUNTY.

H C Ferrell, B M Thomas,
Wm Johnson, W G Lassiter,
W G Harris, A C Moore,
T J Harrington, W D Matthews,
D L Stedman, Joseph Matthews,
E F Cagland, O A Burns,
Mrs F J Harrington, J Tyson Jr.,
N M Rossor, O S Johnson,
G W Harrington, B F C Burk,
B H Jones, J W Poe,
W A Ragland, J A Pugh,
R M Carr, J O Emerson,
Wm Moore, Jr, J O Kirkman,
W H Cross, N R Sanders,
J H Williams, C M Dowd,
W A Williams, J A Dowd,
S H Wilson, D Dowd,
J C Blount, W D Cheek,
I M Blount, Robt Studvant,
D P Stedman, R Fawcett,

CARS OF MALLEABLE STEEL.

The terrible result of the accident last Friday on the Vermont Central railroad have directed attention to the probable merit of a non-combustible steel car now in process of construction at Boston. As described by our Boston correspondent, this car combines novelty of plan and materials with a new method of heating. The details of its construction are therefore of more than ordinary interest. The car is to be made of malleable steel in the shape, approximately, of a cylinder strengthened with concentric cross and longitudinal braces. A compressible platform at each end will greatly lessen, if not wholly destroy the force of a shock from collision, and avert the danger of telescoping. The seats are to be bolted to the truck metal floor, as well as to the bottom plates of the car, so that they will not be torn up and thrown around in case of an accident. The clangor and reverberation to be expected from the jostling of a boiler like apartment will, it is claimed, be amply provided against by the liberal use upon the interior surface of felt and hair padding, which together with the upholstery stuffs are to be treated with chemicals that will render them incombustible. The danger of fire is to be more certainly averted by the use of hot air for purposes of heating, and by locating the source of heat outside the car of the trucks. An admitted through a valve under the hood over the platform will pass through pipes to the furnace, whence, after being heated in the usual manner, it will pass up into the car through ordinary registers: Thus constructed the car will not cost, it is said more than wooden cars now in use, and may cost less. It will probably be found practicable to make it lighter, and it will certainly be more durable, as well as safer, than the wooden car. The material of which it is made will permit, and perhaps necessitate, some departure from the shape that graduates of the Military Academy should only be employed as civil magistrates, and that generals for the army should be sought for in the literary colleges or perhaps in the theological seminaries. We had many distinguished generals whose previous life had been passed, as we have some eminent bishops who were bred as soldiers, but not therefore, in either one case or the other.

RAISE SOME FISH.

Many farmers own land which contains a swamp where stagnant water breeds through the summer, unfit for stock to drink. For a small sum of money and a few days work with a team an excavation can be made near one end of it and carp put in and fed when required and a large supply of food taken in a couple of years. Wild rice can be sown when the water is four or five feet deep and it will furnish much good feed. If a running stream exist instead of a swamp, the labor to dig out four or five small ponds and connect them by wire gates and stock them with trout, will be repaid with profit. An ice crop can be taken also. Care will be required to keep out the various kinds of fish which are destructive to the stock planted, also turtles, frogs, etc. Raccoons, skunks, minks and other vermin can be kept out by wire netting or by such boards, on edge sloping from the pond. A person will find the best means to apply to the circumstances or location, and if a man makes a start, the demand will always insure a sale, and a profit can be made from a part of the farm now the least profitable. In many instances it will bring in more money than all the rest of the farm. It will pay you to look over your streams and pond holes, for two hundred pounds of good fish can be sold for less than one hundred pounds of exorable pork, and while pork will sell for six cents, fish will sell for fifteen or sixteen cents.—A. W. Saunders, Hartford county, Ct.

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