The Raleigh Daily News.

JORDAN STONE, Managing Editor.
SAM'L T. WILLIAMS, Political Editor.

TUESDAY.....APRIL 6, 1873.

NEW YORK IN DARKNESS.

Some of the gas men in New York have struck for higher wages, and the efforts to fill their places have not been successful.

The streets below Grand Street are in total darkness at night, in consequence of the strike, and merchants and business men have been compelled to go back to the old custom of using candles.

While the performance was going on at the Stadt theatre the gas was suddenly extinguished and the audience left in utter darkness.

In Brooklyn, gas strikes are also threatened.

THE ONLY CHILD SAVED.

The only child saved from the Atlantic was a little boy named John Henley, who was lifted by the hair through a port hole by Richard Reynolds, of Queenstown, one of the survivors.

The boy cried out through the port hole for assistance—saying that his father, mother and brother had all been drowned.

When young Henley met his sister at Castle Garden on Sunday morning—the day the survivors reached New York, the meeting is represented as having been of the most affecting character—many of the bystanders were moved to tears.

On account of the sad death of his parents and his own miraculous escape, Henley's case elicited profound sympathy among the thousands gathered to witness the landing of the survivors in New York.

THE ENFIELD FIRE.

A special telegram in to-day's paper gives the particulars of the destruction of valuable property in Enfield, by the fire which occurred there on Sunday last.

The large warehouse, belonging to the Wilmington and Weldon Railroad, the Southern Express office, which was located in the warehouse, the large grocery store belonging to Mr. John T. Alsop, together with that gentleman's steam engine and cotton gin, were entirely consumed by the conflagration. The contents of the warehouse and store were also burned.

The entire loss is estimated at $30,000. The buildings were only partially insured. The North Carolina Home Insurance Company, of this city, will suffer to some extent by this calamity, but this excellent Company is in such a healthy pecuniary condition that it will meet the loss without serious inconvenience.

The town of Enfield was threatened with utter destruction during the fire, but was saved by the heroic exertions of the citizens and a large number of colored men, who happened to be attending a religious meeting in the place.

We regret the loss to the Wilmington and Weldon Railroad, and especially to Mr. Alsop, who is one of Enfield's most enterprising and worthy citizens, whose public spirit, liberality and success in business have done much to build up and improve his adopted town. Mr. Alsop's pecuniary losses will excite deep sympathy for him wherever he is known.

Mr. Alsop will doubtless rebuild as soon as practicable, and on a larger scale than ever. Men of his stamp—of his energy and spirit do not give way to despair in the face of adverse circumstances, but gather new courage and resolution in the hour of gloom and disaster.

THE ARRIVAL OF THE SURVIVORS—"A SCENE THAT BAFFLES DESCRIPTION."

On Sunday morning, a large number of the survivors from the wreck of the Atlantic, reached New York City on the steamer Newport, and immediately there congregated at the pier thousands of men, women and children—some led by ties of consanguinity, some by friendship, some by curiosity, all by sympathy, to see and welcome the fortunate individuals who have been saved from the jaws of death, into which were plunged so many of their *compagnons de voyage.*

Our telegrams give a touching account of the scene, which is representing as baffling all description. The crowd about the pier was so large and the excitement so great, that none but employees and members of the press were admitted inside the gates. To avoid the pressure, the pier was closed and a tug chartered, upon which the survivors were embarked and taken down to Castle Garden. Here the recognitions took place. The touching and heartfelt greetings—the wild excitement of wives, brothers, sisters, children—the uncontrollable outbursts of joy and happiness, as one after another of the survivors was recognized who had been been mourned as lost—the deep feeling, the agony of suspense, the abandonment to despair by those whose fears for the safety of some member of their family were realized by the statements of the survivors—all these and a thousand interesting incidents which can better be imagined than described—form picture of painful but deep interest in a scene which no pen can adequately portray.

THE NEW YORK PRESS ON THE LOSS OF THE ATLANTIC.

The New York papers continue to discuss the loss of the Atlantic. Their columns show no diminution of interest in the subject. Their correspondents at Halifax from day to day send forth pages of fresh recitals and new incidents—with no prospect of getting to the end of the chapter.

We copy below, from the leading New York dailes of Saturday, some comments on the great horror, as it is popularly called, from which it will be seen that the public mind of that City is still terribly agitated in regard to the matter:

[From the New York Herald.

