

DAILY OBSERVER.

JOHNSTONE JONES, Editor and Proprietor. Saturday, May 31, 1873.

FATED BOSTON.

We refer our readers to our telegraphic columns this morning. Boston has again been visited by a terrible conflagration, which has destroyed many millions of property, and laid in ashes some of the fairest portions of the city.

This fire is not so great as the great conflagration of last Fall; but still it is extensive, and proves the ruin of many of the most magnificent structures and greatest fortunes in Boston.

It will be observed that the fire occurs on the day devoted to the decoration of the graves of the Federal dead. Those who were going out with the floral tributes of affection to the graves of their beloved dead, were hurried back to the city by the frightful cry of Fire—a cry that always sends a thrill of horror to even the stoutest hearts.

In striking contrast with this was the Memorial Day in our city a few weeks ago—a day, peaceful as the loveliest Sabbath morn, and beautifully serene and bright.

The wonders of telegraph and newspaper enterprise were illustrated here yesterday in regard to the news of this fire. The conflagration began in the forenoon, after the usual breakfast hour; at mid-day, by means of extra OBSERVERS, we had spread the news all over the city, and our citizens read the accounts of the fire as it progressed, hundreds and hundreds of miles away.

We are endeavoring to make a newspaper that will keep up with the times, and be in keeping with the spirit and enterprise of Charlotte; and we trust that the people will duly appreciate our efforts. It costs large sums of money to publish a successful daily paper, and it can only be sustained by closely adhering to the cash principle.

THE FAIRY BRIDAL.

We direct attention to the beautiful description of the Fairy Bridal Cantata to be found in another column of to-day's OBSERVER. The communication is from the pen of one of Charlotte's "Jewels"—a lady, whose gifts of intellect are only equalled by her sweetness and gentleness of manner, and her true womanly nobility of soul.

THE WEST-CAROLINA RECORD.

The weekly bearing the above title is reported to be a radical sheet. Whether this be so we leave the reader to judge, after the perusal of the advertisement of the Record, appearing in another column of to-day's paper. The card positively asserts that "the Record is published in the interests of no ring, party, sect or creed." That paper has entered upon the bright road to prosperity, since it has quit the broad way of Radicalism that leadeth down to eternal perdition.

THE ATLANTIC AND GREAT WESTERN CANAL.

Our people in this section of country appear not to realize fully the importance and advantages to the Carolinas of the proposed project for connecting the Mississippi and the Atlantic ocean by inland water communication. The reason for this is, perhaps, because the subject is not well understood. That it may be thoroughly understood we to-day yield much of our editorial space for the insertion of the following Memorial prepared at the Atlanta Convention:

MEMORIAL.

To the Congress of the United States: The undersigned, a committee appointed by a convention held at Atlanta, Georgia, on the 20th day of May, 1873, composed of Representatives from 13 States to memorialize Congress upon the necessity for cheaper transportation between the great producing and consuming sections of the country, respectfully represent:

That the vast interests, common to all sections of the country, involved in the opening of lines of Atlantic seaboard and the great "basin of the Mississippi," entitle the proposed routes to the immedi-

ate and earnest attention of the United States Government. The necessity for cheaper transportation is vital and urgent, and the best means of securing it is a question upon which wise and speedy solution of which depends the continued prosperity and contentment of the country.

To the West and South this question is of peculiar importance. Their interests are in a great measure identical, being the two great producing sections. The benefits of cheap transportation must be felt by all other sections in an almost equal degree. In the four States of Georgia, Florida, South Carolina and Alabama there is an annual deficiency of fifty million bushels of grain, which must be supplied from the west.

This deficiency is increasing, owing to the great decrease of available farm labor and the rapid increase of the non-producing population of those States. When the deficiency in the other Southern States and the consequent high prices for subsistence are taken into consideration, it will be seen at once that no question is of such vital moment to the South as cheap transportation.

Since 1866, the value of cotton (raw and manufactured) exported from the United States, amounts to \$1,500,000,000. This is about 60 per cent. of our total exports in value. Cotton is indeed our only reliable and remunerative article of export, and is the real basis of the wealth of the whole country.

