

[FOR THE CHARLOTTE DEMOCRAT.]

"Reminiscence of the Campaign"—1868.

In October, 1868, I entered very ardently into the Presidential campaign between Grant and Seymour, espousing the Conservative or Democratic side; and during the month made a series of appointments, commencing with an appointment on the 16th at "Union Camp Ground," at the foot of the "South Mountain," just where Lincoln, Catawba and Cleveland counties have a common corner.

The dwelling was of simple structure—a plain log house 30x18, one room, but closely chinked and comfortable. Around the room were ranged three beds, and the necessary household furniture for the use of the family.

The Arbor of the Camp Ground was a shingled canopy about forty feet square, with a framed Pulpit, three feet elevated, at one side of the arbor, and seats ranged in front under the arbor. The Pulpit was some six feet long by four feet wide, with a seat inside for non-officiating clergy.

The stranger was a rough, burly mountaineer, about 5 feet 10 inches, weighing 200 pounds; his face half hidden from view by a red shaggy beard, which reached down a foot on his breast, and his mustache twisted and standing out four inches on either side, and was dressed in thick woolen, home-made jeans and slouch hat.

"Of course the 'argument' ceased for a short time, and the stranger approached the steps leading into the Pulpit, and turning round I bade him 'good morning,' receiving a nod in response. I then asked him to sit down as I wished to proceed. To this he again nodded assent and walked up into the Pulpit, and leisurely adjusting his firearms so as not to render him inconvenient, took a recumbent position on the preacher's bench.

"Stranger—'Yes, out of the d-d rascals was prowling around my house last week.' Speaker, slightly relieved, began to hope for the better and proceeded: 'That the 'Assessors' had been destroying the stills down in your county.'

"Stranger—'Yes, if they take mine they'll get those,' making a significant flourish of the afore-said Navies.

This settled the question of the stranger's politics, and encouraged by these responses the speaker expatiated at length on the brandy tax and closed. As the 'thanks for patient attention' was pronounced, instead of the usual benediction from the Pulpit, the stranger arose and advanced with extended hand and 'welcome' twinkling in his keen black eye.

"Ladies Should Read Newspapers. It is a great mistake in female education to keep a young lady's time and attention devoted to only fashionable literature of the day. If you would qualify her for conversation, you must give her something to talk about—give her education with the actual world, with the outer world, and its transpiring events.

of his wife, and this one being his second, was very much his junior, and he took occasion to call our attention to her good looks, in which we unanimously concurred, adding our own compliments in our best style, which seemed to be pleasing to both. Supper was soon ready, and our appetites being well whetted, the viands disappeared at a remarkably rapid rate.

The dwelling was of simple structure—a plain log house 30x18, one room, but closely chinked and comfortable. Around the room were ranged three beds, and the necessary household furniture for the use of the family. The fire place was wide and deep, capacious enough to take in several huge logs and plenty of rich pine to send the flames crackling through the crevices, and 'littering' up the funnel of the chimney.

At 9 o'clock I complained of weariness and we lay down for the night. John and his wife occupying one bed, my kind-hearted guide, Mr. T., the other, and I the third. Very soon we were all soundly asleep, enjoying, as only tired men can, the luxury of a good bed. But we had not been asleep more than an hour, before a heavy 'rap' at the door aroused us, and John got up 'to see the cause,' when the following colloquy was overheard: (visitors, two or three.)

"Glorious. 'O'er all the ills of life or glorious,' and did not seem to heed the wind, or feel the rain or fear the darkness, and on they went until their voices died away and I relapsed once more into a deep slumber.

"The other fishermen left, and our 'hostess' soon had a large Pike or two and some Red-bone simmering at the fire, and directly breakfast was announced. Everything was pretty well done up, and mountain air and 'mountain dew' had given us keen appetites, and the fish-paste passed generously around until a 'pile of bones alone remained of them.'

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A Rich and Spicy Debate in the U. S. Senate. Proposition to make the Senate Rotunda a Ball Room.

