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Corded Piques at 7 and 10c. per yard worth 10 and 12½c;
Swiss Muslins at 10, 12½, 15, 16⅔, 20 and 25c, per yard—the cheapest ever seen;
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Cheviot Shirtings at 10, 12½ and 16⅔c. per yard worth 12½, 15 and 20c. per yard;
Best Tick at 8¼, 10, 12½, 15, 16⅔, 20, 22, and 25c. per yard;
Striped and plaid Awning Duck in all qualities
10-4 Bleached Sheeting at 20c. per yard worth 30c.;
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We keep all of the best brands, such as
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Carpets, in great variety, now sold at less than cost, so as to close out the entire stock;
Rugs, Mats, Oil-Cloths, Hassocks, Window-Shades, Window-Curtains and Curtain Fixtures, such as Cornices, Bands, and Loops —all very cheap;
Reps and Cretons for furniture covering, and Lambrequins, the cheapest ever seen;
White Flannels in all qualities, from 10½c to $1. per yard;
A full assortment of Twilled, Plaid, Striped and Plain Colored Flannels, the cheapest yet offered;
Table-Cloths, Napkins, Doilies, Turkey Red Damask, Linen Crumb-Cloths, Towels, and other articles for housekeepers. We give the lowest prices for the best articles made.
Real Thread Bobbin Edge, 18 yards in a piece, for 25c, worth 5c. per yard;
Crochet Edging 25c. for a piece of 12 yards, worth 5c. per yard;
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Hamburg Edgings at 4, 5, 6¼, 10, 12½, 15, 20 25c. and up to $1 per yard: in these goods we are offering the best bargains ever known;
Pillow-Case, Valances, Cluny, Torchon, Guipure, Point, and other Laces in great variety and at the lowest price;
Nottingham Laces for Curtains at 12½, 16⅔, 20, 25c., and up to $1 per yard—the cheapest ever seen;
Toilet Mats in great variety;
Tidies at 25, 35, 50, 75c. $1, and up to the finest made;
Machine Oil, large bottles at 10c.;
Machine Needles, 10 for 25c.,
Best French Blacking at 5, 8 and 10c.;
Shoe, Hat, Hair, Cloth, Nail, Tooth, Velvet and Silk Brushes;
Silk, Linen, Cambric, and Cotton Handkerchiefs in great variety for men, women, and children.
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NORTH CAROLINA AT GETTYSBURG.

Applications are constantly made for copies of THE OBSERVER containing the articles in regard to the conduct of North Carolina troops at Gettysburg. The number of requests for these, from the Northern States especially, has latterly become so great that, being unable to supply them otherwise, it has been determined to publish them in book form.

The papers on the subject, on both sides, will be reprinted just as they appeared in THE OBSERVER, and will make a volume of some two hundred pages.

The book will be printed on fair white paper, with good, clear type, and in paper covers will be sold at 25 cents; to dealers and canvassers at $15 per hundred.

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THE FIRST BLOOD OF THE REVOLUTION.

'Let a few facts tell the story. The first bloodshed of the Revolution was not at Lexington, but several years earlier on the Alamance, in North Carolina, in an engagement between Gov. Tryon's troops and the Regulators on the 16th of May, 1771. And who were these Regulators? Not a set of adventurers, but the members of three Presbyterian congregations who had as their pastors three graduates of Princeton, one of whom had been for days endeavoring to procure peace, and on the day of battle was on the ground, still hoping to avert the blow.'

'TWAN'T THERE.

An erring husband, who had exhausted all explanations of late hours, and had no apology ready, recently slipped into the house about 1 o'clock, very softly, denuded himself gently, and began rocking the cradle by the bedside, as if he had been awakened out of a sound sleep by infantile cries. He had rocked away for five minutes when Mary Jane, who had silently watched the whole manœuvre said:—'Come to bed, you fool; the baby ain't there.'

There is nothing—no, nothing—beautiful and good that dies and is forgotten. An infant, a prattling child, dying in its cradle will live again in the better thoughts of those who loved it, and plays its part, though its body be burned to ashes or drowned in the deepest sea. There is not an angel added to the hosts of heaven but does its blessed work on earth in those who loved it here. Dead! Oh, if the good deeds of human creatures could be traced to their source how beautiful would even death appear!—for how much charity, mercy, and purified affection would be seen to have their growth in dusty graves.