The present high rates of freight prevent the exportation of grain from the United States almost entirely, although our surplus is sufficient for the wants of the civilized world. They also compel the Southern States to employ a large portion of their limited labor in the production of food crops, (to which their soil and climate are not adapted), and to that extent deprive the West of a market. To illustrate: the average production of corn in the four States mentioned is ten bushels per acre. To make up the deficiency in the quantity now produced it would be necessary to cultivate at least five million acres. This acreage devoted to cotton would yield at least 1,250,000 bales, worth, at 15 cents per pound, \$125,000,000. Deduct from this the value of the corn which the same acreage would produce, and we have \$75,000,000 to represent the amount of loss suffered annually by the Southern and Western farmers from a lack of facilities for a cheap interchange of products.

This direct loss is greatly increased by the reflex operation of the causes under consideration. The high price of food increases the cost of the manufacture as well as of the production of cotton, and so of every other article we need. While the Western farmer realizes but a pittance upon his teeming crops, every manufactured article which he uses comes to him burdened by onerous and oppressive tariffs. Cheap transportation from the West would not only cheapen food, but would, as a consequence, also cheapen labor.

This result would enable the manufacturer to supply our wants at greatly reduced prices, and would enable him to compete successfully abroad as well as at home. Our manufactures would increase, our exports would be doubled, our shipping interests revived, and the balance of trade would be largely in our favor instead of against us as it now is.

Those States watered by the Mississippi river and its tributaries are the granary of the Union, and might be the granary of the world, but isolated as they virtually are, for the want of cheap and adequate transportation, existing evils must increase and spread until poverty and bankruptcy overshadow the whole land.

The feverish anxiety which pervades the public mind upon this subject is abundantly shown in the fact that Congress is gravely asked to take control of the entire railroad system of the country, and by legislative action regulate their charges. Whether this would mitigate or aggravate the evil—whether by Congressional enactment the cost of operating the roads would be so diminished as to afford the desired relief, are questions which do not admit of discussion here. They are only mentioned to show that a great pressing necessity underlies the whole matter, which cannot longer remain unheeded, without serious detriment to public interests.

The entire value of a bushel of corn, transported a thousand miles by rail is consumed by the cost of transportation. This leaves no profit to the carrier, none to the shipper, and not one cent to the producer. So that if the railroad should carry corn for its actual cost and nothing more, from St. Louis to Savannah, or from Chicago to New York, the producer would still receive no adequate remuneration for his labor. Neither can the indefinite multiplication of railroads nor any legislative regulation as to freight charges, cure the evil, so long as the actual cost of operating railroads remains undiminished. Until this cost shall be reduced, by means not now known, a resort to either of the remedies proposed will prove a mere expedient, which, in the end, will surely disappoint public expectation. We do not want expedients, or partial remedies. A cure of the evil is demanded by the farming interest of the country; and to nothing short of this should we look for permanent relief. In seeking this relief, the first step to be taken is to find a less costly mode of transportation than that by rail. Experience teaches us that water furnishes the cheapest means of transportation known to the commercial world, and there is but little reason to doubt that the solution of this whole question will be found to rest upon the construction of great lines of water communication between the West and the Seaboard, wherever nature has provided a way. Build the Niagara Ship-Canal, connecting

the lakes by an unbroken chain of navigation from Chicago to the Seaboard, connect lake Champlain by ship-canal with the Hudson; enlarge the Erie Canal, if possible, extend your water lines from the lakes to the Mississippi by every proposed route, where nature has provided a way; improve the navigation of your rivers so that barges may pass through their entire length without hindrance, and you will do more to relieve the country from its present troubles than we justly hope to secure by any other means. In this way the railroads may be made the feeders and distributors for the great trade arteries, and the causes which now induce them to enter into extensive leases and combinations, in many instances so injurious to the public interest, would, in a great degree, cease to exist.

A glance at the map will be sufficient to show that, from the great lakes to the Mississippi river, there is a vast expanse of country, divided by the Appalachian, which separates the waters of the Atlantic from those which flow into the Gulf of Mexico. The Ohio and the James rivers have their sources among the mountains of this chain; and further South, also the Tennessee, the Coosa and the Ocmulgee. Recent surveys have demonstrated that it is feasible to connect by canals the Ohio with the James river, and the Tennessee with the Ocmulgee; and thus, to speak turn the Mississippi into the Atlantic at Norfolk and at Savannah. The merits of the James river and the Kanawha canal have been fully discussed, and we will not pause here to repeat the many reasons which have been offered in favor of this great work. We crave your attention, however, for a moment, while we point out some of the advantages which would flow from the construction of the Atlantic and Great Western Canal, connecting the Mississippi, through the Tennessee river, with the Atlantic ocean at Savannah, Georgia.