The House concurrent resolution granting the use of the rotunda and certain other portions of the Capitol for the use of the managers of the inauguration ball was taken up in the U. S. Senate.

Mr. Grimes asked an explanation. Mr. Fessenden said the Committee on public buildings and grounds had already considered this matter, and were all but unanimous in favor of it. It was for the unofficial ceremonies attending the inauguration, the ball, &c., and it was impossible for a building to be put up large enough.

Mr. Sumner suggested the patent office; it had been used four years ago. Mr. Cattell said the patent office was full of old traps, which could not be removed.

Mr. Pomeroy asked if there was any law which obliged a ball to be held?

Mr. Fessenden replied that there was a law, so far as public opinion was concerned. Mr. Cameron thought no good could come of this matter, and he opposed the Senate taking any part in this useless pageant. He did not want any ball or dance in these halls.

When Jefferson was inaugurated he got on his horse, rode up to the Capitol, hitched his horse to a stake and walked into the Senate chamber and took the oath, and then went home again.

Mr. Nye asked if there was anything to prevent Gen. Grant from doing the same thing if he could find the stake. [Laughter.]

Mr. Cameron was willing to pay his proportion of ball expenses; supposed it would cost them \$30 a piece; he did not mind this, but he did not want any of it in the Capitol. Four years ago we were disgraced in the chamber, in the eyes of the world, and the foreign ministers insulted, and although he had no fear of a repetition of that scene, he thought it was better to avoid all these ceremonies.

The next thing we might have a President who would come up here and demand to have a ball in the Capitol.

Mr. Trumbull thought it exceedingly inappropriate to hold a ball in this building. It was said that there would be no liquor in here, but apprehended that liquor could be obtained very near, and it was not desirable to have any bacchanalian orgies in the Capitol.

Mr. Ferry thought it very meet to have a merry making at the inauguration, and saw no objection to the ceremonies taking place here. The whole building would be under the control of the sergeant-at-arms of the two houses, who had a most efficient police under their charge.

Mr. Sumner said the question was not whether to have a ball, but whether that ball should be held in this Capitol. This resolution was essentially bad in itself, and would set a bad precedent. People would want to dance at other times than the inauguration, and there would be no end to the applications that would be made for the use of the Capitol for a dance.

Mr. Patterson, of New Hampshire, believed it would offend the prejudices of a large portion of the American people to give up this building to such a purpose. He would sooner dance in a tent.

Mr. Fessenden—'Can't get one big enough. Mr. Patterson—'Well, then, let them dance under the tent of Heaven.'

Mr. Hendricks asked whether the Capitol had ever before been used for a dance-house. Mr. Nye was sorry that the religious prejudices of the Senator from New Hampshire had been aroused, but they had scriptural authority for dancing. There had been dancing before the ark, dancing after coming out of the Red sea, and various other times when dancing was permitted.

Mr. Doollittle asked if there had ever been dancing pursuant to act of Congress? [Laughter.]

Mr. Patterson, of New Hampshire, asked if it would not be proper to have an amendment providing for a show in connection with the other ceremonies; the Black Crook for instance?

Mr. Nye—'There have been many worse shows here than the Black Crook.' Mr. Doollittle asked if the Senator did not know that a large proportion of the people of the United States, who owned the Capitol as much as we, were opposed to dancing—Presbyterians, Baptists and Methodists particularly.

Mr. Nye was born a Presbyterian, was judicially a Baptist, by habit an Episcopalian, and by inclination a Methodist, (great laughter,) but despite all this, and old as he was, he felt like dancing himself. [Laughter.] He imagined that the great trouble with his friend (Mr. Doollittle) was that the dance was for General Grant. [Laughter.]

Mr. Cameron thought it would be much better for all concerned to have the ball somewhere else. No liquors were to be had here, it is said, and this would make it very dull; for a dry dance is no dance at all. [Laughter.]

Mr. Conkling remarked that undoubtedly a large part of the American people would regard the giving up of this Capitol to a ball as most inappropriate. The ball would be held, of course, whether it was held here or not, and Gen. Grant could certainly be inaugurated in pursuance of the constitution and laws, even if no ball was held.