Captain Williams pretends that he had a sufficient supply of coal when he left Liverpool, yet he admits that "three days of heavy weather" upset all such calculations and left him without sufficient coal to enable him to reach New York without putting into Halifax. The heavy weather did not, however, delay his vessel, for he had been but eleven days out, and was about two days from New York, when his supply was exhausted; so that the facts flatly contradict his assertion and prove that he could not have had sufficient coal aboard when he left Liverpool. The Captain knows not how to account for the error in reckoning the position of the ship, except on the ground that the current had a stronger northerly set than he imagined, and so carried him out of his course. He admits that he was not on deck, but was "in the chart room," when the vessel struck. The lead lines and anchors were ready, he says, but the leads had not been used because they were not approaching a low, sandy shore; besides, he did not think it necessary, because the night, though overcast, was clear, and he knew that Sambro light should be seen from fifteen to twenty miles. So, although he did not see the light, and although, if his own reckoning had been correct, he must, at three o'clock in the morning, have been within eighteen miles of Sambro Island, his vessel was kept steaming on at full headway until she struck the fatal rock. There can be no further doubt of the criminal neglect through which the calamity occurred. But when we compare other stories with the Captain's statement, when we find that Quarmaster Thomas, when he cautioned the officer, in charge of the deck that he should not stand in to the land so, as the ship had run her distance to make Sambro light, was told that he was not captain or mate, and should mind his own business; when we learn that the second officer ineffectually warned the "reposing" Captain, half an hour before the vessel struck, that the weather was getting thick, the carelessness of the commander and the inefficiency of his subordinate officers appear equal in guilt to wholesale and deliberate murder.

The particulars of this great calamity, now fully before us in all their ghastliness, teach some lessons which a timely word ought to impress upon the public mind. It is no congenial task to pronounce severe judgment upon those who are officially responsible for the Atlantic's human freight. Whoever they may be they must stand self-crushed and doomed to behold visions more grim and terrible than those of Clarence amid the remorseful memories of last Monday night. But the people should, will know just the circumstances which led to the fatal blunder of Captain William-, and just how far the responsibility of the calamity rests upon the managers and owners of the vessel he commanded.

* * * * * *

Actions have been performed in the moment of deadly peril which have called forth the admiration of the world. Captain Luce went down with his boat. The pilot of the Erie and the wheelsman of the Griffith, on Lake Erie, take rank among the world's heroes. The conduct of the captain of the Metis is still fresh in the memory of our people. But Captain Williams will be known in history only as the commander who left a thousand dependent human beings to their fate, with the cry of "*Sauve qui peut!*" as the man who, more careful of his own life than of the lives of others, left the vessel he had wrecked and got ashore among the earliest of the rescued, while hundreds of his passengers still clung to the rigging and prayed vainly for deliverance.

[From the New York Tribune.

It is hard to find a single point of light in the black story of last Tuesday's disaster. Whether there was culpable carelessness on the part of the company and officers or not; whether the blame is due to a lack of coal or to the inattention of Capt. Williams, does not affect the issue. The bald terrible fact remains that over one hundred souls were waked from a peaceful sleep for one choking agonizing moment in the engulfing water, and the next had met death and learned his secrets. Sometimes in such a massacre as this there are such exhibitions of bravery, of self-sacrifice, of unflinching integrity to duty, that the pain and loss of bodily life seem but a small price to pay for the noble lesson and brave words of cheer spoken to the world. We can bear to see the Norfleet go down that lifts the heroic figure of a Knowles into view. But here there was but little room for such a lesson. It was all sheer, unmitigated horror. The black night, the driving storm, the wail of the steerage passengers battened down as into their coffin, the solitary woman's figure lashed dead to the rigging, her eyes protruding, the jewels sparkling on her frozen hands; the thousands of anxious mourning hearts in quiet homes to-day of which we know nothing—where is the recompense here? * *