The Tennessee enters the Ohio a short distance above the confluence of the latter with the Mississippi. From this point the general direction of the Tennessee is southeast, to its great bend at Gunter'sville, in the State of Alabama. At that point the Coosa and the Tennessee approach each other—there being only a narrow neck of land between them. Across this isthmus a canal, thirty miles long would connect these two rivers, and open navigation to Rome, Georgia. From Rome the route follows the Etowah to its nearest point of approach to the Ocmulgee river, and thence to the sea. Nature has already supplied the greater portion of this route, and it remains for us to complete the work which she has so well begun. The route has been surveyed by distinguished engineers of the War Department, and has been pronounced by them eminently feasible. It offers the following advantages:

First, cheap transportation. According to the official reports the cost of transporting a ton of grain from St. Louis to Savannah, by this route, would be \$4.88. It cost, by rail \$14.40. The saving upon each ton would be \$9.52—amounting in the aggregate to about \$14,000,000 per annum, upon grain alone, to be divided between the producer and consumer.

Second, this route would be open the entire year, never rendered impracticable by ice in winter nor by drought in summer.

Third, it would greatly increase the coasting trade, furnishing employment during the winter months (when the Niagara Ship-Canal should be opened), to the steamers and other vessels engaged during summer upon the lakes.

Fourth, the route passes through immense forests of yellow pine; and the West would be able to obtain the best lumber in unlimited quantities, and at low prices.

Fifth, it opens all the Southern States east of the Mississippi river, as a market for its rice, bacon, hay and other products, the demand for which will constantly increase. In this the West would be absolutely without a competitor.

Sixth, it will furnish cheap transportation for raw cotton to the other sections, and for the manufactured article in return. Such advantages would certainly develop the manufacture of cotton to a vast extent in the western and northwestern States, and eastern States.

In view of these considerations, we most respectfully and earnestly urge the government of the United States to extend such aid to these works as will ensure their speedy construction.

The Lee Dunlap Case.

The case of Lee Dunlap, who now lies in Wake county jail, has frequently been referred to in these columns, and we allude to this matter again merely to show its present status. It will be remembered that Lee Dunlap was tried and convicted of murder in the Superior Court of Mecklenburg, and an appeal taken to the Supreme Court of the State, where a new trial was granted. On the second trial, an affidavit that the prisoner could not obtain a fair trial in the State Courts, the case was turned over to the Federal Court under some of the reconstruction acts. When the case was brought before the United States Circuit Court, District Attorney Starbuck moved it be remanded to the State Courts, on the ground that the Federal Court had no jurisdiction in such cases. The motion was not allowed, and Mr. Starbuck took an appeal to the Supreme Court of the United States. This court dismissed the appeal as it was made upon an interlocutory motion and not on the final judgment, and now the case stands for trial in the Circuit Court and will be called during the first week of the term, when Attorney General Hargrave, under a resolution of the General

Assembly will, on behalf of North Carolina, move the case be remanded to the State Courts, and will appear from the decision of the court if adverse to his motion.—Raleigh Sentinel.

TELEGRAPHIC NEWS.

[From the American Press Association.] [BY TELEGRAPH TO THE OBSERVER.] By the Southern and Atlantic Line.

BOSTON!

A GREAT CONFLAGRATION!! THE HUB OF THE UNIVERSE AGLOW WITH FLAME!! Immense Destruction of Property—Churches, Temples, Theatres, Saloons, Stores, and Factories in Ruins—A Hard Blow on Boston.

BOSTON, May 30.—A great fire commenced this morning about 8 o'clock in the Furniture Factory of Hale, Morse & Boyden, 411 Washington Street, extending back 200 feet, on account of the combustible character of the stores and contents. The flames spread with lightning like rapidity, and in a short time the building was one massive sheet of flames.

The fire soon worked into the blocks on either side and the rear, occupied by wholesale clothiers and piano manufacturers, including Ellison & Co. These buildings soon succumbed to the flames. The fire then crossed the street, and on account of the intense heat the firemen were unable to work to advantage. The French roof of the Globe Theatre building is now burning, and there is danger of that structure being destroyed. Nothing can prevent it from present appearances, nor the adjoining building of Chickering & Co., and Henry Miller & Co., and other piano manufacturers, which are in imminent danger unless the fire is confined to its present limit. A strong northeast wind is blowing, and is favorable to prevent the fire from extending northward, and if it does not cross Blyston Street at South, a great conflagration will be avoided.