Mr. Fessenden could see no harm at all in letting the parties have the Capitol. His moral and religious scruples might be very obtuse, but he could see no danger in it, and those who thought the Capitol would be desecrated, if they stayed away.

Mr. Wilson did not think it proper to give up the rotunda, where John Quincy Adams fell, and our martyred President lay, to the dance.

Mr. Yates would welcome the inauguration of Gen. Grant with bonfires and bells and cannon, but he did not want to give up the rotunda for a ball.

Mr. Morton believed it would be just as appropriate for the gentlemen having this ball in charge to apply to the vestry of any church in this city for the use of their church building for a ball as to ask for the rotunda. He had no objection to a ball whatever, but there was propriety in all things.

The question was then taken on the concurrent resolution, when it was rejected by a vote of 22 yeas to 36 nays.

The idea of annexing Canada to the United States is being canvassed again. Joseph Medill, one of the proprietors and editors of the Chicago Tribune, has written an article calling upon Gen. Grant to 'say but the word,' assuring him that in reply hundreds of thousands of his old warriors would 'rally around the flag,' and carry it to the invasion and conquest of the new Dominion of Canada.

North Carolina Railroad.

An article has recently appeared in the Wilmington Journal, also flying the rounds on an extra sheet headed, 'The N. C. R. Co. and its management,' also directed 'to the members of the General Assembly of North Carolina,' in which the writer founders like a wounded fish in endeavoring to sustain false charges, and to extricate himself from palpable absurdities. In order to expose this flimsy pretense so menacingly hurled against the officers of the North Carolina R. R. Company, and the management of said Road, we propose to take up said article, to dissect its vital parts, and to leave the rubbish untouched.

The Directors of the C. & A. R. Co., Rail & Gas. R. Co., and the N. C. Railroad Co., entered into and made the following contract, to wit:

CONTRACT. WHEREAS, The Columbia and Charlotte Railroad Company has heretofore, with a view to the construction of the Columbia and Hamburg Railroad, endorsed the bonds thereof for four hundred thousand dollars, and the Raleigh & Gaston Railroad Company has agreed to purchase the bonds of the Columbia & Hamburg Railroad Company, for fifty thousand dollars at par, and the North Carolina Railroad Company has agreed to purchase the bonds of the said Columbia & Hamburg Railroad Company for one hundred thousand dollars at par; and whereas, it is deemed expedient, in consideration of said aid, and in consequence of their mutual interest in the speedy completion of the said Columbia and Hamburg Railroad, to harmonize the working of said Companies, with a view of making a great through freight and passenger line from New York and other Northern cities, via Weldon, and 'vice versa,' that bickerings and disputes may not hereafter arise.

Resolved, That for the consideration aforesaid, between the Companies above mentioned, which shall be in force either as to freights or passengers by either of said Railroad Companies, against either of the others, but freights and passengers to and from Augusta and all intermediate points along the respective lines going North or South, shall be carried on the same line without discrimination, per mile, directly or indirectly against either, or directly or indirectly in favor of any line not a party of this contract.

Resolved further, That this contract shall be signed and ratified by the Presidents of the several Railroads mentioned, above mentioned, which shall be in force immediately on the signing of this paper by the Presidents of the several lines above mentioned.

Wm. JOHNSON, Pres't C. & A. R. Co. W. A. SMITH, Pres't N. C. R. Co. W. J. HAYNES, Pres't R. & G. R. Co.

The understanding with the Directors of the North Carolina Railroad Company, was, that the Raleigh and Gaston Railroad Company was to pay the same bonds as it had formerly paid to the North Carolina Railroad, and after the payment of such bonds no further discrimination was to be allowed. The North Carolina Railroad Company has on file a letter from the President of the Raleigh and Gaston R. R. Co., stating that this was all he claimed. This at once settles that point of the question—any assertions to the contrary notwithstanding.