'Now, then, when are we going to have a settlement of this account?' exclaimed an irascible creditor to an imperturbable debtor. 'We have had a settlement,' was the reply. 'When—where—how?' began the creditor. 'Didn't I come in to see you about it last month?' asked the debtor. 'Yes.' 'And I meant to settle it then, didn't I?' 'Well—yes, I believe so.' 'Very well, then, wasn't that a settlement?'

'Yes,' said a man last evening, as he bent his elbow to raise the twentieth glass of beer, 'it is overwork that kills.'

THE RAILWAYS OF THE WORLD.

The Prussian Bureau of Statistics has lately published some interesting data regarding the railway system of Europe during the decade ending with 1876. The facts brought out in this report are worth comparing with the record of our American railroads.

It appears that at the close of 1876 the aggregate length of European railways in operation was 92,000 miles, against 47,000 in 1865. For the last named year the total length of iron road in the United States was computed at 35,000 miles; but eleven years later these figures had more than doubled, this country being credited in 1776 with 77,500 miles, an amount nearly equal to the combined exhibit of all the European States. If we look at the ratio of track to area, we find for each district of thirty-nine square miles an average length of one mile of rail in Europe, against nine-tenths of a mile in the United States. On the other hand, the railway facilities of no country in the world approach the proportion of track to population presented by the United States. If we take 10 000 inhabitants as a unit of measurement, the average amount of rail provided for their use in Europe is only about three miles; and in the most favored parts, namely, Sweden, Switzerland, or Great Britain and Ireland, is about six, five and a half, and five miles respectively, against the astonishing quota of seventeen and a half in the United States. In a word, the railway advantages of this country are, relatively to our population, more than three times greater than those of the opulent British islands, and more than four times more extensive than those of Belgium, the most densely peopled section of the Continent.

As for the capital represented in railways, we observe the total amount invested in Europe is computed for 1865 at five billion nine hundred million dollars, which sum had risen a decade later to ten billion eight hundred millions. At the latter date (1875) the whole capital expended upon railroads in the United States was estimated at four billion six hundred and fifty million dollars. These figures indicate an average cost of about $118,000 per mile in Europe, and nearly $60,000 in the United States. We may here mention that, as regards the expense of railway building British India seems to stand midway between Europe and America. In 1865 Hindostan had some two hundred and fifty million dollars invested in 3,350 miles of track (an average cost of some $75,000 to the mile,) while in 1877 6,500 miles had been constructed with an aggregate outlay of five hundred and forty million dollars, showing a slightly increased mean disbursement.

If we turn now to rolling stock and business, we find the comparison, as might be expected, extremely unfavorable to this country. Thus the whole number of locomotives in 1875 on European roads was 39,621, against 15,569 in the United States. At the same date there were nearly 85,000 passenger cars in Europe, while less than 14,000 were run on American roads. It may be said these figures are delusive, because our coaches are more capacious, but the fact is that the number of persons transported by rail in 1875 was one billion twenty-three millions in Europe, as against one hundred and sixty-eight millions in the United States. We remark a like disproportion in the freight account. At the same period the whole number of freight cars on the European lines was 936,000, transporting upward of five hundred million tons of merchandise, while the American returns show but 375,000 cars, and a movement of less than one hundred and sixty-eight million tons.