But in the story of the Atlantic there is one little hint which suggests that there is another side to life, broader and deeper, and better worth attention. A little boy, says Mr. Toxley, made his way up on deck, and clung to a man about to cross to the rock on the rope. Even in the darkness and driving storm, with hundreds of men and women shut in below them to drown, and hundreds about them washing from their side into the sea with every wave, the captain and the crew found time to care for and to save this boy. On the very day, too, before the Atlantic disaster, a simple little story comes to us of an engine-driver on a freight train on the Reading Road creeping round on the cowcatcher to save a baby which had seated itself upon the track, and flinging himself down at last to do it with every chance of death before him. Engineer and baby were dashed to one side, both, strange to tell, unhurt. There may seem no connection of meaning between this little incident on a country road and the great horror which is appalling the country. The meaning is here. This poor engine-driver knew nothing of the child he saved. The boy, creeping up on deck, was no nearer in reality to the captain or crew than any other drowning passenger. Yet they risked their lives with all their reality, their unfulfilled promise and sweetness to save them simply because these unknown children brought back to them their homes, and wives, and little ones, the whole world of quiet daily routine of affection, of gentle, gracious tenderness, of happiness—the world, in short, of which each man knows, but which never makes itself seen or heard through the newspapers. We got out of our way now and then, according to our own notions of preaching, to remind our readers that there is such a world, lest the frightful, unending record which, as news venders, we must keep of vice and death, should cause them to forget it. Life is not all given over, as our columns sometimes might induce any man to think, to corruption, bribery, politics, murder and shipwreck. These things may prove that there is a lower life than this of which Sin and Death do indeed, according to Milton's parable, keep the keys; but in the broader world of every day, at each man's own hearth, in his child's face, in even the drowning hands stretched out to help the boy, is the proof of the God who rules them both, and watches over us.

The New York *World* reports a public meeting Friday night at the rooms of the Polytechnic Institute, which was largely attended and which was addressed by several speakers.

The leading address of the evening was delivered by Mr. Hamilton E. Towle, on the subject of the "Atlantic: Who is to Blame, and How May Such Calamities be Prevented in the Future?"

The *World* says of this address:

He exhibited a chart and a diagram showing the position of the vessel at noon on March 31, the day before the disaster, according to the statement of Captain Williams, and from this he clearly demonstrated how a variation of one-fourth of a point of the compass would and probably send the ship fifteen miles westward of the point for which she started, and that this error was probably due to an imperfect knowledge of the compass and the variations under the circumstances. The speaker thought the agents of the company in England were to blame for not providing fuel in abundance; that the officers were at fault for not knowing the real position of the ship under all circumstances and at every moment; and, lastly, expressed his conviction, founded upon published facts, that great blame also primarily rested upon the shoulders of the managers of the Company for not knowing beyond doubt that their steamers were sufficiently supplied with coal, and that inefficient men were allowed to command their vessels. The speaker also censured the captain for leaving the deck for an instant while his vessel was heading toward a rocky coast or any other shore in rough weather known to be within two hundred miles, especially off a coast which was one of the most dangerous on the American Continent. To prevent all such disasters in the future we must encourage investigation and the study of all the seemingly trivial circumstances surrounding this case in a full and comprehensive manner.

After the close of Mr. Towle's remarks, the subject was discussed by a number of gentlemen with great animation. The conduct of Capt. Williams, without exception, was roughly criticized and censured, some of the speakers warmly advocating his indictment for murder.

[From the New York Advertiser.

Making allowance for the exaggeration inevitably incident to the earlier accounts of a terrible disaster, and putting the most charitable construction upon the acts of the Company which owned the Atlantic and those of the officer in command of the ship, it is impossible to resist the conviction that the lives of seven hundred human beings have been recklssly and shamelessly sacrificed. This is a hard thing to say, but the facts of the case, although still imperfectly revealed, justify such a verdict. The whole history of the voyage of the ill-fated ship, from the time of her departure from Liverpool to the moment of the final catastrophe, is a record of inexcusable blunders, pitiful economies, neglect of duty, and indifference to the value of human life,

[From the Journal of Commerce.

The first and chief fault rests upon some person representing the company at Liverpool. He allowed the Atlantic to go to sea with a short supply of coal, That is a fact. She should have been stocked with coal for at least thirteen days; but on the eleventh day out, if we may trust the positive statement of the Captain, her supply ran down to 127 tons, or not enough for only two days longer, and she was obliged to put into Halifax for a fresh supply. The deficiency of coal was the prime cause of the catastrophe, because it drove the ship to seek a coast with which the officers in charge were, too evidently, not well acquainted.

ILLNESS OF A. T. STEWART.

A. T. Stewart, the Merchant Prince of New York, is seriously ill at his residence in that city. He was better yesterday, but his friends were not allowed by his physicians to see him.

A TRIBUTE TO THE MARRIAGE TIE.

It will be seen from our telegram today, that it is stated a number of husbands, passengers on the Atlantic, refused to leave their wives and children—but preferred to share death with them than to seek safety in attempts to escape.