I will quote from the Wilmington Journal on that point: 'But to go back on them, if they insist that the twenty cents is all the Raleigh & Gaston Road is to get FINALLY—if that is true of course it pays.'

It is true, Mr. Fremont and you knew it when you penned those lines. Of course it pays, and that is THE REASON the Directors of the North Carolina Railroad Company made the contract.

I will now explain why the Wilmington and Weldon Railroad cannot compete successfully with the Raleigh & Gaston Railroad for the freights sent via Portsmouth to New York. And will show that I have not discriminated against that Road, but have simply carried out the orders of my Directors. I will state the case, as the through tariff will show. The through line from Charlotte to New York gets one dollar and fifty cents per hundred lbs. for the first class freight—the distance from Charlotte to New York to be prorated for five hundred and eighty-three miles, the N. C. Railroad is prorated two hundred and twenty-three miles to Raleigh, R. & G. R. R. is prorated at one hundred miles, Seaboard & Roanoke Railroad counted one hundred miles, and from Norfolk to New York, by sea, one hundred and sixty miles. By making the calculation you will observe that the proper proportion of the North Carolina Railroad to Raleigh, one hundred and seventy-five miles from Charlotte, would be forty-five cents per hundred—adding the bonus given to the North Carolina Railroad by the R. & G. Road twenty cents per hundred, the N. C. Railroad gets sixty-five cents. To carry out the contract, we are compelled to charge the same to other roads as we get PER MILE from Raleigh & Gaston Road.

For example, if we get sixty-five cents to carry the freight one hundred and seventy-five miles, the distance from Charlotte to Raleigh, what should we get to carry it forty-eight miles? We must according to contract, add on eighteen cents, which is no discrimination against the W. & W. Railroad. Hear Mr. Fremont again: 'The President of the Wilmington and Weldon Railroad Company, representing a Board in which the State has a large interest, (four hundred thousand dollars of her school fund) has made a written offer to the President of the North Carolina Railroad Company, to take less than half of the proportion allowed between Weldon and Raleigh, and of course the North Carolina Railroad Company gets the other half or more, of what is allowed to the Raleigh and Gaston Railroad (ninety-seven miles long), and this for hauling forty-eight miles. But to force the Wilmington and Weldon Railroad out of competition and to gain the monopoly, President Smith makes a demand for (24) twenty-four cents from Raleigh to Weldon, more than the rate from Weldon to Raleigh.'

In reply to this, after presenting tariffs to the Board, as near in accordance as possible with the freight proposition, the Board passed the following order, which has been carried out to the letter:

OFFICE NORTH CAROLINA RAILROAD COMPANY, Company Shops, N. C., Nov. 6, 1868. The following is a true copy taken from the journal of the Board of Directors of the North Carolina Railroad Company as passed this day:

The President placed before the Board tariffs of freight, and on motion of W. A. Caldwell, the following was adopted: 'Resolved, That the President and Superintendent be, and are hereby authorized to make such arrangements as to freight tariff with other Roads connecting with the North Carolina Railroad as they may deem proper, not inconsistent with the contract with the Raleigh & Gaston Railroad Company.'

F. A. STANLEY, Secretary. According to this contract Col. Johnson, President of the C. & S. C. Railroad Co., is compelled to charge the same each way over his road—for example, if he charges one dollar per bag for cotton from Charlotte to Columbia, he is compelled, by this contract, not to charge no more than said amount from Columbia to Charlotte, thereby giving us a fair fight with the Charleston route without any discrimination. Has North Carolinians any objections to this arrangement, which enables us to bring cotton and other freights from Columbia and points beyond? Without this contract the President of the C. & A. Railroad Company could cut us off entirely from discriminating against us, and compete with us at such low rates at Charlotte, that the freights at that point would be nothing to this

line. Can any unprejudiced mind now say that this contract is injurious? I imagine the Wilmington Journal, divested of party spleen, will admit the contract.