The gross receipts of European railways in 1865 were nearly five hundred million dollars, and this income was almost exactly doubled ten years afterward—passenger traffic at that time being credited with thirty-four per cent. and freight business with sixty-two per cent. of the whole revenue. At the same epoch (1875) the gross earnings of railroads in the United States were about five hundred million dollars, to which total freight contributed seventy-two per cent. It is a curious fact that working expenses have increased in Europe and diminished in the United States during the decade under review. Thus, in 1865 it cost on an average forty-six per cent. to run a European road, and ten years later nearly fifty-five per cent, while the amount absorbed by the same disbursements in this country has dropped from 68 4-10 per cent. to 62 1-10 in 1875. If from the data previously cited, we deduct the running expenses, we find the net earnings of European roads in the last named year were four hundred and fifty million dollars, while American lines showed an aggregate profit of one hundred and eighty-five millions. In other words, the revenue available for interest on the capital employed in construction was 4 3-10 per cent. for Europe and 4 1-10 for the United States. On the other hand, in 1867, while European lines earned very little more than at present, American railroads returned a net profit of 8 9-10 per cent. Even the railways of British India now earn 3 1-10 per cent. or little less than our own roads; whereas, ten years ago, the ratio was nearly as one to four. Finally, we may state that the largest gross receipts furnished to the mile of track in 1875 were $200,000, credited to Great Britain and Ireland, while the lowest, $30,000, are assigned to Norway. In proportion to the extent of rail and capital, the most considerable profits seem to have been realized in France and Germany, where they rose to more than five per cent. On the other hand, net earnings touched their minimum, namely, 7-10 of one per cent, on that Roumanian network whose bankruptcy ruined Dr. Strousberg, the German railway king.—*N. Y. Sun.*

CRACK SHOTS.

Last week the Austin brothers went out to shoot a long range with the Nationals, and, after the fun was over, the members of the company began to tell yarns about good shooting. One knew a fellow who had, in early times, shot another through the heart with a Colt's revolver at eighty yards. Another had a vivid recollection of the time when he was able to hit snow birds on the wing with a rifle. A third, not to be outdone, solemnly asserted that he had often killed two seagulls with one ball, by firing when they crossed each other.

The Nationals had an idea that, with these examples before him, the Austin brothers would spin some big yarns, but, much to everybody's disappointment they only heaved a joint sigh and started for the door.

'Say,' sang out one of the Virginia men, 'can't you tell us something about your crack shooting?'

One of the brothers turned back and sat down. There was a dead silence for a while, and presently he began:

'Some years ago I was out in New York State hunting grouse. There was an old fellow along who was somewhat nearsighted. We were just at the edge of the farm, when suddenly one of my favorite game cocks jumped upon the fence and he drew a bead on it, mistaking it for a grouse. I didn't have a second to loose, and so I just threw up my rifle and quietly knocked off the left nipple of his shot gun at fifty yards, so that when the hammer fell the nipple and cap wouldn't be there—see?'

'You saved the bird, then?' chipped in an attentive listener.

'No,' said Austin sadly; 'I picked out the wrong nipple; the fellow fired the right and blew my $50 game-cock all to pieces!'

The crowd quietly dispersed.—Virginia (Nev.) Chronicle.

WANTED TO "SIT WITH SAL."

Yesterday afternoon a green-looking couple, evidently newly married, called at the photograph gallery of Beals & Waterhouse and wanted their pictures taken. Just as Mr. Beals had got his plate ready the man called him aside and said he wanted to ask a favor. 'I was told in Carson you took the best pictures in the State. Now, you see Sal and I got hitched down there last Monday; now, her folks go a good deal on style, and they live in the States. They never saw me, and if I send my mug back east they'll be dead agin me sure. I'm a darned sight better than I look, and when people come to know me they vote me a brick. Now what I want is to get some good-lookin' man to sit with Sal for a picture. Will you stand in? She's willin.' Them big whiskers of yours'll catch 'em sure and create harmony. You look like a solid capitalist, and they take me for a petty-larceny thief'" Mr. Beals enjoyed the idea immensely, and sat with 'Sal' for the picture, which will doubtless carry joy into the household of the eastern relatives in a week or so.—[Virginia City Chron.

MINING IN MONTANA.—A mining paper tells the following story:

A poor man at Helena, Montana, recently met with a most enviable piece of luck. He became the possessor of an abandoned mine, or rather a hole in which some party had prospected for gold. He commenced at once to work his property perseveringly, and was not long in bringing to the surface a piece of quartz containing a good showing of the metal. Encouraged by the sight of this, he prosecuted his work still more vigorously, and now has one of the best paying mines in the territory. During the month of March it yielded its owner a profit of $42,000, and, at the present time, is averaging $2,000 per day. This immense yield of gold has been produced by the most primitive means. The metal is found in rotten quartz, which is dotted and spangled with it in a free state. The implements used to obtain the gold are simply a lot of heavy stones, with which it is pounded out of the quartz. Talk about the gold fever. Such stories as this are calculated to produce a perfect epidemic.