On this subject, the *Daily Graphic* of Saturday has the following:

"Never was a higher tribute paid to the marriage state than was given by the married men who were passengers on the wrecked Atlantic. The record of their fate is extremely touching. With few exceptions, they all perished, refusing to desert their wives and little ones. Wives begged their husbands to seek safety by flight from the sinking quarter-deck, but they never stirred. Hand clasped in hand, husband, wife, and child went down together. In the supreme moment of life, wife and husband forgot all past bickerings, and lost fear of death in the companionship of each other. They recked not of the opinions of the world, while the waves swept over them and the horror of sudden destruction was imminent, but were simply true to their instincts. One such fact will outweigh volumes of argument in favor of free love and easy divorce."

The engagement of the Duke of Edinburgh to the Grand Duchess Maria, daughter of the Czar, will be made public from Sorrento, shortly after the Empress' arrival in that place, and the betrothed couple will meet there.

20 BARRELS "A" SUGAR,
10 Barrels extra C Sugar,
20 " "C"
10 " Crushed and Powdered Sugar,
At
ap6-tf LEACH BRO'S.

50 TUBS LARD,
20,000 Pounds Sides,
2,500 " Hams,
At
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10 BBLS. EARLY ROSE POTATOES,
10 Barrels Early Goodrich Potatoes,
10 " " Peach Blow "
10 " Jachson White's "
10 " Prince Albert's "
5 " Silver Skin Onions,
feb23-tf WAYNE ALLCOTT.

MEAL.
Fresh Bolted Meal just received.
ap4-tf G. T. STRONACH & BRO.

MOLASSES.
A new lot.
ap4-tf G. T. STRONACH & BRO.

SUGARS.
Good Brown Sugar per pound, 10½.
Extra C, A, B and C.
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PLOWS! PLOWS!!
Eagle "A" beats the Watt, $5.00.
A 6 Plow, $3.00.
O " 3.00.
Sunny South, 4.25.
Cotton Plow, 4.25.
Points and Bars.
ap4-tf G. T. STRONACH & BRO.

THE BOLLES
COTTON HOE,
Now in its third year is better than ever. The Bolles is the only Hoe in the United States warranted in every particular.
Sold by Dealers generally.
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Raleigh, N. C.,
Sole agents for North and South Carolina.
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Astral Oil
WILL NOT EXPLODE.
Millions of Gallons have been sold and not one accident, directly or indirectly.
The original and only safe OIL that has stood the test of 10 years without an accident of any sort.
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PLANTATION BELLS!
As Agents for the manufacturers we are prepared to fill orders for
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of any style at bottom prices.
Send for price list,
HARDWARE HOUSE of
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FISHER BUILDING,
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NEW ARRIVALS.
SPRING STYLES, 1873.
MOLESKIN HATS.
1 case of Spring style of,
SILK HATS, SILK HATS,
at our low prices, only $5,50.
W. H. & R. S. TUCKER & CO.
mar 12-tf

PEARL HOMINY
Pearl Grits,
Carolina Rice,
Split Peas,
Tapioca,
Pearl Barley,
Buckwheat Flour,
Oswego Corn Starch.
W. C. STRONACH.

JAPANESE SILKS,
At DAVIS, DRAKE & CO'S.

BOARD, BOARD.
MRS. R. KOELLA
Can furnish BOARD with pleasant rooms for GENTLEMEN, at the cottage on Dawson street, nearly opposite the Methodist church. Will also take day boarders.
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300 BUSHELS FRESH GROUND
White Bolted Meal.
mch19-f W. C. STRONACH.

200 BAGS OF SHOT,
At
mh25-tf G. T. STONACH & BRO.

LADIES' NECK-TIES, &C
New designs and shades of
LADIES' FICHU'S and NECK-TIES,
something new and beautiful. Also
Lace Collars and Undersleeves,
Linen Collars and Cuffs,
Lace and Embroided Handkerchiefs,
Plain Linen and Hemstitched H'dk'fs,
Kid Gloves, and a full line of Hosiery.
W. H. & R. S. TUCKER & CO.