The entire fire department and assistance from out of town are present, battling with the flames. Great excitement exists in the vicinity of the fire, and dealers are preparing to remove their goods and merchandise. Several accidents have already happened. The immense front wall of the building wherein the fire originated, threatens to fall into the street.

LATER.

BOSTON, 10 o'clock.—The fires is still raging with unabated fury, and the fire department find themselves unable to stop its progress. About five blocks have already been consumed and more must follow unless it is speedily checked. One of the Branch Offices of the Franklin Telegraph Co has been destroyed. Engines are now coming in from the surrounding towns.

LATER.

The fire is still gaining on the firemen, and it now looks as if it will go down to Chauncy Street on the edge of the burnt district. Among the buildings already burned are the Globe Theatre and Chickering's Piano Warehouse on the east side of Washington Street, and the International Hotel on the west side. The fire seems to be working both ways from Washington to Chauncy, including the block bounded on Boylston and Essex.

Three millions have already been lost. The fire originated in the rear of Hale, Morse & Boyden's, extending to the Globe, causing the fire to work in the direction of Tremont Street. All the dealers on that street near the fire have moved their goods to the Common, including Weeks & Potter, who were among the burnt out at the great fire.

The massive and elegant Masonic Temple, corner Tremont and Boylston streets, is not yet touched and will be saved on account of its non-combustible character. The buildings between that corner and Washington and Boylston streets, are low structures and filled with traps in the rear, and have been already burned, including the Boylston Bank on the corner of Washington street. It is impossible to give the exact condition of the fire in this particular locality, or get the names of the occupants and the losses.

The Piano Manufacturing Co. of Henry T. Miller, on the opposite corner from Chickering's, on Hayward Place, is still safe and may escape. The buildings in the rear are for the most part private dwelling houses.

During the progress of the fire the tall steeple on Rev. Mr. Dunn's Presbyterian Church, on the corner of Harrison Avenue and Beech street, took fire from the windows and consumed the balance of the church which was built of stone. Engines from quite a distance have arrived. The street leading to the scene of the conflagration is filled with teams containing valuable merchandise. Among the stores burned are Wholesale and Retail Clothing and Dry Goods, Boots and Shoes, and Theatrical Goods. The fire has interfered with the observance of decoration day, and has caused a partial suspension of business, and has attracted great crowds to the scene of the conflagration.

LATEST STILL.

Boston, 12 o'clock, M.—The fire is now under control. The following buildings on the east side of Washington Street are totally destroyed:

Arlington Hall building, on the first floor of which Alexander Crawford's Restaurant was situated in the upper story was a Billiard Hall; Globe Theatre building, the whole building is destroyed. Its occupants were Finch Brothers, Piano Manufacturers of the Weber Piano Factory Co., second story, Edwin L. Slocum, printer of the Boston Directory, Office of Mons Boel, teacher of French; Bryant, Stratton & Co's Commercial College; H. Day, artist.

The fire was stopped in its course down the east side of Essex Street by hard work on the upper side of Washington Street, towards Fremont Street, but several acres have been burned over. Among the largest sufferers are Chickering and sons who lose \$200,000 over their insurance. The bonds and valuables combined in the Boylston and Freeman's Bank were saved.

THE CAPTURED MODOCS. What the Herald Knows About the Policy of Davis and the Government Toward Them.

The Herald this morning takes occasion to comment on the policy adopted by Gen. Davis towards the captured Modocs, in supplying them with arms and sending them in quest of Capt. Jack. It thinks they will reunite with the chief, and cannot understand why Davis should have done as he has. It then refers to the cases of Santanta and Big Tree, whose pardon is proposed by the Government, and remarks that nothing can be considered more pitiable or pusillanimous than the position of the Government in regard to the Indian murderers.

THE NEW ORLEANS PRESS AGENT. NEW ORLEANS, May 30.—J. E. McDaniels is only nominally the Agent of the New York Associated Press in his city. His telegrams are prefaced and revised by the editorial staff of the Picayune, whose correspondent at Washington for many years was J. W. Simonton.