A Virginia woman, it is stated, "has died from the excessive use of tobacco aged 100 years." Dealers should be arrested and heavily fined for selling tobacco aged 100 years. Tobacco only seventy-five years old is injurious enough, and if you can't get any of the "weed" under a century old, you'd better eschew it than chew it.

THE GUN OF THE FUTURE.

[Indianapolis Journal.]

The new field gun invented by F. L. Bailey, of this city (a patent for the manufacture of which is owned by the Bailey Gun Company), was tested yesterday morning in the presence of a number of gentlemen, including Captain Arnold, commandant of the United States arsenal, Gen. George W. Russ, Adjutant General; Captain Blakely, of the Evansville Rifles; Major George C. Branham, and Messrs. J. L. Mothershead and C. P. Jacobs, the two gentlemen last named being directors of the Bailey Gun Company. The trial took place near to the bluffs east of the stock-yards, and the peculiarities and design of the new gun were fully illustrated under the immediate direction of its inventor.

Mr. Bailey turned his attention to "gunology" in the year 1860, and was one of the first to advocate, during the progress of 'the late unpleasantness,' the adoption of metallic-cased bullets and breech-loading rifles, both of which were then generally condemned by military men, but have since become universally recognized as of unquestioned advantage. Ever since that time he has been studying out various devices by which he supposed important improvements might be effected by the manufacture of cannons and field pieces. He claims now to have succeeded in perfecting a weapon which has many novel features, and is at once simple, cheap, effective and the lightest field piece ever produced. The problem which Mr. Bailey endeavored to solve was to retain all the advantages of rapid firing and directness of aim possessed by the Gatling gun in a weapon which should be much lighter and simpler in construction. In carrying out this idea he has abandoned the revolving principle, which necessitated the combination of a number of barrels in a heavy cylinder, worked by very complicated machinery. The new Bailey caution has a single barrel, and is unquestionably a model of simplicity. Its inventor claims that solid or canister shot can be discharged at the rate of fifty a minute. The firing process consists of the movement backwards and forwards of a lever, traversing one-third of a circle, while the shot is fed in from a hopper so arranged that a constant supply can be kept on.

The gun with which experiments were made yesterday was modeled last February and completed about five weeks since. It is intended to supply a weapon which will range between an ordinary-sized Gatling gun and a breech-loading rifle. One-inch conical shot and shell were used in yesterday's trial, and the projectiles were thrown at a range of 200 yards, aim being taken at a tree stump. The 'sight' of the gun was pronounced excellent by the military gentlemen present, and there appeared little difficulty in taking direct aim, although the target was not of the most satisfactory character, and the wind was blowing with great force at the time. The solid shot weighed eight ounces; while the canister contains twenty-one bullets, of about the size of buckshot, which scatters on being fired over a radius of several yards. One of these small shot penetrated a partially rotten stump more than two feet in thickness, and coming out on the opposite side entered the ground two or three inches. Fifty of these canister shots can be fired per minute, which would be equal in effect to a thousand bullets from an infantry regiment. The design is to make the gun of large caliber, so that either inch-and-a half or two-inch projectiles may be used, but it is not contemplated that it should be used at a longer range than 300 yards.

One of the strongest recommendations of the new gun is the ease and rapidity with which it can be handled. On level ground two men could maneuver it with the utmost facility, and in hilly regions more than two-horse power would never be required to draw both gun and caisson. The inventor says that the Bailey cannon can go wherever cavalry can operate; and, if this be true in warfare will readily suggest themselves to all military men. A gun that will fire two-inch balls at the rate of fifty per minute, doing as much execution as a volley from an infantry regiment of a thousand men, that can be brought into action without any of the usual delay for unlimbering, and that can be drawn by a pair of horses or mules through almost any kind of country, seems likely to prove a very effective weapon of defense or attack, and will probably supply a need which has long been recognized by military tacticians who have had experience in actual warfare.