We again quote from Mr. Fremont: 'If there is anything further required to prove the false position occupied by the management of the North Carolina Railroad Company, we will simply refer to the estimated cost of hauling freight between Raleigh and Goldsboro', made by his own able and faithful Superintendent, Anderson, in 1867, which was half a cent per one hundred pounds, but call it one cent per one hundred pounds, or one dollar and sixty cents per car load of sixteen thousand pounds, and we have a profit of (3) nine cents per one hundred pounds on the basis of the rate now allowed the Raleigh & Gaston Railroad, (by publishing tariff), viz: twenty cents per one hundred pounds, allowing one-half of it for running to Goldsboro'. This would give fourteen dollars and forty cents a car load of clear profit for running to Goldsboro', and for ten car loads a day one hundred and forty-four dollars; but say twenty cars a day, both ways, and we have two hundred and eighty-eight dollars a day, one thousand seven hundred and twenty-eight dollars a week, and eighty-nine thousand eight hundred and fifty-six dollars a year (of fifty-two weeks of six days each) more for running to Goldsboro' than by stopping at Raleigh, and this, remember, if Mr. Anderson's calculation was right, is not profit.'

This calculation proves what I contend for. If the North Carolina Railroad Company would say as yet not profit eighty-nine thousand eight hundred and fifty-six dollars per year, by carrying freights to Goldsboro', at ten cents per hundred, it would make precisely twice that amount, say one hundred and seventy-nine thousand seven hundred and twelve dollars, by stopping the same freight at Raleigh at twenty cents per hundred, which we get, according to contract. Now, this twenty cents, needless, does not come out of the shipper, but out of the earnings of the Raleigh and Gaston Railroad Company. If that was a State Road I would object to gouging so deep, but it belongs to individuals, and I therefore, for the benefit of the North Carolina Railroad Company, and the State, take all I can get from them.

I wish the members of the General Assembly to remember that I not only make, according to Mr. Fremont's own figures, twice as much by leaving the freights at Raleigh, but I save running my cars 96 miles over the road, which is a considerable item. This Road has recently paid to the State a scrip dividend of six per cent. Can the W. & W. Road say as much? No, nor never will, so long as such a secession fossils have the management of it. I would respectfully suggest that it would be wise policy either to change the Superintendent on that Road, or sell out the State's interest.

The articles published in the Wilmington Journal show plainly that the writer knew nothing about the subject which he was trying to enlighten others upon; and by his own showing, proves that the management of the North Carolina Railroad Company is far superior to any other administration, not excepting the last, which is conceded by all to be the best ever before. And the advantages, I admit, accruing to the Road, is owing to this contract with the C. & A. Railroad Co., and the R. & G. Railroad Co. I claim nothing for myself in making this contract, as the Directors, with their superior sagacity, saw the great advantages to be derived by making this contract. I am only the instrument in their hands, to carry out to the letter the end in view.

And now, Mr. Fremont, what have you to say to the above? Do you not discover at once how your assertions and positions exposed to naked view fall as harmless and noiseless as the withered leaf falls to the dust. Where will you now go? What is your next course? You have doubtless learned that it is not safe for a man to plunge into the middle of a sea of difficulties, without a life-preserver or a floating plank, and the prudent man, though he could swim like the fish, would shrink from such a course. Then, sir, the further you pursue your inquiries into the management of the North Carolina Railroad Company, in a vindictive partisan spirit, the deeper and more securely you will be wrapped into the meshes of confusion, shame and ridicule.

As the President of the North Carolina Railroad Company, it is my pride, and it shall be my duty, to sustain the Road in its every department, so as to secure the largest amount of revenue. I am placed here for this purpose, and it is my determination to bend every energy to a faithful performance of the same. As it regards State pride, I can only say, this is my own native land, and I desire its prosperity. I desire to see every Railroad in the State in a prosperous condition—the educational interest—the farming—the mechanical—all flourishing and foretelling a brighter day than has ever yet dawned upon North Carolina. And while I claim to be one of that number, who fearlessly went forward in rescuing the State from the hands of those who sought its final overthrow, others who pursued a different course cannot, with propriety, lecture me for a want of State pride, as it regards Railroads or otherwise.