SUNSTROKE IN NEW YORK. NEW YORK, May 30.—Five cases of sunstroke occurred yesterday; one will probably terminate fatally.

MARKETS. NEW YORK, May 30.—Money easy, call loans ranged 7 to 5, prime discounts 7 to 9, exchange dull, 108; sixty days 109 1/2, sight gold firm. Flour closed lower for most grades; Southern closed quiet but steady for good grades; Baltimore 5.35@6.—Family 7.65@8. Cotton on spot dull and heavy, at 18 for low middling, and 19 for middlings. Wilmington—Quiet; mid 18; receipts 117; stock 3,539. Memphis—Dull; low mid 17; receipts 333; stock 27,950. Augusta—Dull, and lower; mid 17; sales 158; receipts 183. Savannah—Nominal; mid 18; sales 333; receipts 672; stock 2,130. Charleston—Quiet; mid 18; sales 50; receipts 431; stock 17,200. Baltimore—Dull; mid 19; sales 160; stock 3,552. Norfolk—Steady; low mid 17 1/2; sales 100; receipts 725; stock 91,606. Galveston—Firm; good ordinary 14 1/2@15; sales 700; receipts 503; stock 35,000. New Orleans—Firm; mid 18 1/2@19; sales 35; receipts 633; stock 92,898. Mobile—Dull, and unchanged; mid 17 1/2; sales 200; receipts 179. Stock 26,349.

New Advertisements. WEST CAROLINA RECORD. Published Weekly, at Rutherfordton, N. C. BY CLENDENIN & CARPENTER, At Two Dollars per Annum. The Record is published in the interest of no ring, party, sect or creed, but labors for the elevation, improvement and good of all. MAY 31 3ms.

IRISH POTATOES. JUST RECEIVED, a lot of fine Irish Potatoes, solid and good for eating purposes and excellent for late planting. Also, a fine lot of Summer Cheese. Blue Fish, the best salt fish, I think, we have in use, very fat and but few bones. Good Mackerel, Dried Beef, Splendid Rice, and Bologna Sausages. All just received at JNO. F. BUTTS Market, MAY 31.

A CHOICE ASSORTMENT OF SPRING BULBS, consisting of 60 VARIETIES OF GLADIOLUS, DAHLIA ROOTS, YARROW, JAPAN LILIES, TRITOMA'S, DOUBLE TUBEROSES, PEONIES, TOBACCO PLANTS, &c. A full assortment of Fine Flower Seeds from Vicks'. Just received at F. SCARR'S Drug Store.

MEACHAM is selling out his BOOTS and SHOES at cost for cash, april 27-3m.

B. N. SMITH, COMMISSION MERCHANT, AND DEALER IN Groceries, Country Produce, &c., Having moved across the street opposite the Market House, where our rents are only one-half of our former place, enables us to offer still more flattering inducements to our customers than ever before. We shall continue to deal in all kinds of Family Groceries, all kinds of Country Produce, pure Liqueurs, &c. All produce consigned to us will receive our personal attention and the best prices the market affords guaranteed. In returning our thanks for the very flattering and unexpected patronage bestowed in the past, we hope by renewed energy, reduced rents, working for small profits, keeping reliable goods, and fair, open and honest dealing in the future, to merit a liberal share of the patronage of the city and surrounding country. B. N. SMITH, may 29

WANTED. ONE HUNDRED HANDS to work on the Brick-yard and buildings. Apply at the Brick-yard, near the Lincoln depot. P. M. MURRAY, may 27 1w*

HAY! HAY!! ON Consignment 75 Bales of Extra nice Hay on hand and to arrive. Also 25 Bushels large selected Irish Potatoes, at B. N. SMITH'S, apr 10-

JUST RECEIVED. 50 BAGS Coffee, 500 Sacks of Salt, 50 Bbls Sugar, 100 Boxes Soda, 100 Cases Oysters, 50 Boxes Crackers, which we offer as low as the lowest. W. H. H. HOUSTON & CO. may 29

WANTED. A FEW SHARES of Mecklenburg Building and Loan Stock. Apply to C. W. ALEXANDER, may 24th

THE ATLANTIC HOUSE, (Formerly kept by Josiah L. Fender,) BEAUFORT, N. C.