In a few days the new Bailey gun is to be taken to Washington, D. C; where it will be tested at the navy-yard in the presence of prominent officers of the army and navy.

It is not necessarily true that a woman is a thief because she hooks her sister's dress behind her back.

THE BALLOON AT THE PARIS EXHIBITION.

The gamins of Paris are looking forward in great glee to the balloon ascents that are to form one of the features of the Exposition. The balloon which will be the largest in the world, is now in course of manufacture at the Tuilleries, while 160 sewing girls are engaged in putting the pieces of which it is made together. The car will hold fifty passengers, and has a restaurant and bar attached. A wire rope, some 800 feet in length, will be secured in the bottom of the car and operated by a windlass so that the balloons with its living cargo will always be under control—provided the rope does not break. It will take about four minutes, under favorable circumstances, for the balloon to ascend till the end of the rope is reached, and about eight to wind it down again, the windlass to be operated by a small steam engine. A ride in the balloon will cost two francs, to the inclosure wherefrom the ascents take place, one france. The chances of an accident by the rope giving away are freely discussed, and would form, doubtless, an acceptable sensational side-show to the satiated Parisians.

LEGAL STATUS OF THE OLD CENT.—The United States Treasurer states that the old copper one cent pieces is not and never was a legal tender for any amount whatever; and that, consequently, Postmasters are not required by laws to receive it in payment of postal dues. The total coinage of the old copper cent from the beginning of the government to the present date is 156,288,744 cents, equal to $1,562,887,44. This coinage was discontinued in February, 1857. They have been bought up by the United States since that time at their avoirdupois weight; but they are now redeemable when presented in sums of twenty dollars, or multiples thereof, at the Mint or Treasury, at their value. This circumstance, however, does not constitute them a legal tender in debts for any amount.

A ROUGH REPORT.—In the city of Halifax there dwelt a lawyer, crafty, subtle, and cute as a fox. An Indian, of the Miam tribe, named Simon, owed him some money. The poor red man brought the money to his creditor and waited, expecting the lawyer to write a receipt.

'What are you waiting for?' said the lawyer.

'Receipt,' said the Indian.

'A receipt,' said the lawyer, 'receipt! What do you know about a receipt? Can you understand the nature of a receipt? Tell me the use of one and I will give it to you?'

The Indian looked at him a moment, and then said:

'S'pose may be die: I'm go to the Heaven; me find gate locked; me see the 'Postal Peter; he say, Simon, what do you want? Me want to get in. He say, 'You pay Mr. J. dat money?' What me do? I has no receipt; hab to hunt all over hell to find you.'

He got a receipt.

'Don't tell me nothing of the kind,' s id she vigorously to her husband, who was reading the account of a recent cremation service to her: 'It is only a vile device for getting an unfortunate wife away secretly to a lonely spot and killing her, and burning up the remains, so that her husband can frisk off and marry some one else, and no one never know nothing about the murder. I know all about it; besides, 'tisn't possible to get a furnace as hot as they say it was.' But, my love,' said her husband, 'here it is in the papers, that the furnace was heated to a heat of 1,400 degrees.' 'Fourteen hundred idiots,' said she contemptuously; 'and any child with a nose—I mean with an eye on its face—could have told you by just looking at the thermometer that it can't be any hotter than 212 degrees!'

Most of the patents were taken out in New England thirty years ago, but now six great Western States take out fifty per cent. more patents than New England. In 1870 the yearly product of our manufacturing establishments was nearly twice the value of all our agricultural products, and the wages of the operatives were greater than the labor earnings of all farmers and farm laborers, including their board. The manufacturing product and wages exceed those of agriculture even in the great corn and grain growing States of the West and Northwest, while our exports of industrial products exceed our exports of breadstuffs. The abundant currency issued during the war was the principal agent of this industrial development, but some ascribe it to a protective tariff.—Washington Capital.

An exchange says many a plant is ruined by too much soaking. So is many a man

When a rider is thrown over a horse's head the horse becomes the power behind the throne.

It is said that eating onions will prevent the lips from chapping. It will certainly keep the chaps from girls' lips.