W. A. SMITH, President N. C. R. Co.

To the Wholesale Trade. Call and examine our large Stock of Hardware, BREM, BROWN & CO., Jan 18, 1869 2w Oates' Building.

Charlotte Female Institute, CHARLOTTE, N. C. The 2d Term of the current session commences on the 15th of February, 1869, and continues until the 30th of June, 1869. Pupils are received at any time and charged from time of entrance.

For Catalogue containing full particulars as to terms, &c., address Rev. R. BURWELL & SON, Charlotte, N. C. Jan 18, 1869.

Store House for Rent. A Store House at Mount Mourne, Irrell county, is offered for Rent. The stand is a good one for business. Apply to MRS. I. M. REID, at Mount Mourne. Jan 18, 1869 3w

OATES, WALTER BREM & CO. New Hardware Store, MANSION HOUSE CORNER, Are receiving a new stock of General Hardware. Jan 18, 1869.

Guns! Guns!! The largest stock ever brought to this market. Call and examine them at OATES, WALTER BREM & CO'S, New Hardware Store, Mansion House Corner. Jan 18, 1869. 3w

3000 & 4000 lbs. Cotton grown on one Acre of Land. The Farmers of Western North Carolina are respectfully invited to call and examine for themselves a Cotton Stock from lands which yielded 3,000 pounds per acre. This enormous yield was produced on soil inferior to that which you cultivate, by a plan of cultivation perfectly simple, with plows you can procure at little cost. Come at an early day so that you may prepare in season for a heavy crop next Fall. By so doing you may greatly benefit yourself, and will oblige truly yours, HURCHISON, BURROUGHS & CO. Jan 18, 1869.

Wooden Car Wheels.

Wooden car wheels it is reported, have been introduced recently on one of the New York railways. Though these wheels cost three times the price of the ordinary cast iron wheel, the expense, it is contended, is of little consequence when compared, with the advantages gained. They ride smoothly, making conversation, reading, and even writing, an easy task on the cars. They are made of thoroughly seasoned elm, or oak, with steel tires, are very durable, and will wear, by reason of their elasticity and durability, over four hundred thousand miles of railway, while the average use of the ordinary iron wheel is but fifty thousand miles. It is also asserted that this wheel is constructed that it is impossible for the tire to become displaced, and that the wear to the track is much less than by the cast iron wheel. Wooden wheels are used on the Metropolitan Underground Railway, of London, where the frequent and sudden startings and stoppages of the trains are calculated to rack and destroy the material of which they are composed. No accident, it is asserted, has yet occurred on that road.

Administrator's Sale.

As Administrator of Dr. W. D. Caldwell, I will sell at the Public Square in Charlotte, on Tuesday the 9th day of February, a Library of Medical Works and other personal property of the deceased. All persons indebted to the deceased, W. D. Caldwell, are notified to make immediate settlement; and all persons having claims against said deceased must present them within the time prescribed by law, or this notice will be pleaded in bar of their recovery. R. B. CALDWELL, Admr. Jan. 18, 1869. 3w

Lincolnton Female Seminary, LINCOLNTON, N. C.

The next Session will commence January 25th, 1869, and close 27th November following. The session is divided into two terms of 20 weeks each, with a vacation in Summer of four weeks; the Fall term commencing 12th July. Pupils will be received at any time during the term, and charged from the time of entrance; but no deduction made for absence, except at the option of the Principal.

Expenses per Term of 20 Weeks—half in advance: Board, Washing, Fuel & Lights, with \$100 00 Music on Piano, Guitar or Melodeon, 25 00 French and Latin, each, 12 00 Fencil and Crayon Drawing, 12 00 Mental and Grecian Painting, 25 00 Oil Painting, 25 00 Embroidery on Silk or Velvet, 10 00 Regular Tuition for day scholars from \$10 to \$20. The Boarders are expected to furnish 1 pair sheets, 1 pair pillow cases, 1 counterpane, towels and napkins. For further information apply to T. W. BREVARD, Principal. Jan 18, 1869 9mpd

No. 1 Peruvian Guano. 150 TONS received direct from the Agents of Peruvian Government, and quality guaranteed. For sale low for Cash, or on Credit in hand. WILLIAMS & MURCHISON, Jan 18, 1869 4w WILMINGTON, N. C.