WILL be opened with many improvements for the reception of guests on the 1st day of June. It will be thoroughly renovated and refitted with new furniture. This House is beautifully situated immediately over the waters of the Harbor, with a fine view of Old Topsail Inlet and the Atlantic Ocean in front.

The tide flows semi-daily under the building, thereby promoting cleanliness, and coolness, while flies are almost unknown. This is the only Hotel so favorably situated on the Atlantic coast. The building is so constructed as to render it peculiarly desirable to those seeking HEALTH AND PLEASURE.

The Rooms are commodious and accessible on the sea-breeze, with a double piazza on the sea-front, and delightful plank walks, free from sand and dust, for the enjoyment of pedestrians. All commerce entering and passing out the harbor will come in direct view. Bathing Houses, neatly fitted out, will be attached to the House, where guests can enjoy the refreshing sea-bath.

A spacious Ball-Room is attached to the House, where a Band of Music will be in readiness to give zest and pleasure to the fleeting hours. A Bar Room and Billiard Table will also be convenient to the Hotel. Boats, fast-sailing and well-managed, can be had at any time to convey persons to such points as they may desire to visit.

The subscriber, having had much experience in hotel-keeping, and aided by a courteous and competent assistant, flatters himself, by strict attention to business, and with a corps of obliging servants at his command, he will be able to give satisfaction to all who may patronize him. He promises to supply his Table with every article to be found at the first-class hotels of the interior. Besides oysters, scollops, soft crabs, and every variety of fish abundant in the prolific waters of the harbor and ocean. In this respect the subscriber would refer to all who have patronized him in years gone by.

Terms per month, \$35 to \$40 " " week, 11 to 12 " " day, \$2.50 Children and servants half price. GEO. W. TAYLOR, Proprietor, Beaufort, N. C., May 29-2m

W. H. H. HOUSTON & CO., WHOLESALE GROCERS and LIQUOR DEALERS, TRADE STREET, ARE daily receiving large additions to their immense Stock, consisting of Coffee, Sugar, Molasses, Syrups, and all kinds of Groceries, Soda, Salt, Candy, Crackers, Oysters, Mackerel, Liqueurs and Wines of all kinds, to which they invite the attention of the Wholesale Trade, guaranteeing prices and quality of goods. may 29

The "Lee Monument Portrait" OF Gen. Robert E. Lee. Engraved on steel by A. B. Walter, under the direction of the American Art Union, and adopted and sold by the Lee Memorial Association, incorporated under the laws of Virginia, for the purpose of Erecting a monument to the memory of GENERAL ROBERT E. LEE.

THE undersigned, the authorized agents of the Executive Committee of the Lee Memorial Association, General W. N. Pendleton, chairman, are now canvassing Mecklenburg, Cabarrus, Lincoln, Gaston, Catawba, Burke, McDowell, Mitchell, Polk, Rutherford and other counties, for subscriptions to the "Lee Monument Portrait" of General Lee. The adoption of the life-size picture for this purpose named is sufficient to establish it in the favor of all who have not examined it. It is only sold by subscription. Persons who may desire this engraving can secure it by application to Tiddy & Brother, Booksellers, Charlotte, N. C. An agent wanted in each of the above counties; liberal commissions given. Address, L. DAWSON & CO., may 27 1m] Charlotte, N. C.

Potatoes. TWO car loads of Seed Potatoes, consisting of 60 bbls. Early Rose, 40 " Pink Eyes, 40 " Early Goodrich, 50 " Peerless. On Consignment, and for sale low from Depot by STENHOUSE, MACAULAY & CO. may 1

Tuscarora Lodge No. 123 A. F. & M. OXFORD, N. C., May 5, A. D. 1873. A. L. 5873. AT a regular communication of this Lodge, it was resolved that all Masons be invited to join us in celebrating St. John's day, the 24th of June, proximo, in connection and in aid of St. John's Orphan Asylum. By order of the Lodge W. A. PHILPOTT, W. M. A. H. A. WILLIAMS, Sec'y. may 24 1m

IOE! ICE!! THE third and last instalment of 25 per cent. upon the Capital Stock of Charlotte Ice Company was this day ordered for collection. By order of the Board C. J. FOX, President. may 28 3t

WANTED. ONE HUNDRED HANDS to work on the Brick-yard and buildings. Apply at the Brick-yard, near the Lincoln depot. P. M. MURRAY, may 27 1w*

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