3,000 DOZEN COATS', CLARKS' and Stafford Spool Cotton.
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JUST TO HAND, A FRESH SUPply of Apples, Oranges and Lemons, at
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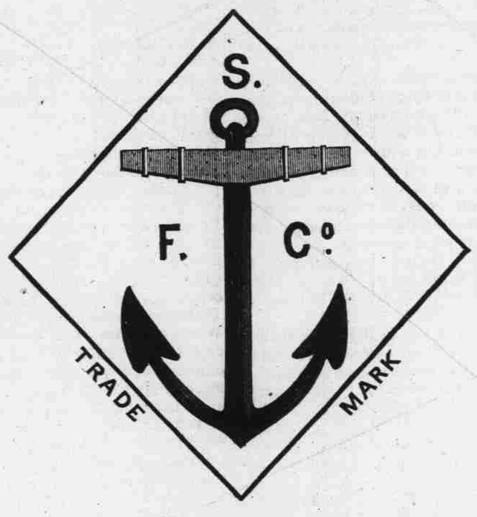

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Cash Price Per Ton of 2,000 lbs. - - - - - $60
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FACTORY PRICES,

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Your attention is called to the "Opinions of the Press," and the reports of disinterested Newspaper Correspondents from various sections throughout Eastern and Middle North Carolina, and Southeastern Virginia, where it has been extensively used,—stating the high repute in which this Fertilizers is held by the Planters, as matter of public concern and benefit. Enquire for Pamphlet containing these Testimonials and Opinions of the Press and other Useful Matter of General Information and Interest to the Farmer.

It has been so extensively used and universally praised that it requires no commendation at our hand. The Cotton Planters using it affirm that it matures the Cotton earlier by Several Weeks, and nearly doubles the yield. Many say it is equaled by no manipulated Guano on the market; and prefer it for many reasons to the Peruvian Guano.

There will be only a limited amount of this Fertilizer manufactured especially for our supply and trade, and we desire that the Cotton Planters in the section of country tributary to this market, should FIRST BE SUPPLIED, with what they may need. After supplying the needs of the Planters, in the region named, the remainder, if any over, will go to fill the orders of the trade at large, throughout the wide district of territory assigned to us.

Some of the ingredients for this Fertilizer, the "Southern Fertilizing Company" had to import from Germany at a great cost, and this stock had to be laid in and prepared beforehand. The Company, therefore, required us to inform them at the beginning of the season, the probable amount our trade would require, which we did accordingly and we feel confident from the numerous inquiries and large orders received that the demand will far exceed our stock, or ability to supply, and therefore we bespeak our Planter friends to send in their orders at once, (that we may book them, and thereby give them the preference,)—and then, they can order the Fertilizer to be shipped to them whenever they need it.

The Fertilizer will cost the Planter no more to order it early in the season. ☞ Time Price $65, Free of Interest—Cash Price $60—at our Warehouse in Norfolk. It is put up in new, strong bags of 200 lbs to the bag. "FIRST COME, FIRST SERVED," is the old adage. If our friends neglect to avail themselves of the opportunity presented, and hereby duly notified, they cannot blame us if their orders later in the season have to be turned off.

C. W. GRANDY & SONS,
mh12-d&wlm NORFOLK, VA.

AN ACT TO PROHIBIT THE SALE OF INTOXICATING LIQUORS IN CERTAIN LOCALITIES.