Alexandria Academy, MCKENZIEBURG CO., N. C. The exercises of the Spring Term will be resumed on the 18th of January, 1869, and will continue 20 weeks with no deduction for loss of time except in cases of protracted sickness. Terms: Board from \$8 to \$10; Tuition in Primary Branches \$7; Intermediate \$10 and \$12.50; Classics \$15, payable at the close of the session; if not to be added to each amount. Lessons in Practical Surveying will be given on Saturdays, for which an extra charge will be made. For further particulars address ALEXANDER. Jan 18, 1869 2wpd A. J. HARRISON, Principal.

Dissolution. The firm of W. W. GRIER & CO is this day dissolved by mutual consent—James J. Sims retiring. The business will hereafter be conducted by W. W. Grier and C. W. Alexander, under the style of GRIER & ALEXANDER. Those indebted to the old firm will please call at once and pay up, as the business must be closed. One of the firm may always be found at the counting room of Grier and Alexander, and the receipt of any of the partners will be good. Thankful to our friends for their patronage in the past, we hope they will not neglect this notice. W. W. GRIER, JAS. J. SIMS, C. W. ALEXANDER. Jan 18, 1869.

GRIER & ALEXANDER, Wholesale and retail Grocers, Having purchased Mr. Sims' interest in the Stock of W. W. Grier & Co, they would call the attention of their friends and the Public generally to their Stock of Choice

Family Groceries, not to be surpassed in the market either in quality or variety. The highest cash prices paid for all kinds of country produce. A specialty made of good family flour. All Goods purchased at this house will be delivered anywhere in the City free of charge. Thankful to our many friends for the very liberal patronage bestowed upon us herebefore, we ask a continuance of the same. Our motto is—'as it ever has been—straight forward, true to the line.' W. W. GRIER, C. W. ALEXANDER. Jan 18, 1869.

Irish Potatoes, &c. 50 Barrels Northern Irish Potatoes, 10 Hhls. New Orleans Sugar. For sale by STENHOUSE, MACAULAY & CO. Jan 18, 1869.

Stoves, Tin-Ware, &c. NEW FIRM. D. H. BYERLY & CO. (In the Basement Store under Mansion House), Keep for sale a full assortment of Stoves of every description, Hollow-Ware, Tin-Ware, Japan-Ware, &c., &c. Special Anti-Dust Cooking Stove is a superior article, and has given general satisfaction. We have sold a large number within the past year. We also keep other patterns of Cooking Stoves, of the most approved style and quality. Tin, Copper and Sheet-Iron work executed at short notice. Repairing promptly attended to. D. H. BYERLY, G. F. DOUGHERTY. Jan 18, 1869.

NEW GOODS. We are receiving a large stock of all kinds of Dry Goods, Ladies' Dress Goods, White Goods, Breakfast Capes and Shawls, Hosiery, Gowns, Ladies' and Gentlemen's Kids, Silk, Worsted, Cassimere, &c., Ladies' Hose, Gent's Half Hose, Blankets, Gent's Shawls, &c. Clothing. A good stock of Clothing which we offer great inducements on. Shoes and Boots of all kinds at as great bargains as can be had anywhere.

Hardware. We keep the best quality of all kinds of Shovels, Axes, Anvils, Belows, Blacksmith's Hammers, Carpenter's Tools, Chisels, Augurs, Braces and Bits, Builder's Hardware, Locks, Hinges, Screws, which we will sell as cheap as any house in the City. IRON. Northern and Domestic Wagon Tire, Shovel Moulds, &c., &c. We only ask an opportunity to show our Goods, as we intend to sell as cheap as any other first class store. Jan 18, 1869. BARRINGER & WOLFE.