Section 1. The General Assembly of North Carolina do enact: That it shall be unlawful for any person or persons, to sell or give away any intoxicating liquors in any way or manner, or in any quantity, so as to receive any compensation for the same whatever, either directly or indirectly within four miles of Antioch church, in Alleghany county; Bluff Presbyterian church, in Cumberland county; Ashpole Missionary Baptist church, in Robeson county, or Yopp's Meeting House, in Onslow county. Or within three miles of the following places, to-wit: Mount Pleasant Academy, in Cherokee county; Cumberland Union church, near Walkertown, in Cumberland county; Blockers store in Cedar Creek Village, in Cumberland county; Jackson Female College, in Henderson county; Pollocksville in Jones county; Laurel Hill church, in Richmond county; Big Branch Baptist church, Beauty Spot church, Ashpole Presbyterian church, Zion's Tabernacle Baptist church, Asbury church, Horeb Methodist church, or Mount Mariah Baptist church, in Robeson county; or within two and one half miles of Rocky Note church, in Cabarrus county; or within two miles of the following places, to-wit: Piney Grove church, Luneville church, or Red Hill church or School house, in Anson county; Christian Delight church, or Concord church, in Beaufort county; French's Creek Baptist church, Brown Marsh Presbyterian church, in Bladen county; Eagle Furnace, or Flouring mills in Lockville, in Chatham county; Methodist church, Presbyterian church, or Baptist church near Fort Hembri, or Hick's High School, Barnard's camp ground, in Clay county; Pleasant Plains church or Peacock's store, in Columbus county; Blockville Academy or Cokesberry church, in Cumberland county; New Bridge church, in Duplin county; Mountain Island Factory, in Gaston county; Corinth Baptist church, in Granville county; Flat Rock, in Guilford county; Johnston's chapel, in Johnston county; Shiloh church, colored, School House No. 1, in Federal Precinct Township, in New Hanover county; Zion church, in Richmond county; Lumber Bridge Presbyterian church or Providence Baptist church, in Robeson county; Elderbees Springs, in Richmond county; Little River church, in Transylvania county; Goshen church, Sampson county; the Paper Mills at the falls of Neuse river, in Wake county; the Court House in Wilkesboro, in Wilkes county, or within the corporate limits of the town of Carthage in Moore county, or Lumberton in Robeson county, or Rutherfordton in Rutherford county, or within two miles of the corporate limits of Carthage or Lumberton, provided this shall effect the power of the commissioners of Lumberton to grant license within its corporate limits; or within one and a half miles of Cherry Grove Baptist church in Columbus county; Bell Farm Presbyterian church, (colored) Harris depot; Methodist church at Cool Spring camp ground, or Methodist church at Bethel Camp Ground, in Cabarrus county; or Murchison Factory, in Manchester, Cumberland county, or within one mile of Goose Creek; Island church, in Beaufort county; the Baptist church in Abbottsburg, in Bladen county; Newton Academy, or Fair View school house, in which J. S. Shuford taught school, in Buncombe county; Pioneer Mills Post Office, in Cabarrus county; Cypress Creek church, or the Baptist or Methodist church in Hallville, Duplin county; Vine Hill Academy, in Halifax county; Bethel church, in Pitt county; the Court House in Ashboro, in Randolph county; Turnersbury church, in Iredell county; or Union Chapel Methodist church, in Robeson county.

Sec. 2. Any person or persons violating any of the provisions of this act, shall be deemed guilty of a misdemeanor, and upon conviction thereof before any acting Justice of the Peace, for each and every offence, shall pay a fine of not less than ten nor more than fifty dollars or be imprisoned, in the discretion of the Court not to exceed thirty days.

Sec. 3. The Secretary of the State shall furnish a certified copy of this act, immediately after its ratification to the "Era," "Sentinel" and NEWS for publication.

Sec. 4. This act shall be in force from and after the first day of May, A. D., 1873. In General Assembly read three times and ratified this the 3rd day of March, A. D., 1873.

J. L. ROBINSON,
Speaker of the House
C. H. BROGDEN,
President of the Senat

STATE OF NORTH CAROLINA,
OFFICE SECRETARY OF STATE,
Raleigh, March 7, 1873.

I, William H. Howerton, Secretary of State, hereby certify that the foregoing is a true copy of the original act on file in this office.

WM. H. HOWERTON,
mh 8-30d Secretary of State.

1873. 1873.

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R. B. ANDREWS & CO.,

CLOTHIERS,

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Have just received another lot of
GENTS FINE DRESS SHIRTS
OF THE
NEWEST STYLES,
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NOW OPEN!

A full stock of
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Black and Colored Felt Hats, embracing all the most desirable shapes and colors.
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CARMER'S
COMPOUND
PECTORAL COUGH SYRUP.
It will cure Coughs, Colds, Hoarseness, Sore Throat, Bronchitis, and all Diseases of the Throat and Lungs.
PREPARED BY
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FOR DYSPEPTICS,
Graham Flour.
feb27-tf W. C. STRONACH.

SOFT HATS
Gents' Spring Style Soft Hats,
Light, New and Airy.
W. H. & R. S. TUCKER & CO.

50 BOXES CANDY AND TEN Barrels Crackers.
25 Boxes meat and a large lot Salt, at
jan 1-tf M. A. PARKER.

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AND TOILET POWDER
At SIMPSON'S
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CANNED OYSTERS, MACCARONI,
Wax and Adamantine Candles, Starch, Toilet and Laundry Soaps.
A. G. LEE & CO.

A LARGE LINE OF
FLUID EXTRACTS and ELIXIRS
At SIMPSON'S
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OATS, OATS, OATS, OATS, OATS.
750 Bushels Oats for sale by
nov 21-tf W. H. DODD.

WELSH'S GILT-EDGE BUTTER
Cream Cheese, Soda and Lemon Biscuit
Orders solicited. A. G. LEE & CO.