

Returned.

After a long absence the Editor has again returned to his Sanctum where he expects to remain for the future except when absent on occasional visits to his family.

From the Raleigh Sentinel, North Carolina Rail Road, RALEIGH, N. C., Feb. 18, 1867.

Editor Sentinel:

GENTLEMEN:—I beg you will insert the enclosed communication. It is the same presented to you at the time it was written, and which you so kindly offered to publish; but in my aversion to appear in print, it has been withheld in the hope that some hand equally concerned, would relieve me.

Yours, very respectfully, WALTER GWYNN.

A CARD TO THE PUBLIC.—BUT MORE ESPECIALLY TO THE ORIGINAL STOCKHOLDERS OF THE NORTH CAROLINA RAIL ROAD COMPANY.

RALEIGH, Dec. 19, 1866.

As the North Carolina Railroad was built, and every part of the work let, upon estimates made by me as the Chief Engineer of the Company, I deem it to myself, but more especially due the Directors who approved of those estimates, and with whom I acted during the construction of the Road, several of whom have gone to that blissful rest "where the wicked cease from troubling," to notice the remarks of Mr. Turner of Orange, in the meeting of the Stockholders of the N. C. Railroad Company, published in the Sentinel of the 18th inst.

Some of us are now old and well stricken in years. The venerable Judge Saunders, the Nestor of the Board, watched over the affairs and conduct of the Company, with the eye of an Argus, in all its incipient stages, and all along during the weary days of labor, and toil, and trouble for five long years, when the work was finished and crowned with its iron capped superstructure.

Mr. Fries and Mr. Washington, alas! now no more—men known, tried, and approved in their day, were also of the old Board. Gov. Morehead was the President of the Company, in those days. He filled the greatest offices in the State, won by his virtues, with the plaudits and highest meed of praise, from every tongue; a Governor; in his brilliant career at the bar and in his multifarious private pursuits, he was thrown into contact with thousands, in all the delicate and varied relations which arise as between man and man; and no voice of reproach ever reached him.

An honest man's the noblest work of God. Go pilgrim, go, pursue the path he trod! There are also those living whom the State delights to honor, who were Directors during the building of the Road: Such are the men who are charged with defrauding the State of a million of dollars and putting it in the pockets of the Stockholders, willing recipients and parties to the fraud, (some of them the flat men in the State, and all highly respectable men), for such I understand to be the bravest of the charge, as set forth in the following extract from Mr. Turner's remarks, above referred to, viz:—

"In 1848, [should be 1850,] when the Company was organized, Stockholders were to pay one million and the State two millions. The State paid money, the Stockholders did not. They paid in work at

the rate of \$100 per ton, and the State paid their subscriptions of stock in work, instead of money, hold their stock without having paid a dime for it." "After paying the Stockholders such liberal prices for work, the State was called on for one million of dollars more to complete the Road. She willingly answered the call, and paid out a third million. Three millions would have built the Road, but it cost four millions. The Stockholders and contractors for work, getting the fourth million in the way of Stock."

"In other words, there was a million given in the way of bounty to those who would do work on the Road."

These are grave charges, deliberately and specifically set forth, reiterated, varied and amplified by a professional hand, somewhat in the form and style of an indictment for homicide from a gunshot wound, with that inevitable and everlasting "certain gun of the value of one dollar." I will leave this old blunderbuss, levelled at shoulder in the hands of Mr. Turner, and without more ado, proceed to refute the unfounded charge that some of the most distinguished men of the State, combined to plunder and defraud her of a million of dollars. To this end I beg leave to call attention to a communication submitted by Gov. Morehead to the Legislature, Dec. 4th, 1854, in which he says in relation to a comparison of the estimated and actual cost of the Road:

"By the estimates now submitted, it will appear that the Road when fully completed and equipped, will cost per exhibit, A, \$1,235,300, over and above the three millions; it may seem to those who do not understand the subject, that the original estimate of \$3,405,132, made by the Chief Engineer and adopted by the Board, was wild of the mark, and erroneous in its calculations."

"If any such impression be made, it is due to the Chief Engineer, and to the Board, with whom I had the honor then to act, in adopting the first estimate, that it be removed. A short examination of the subject will excite surprise at the accuracy of the first estimate."

"That estimate was made to ascertain what sum would be required to construct the Road, and fairly put in operation, and the Chief Engineer, after estimating that the Road-way would cost \$3,165,832, the work shops and fixtures \$100,000, proceeds to say—'The number of locomotives and their trains depend of course entirely on the amount of business, and may be increased as the wants of the Company require.'"

"It is not usual to embrace in the original estimates and charge to capital more, than barely sufficient to put the Road into operation and with inconsiderable additions carry it through and enable it to do the business of the first year. With this restriction, I submit the following estimate viz:—

"The Engineer than estimates for ten and eighty burden cars at \$139,800 which sum, added to the two preceding sums, gives \$3,406,132 for the Road way, equipment and work shops.

"The estimates now presented to you are intended to show what sum will be required to complete the Road, all necessary buildings and appendages, and to equip it in a style commensurate with its importance."

"By these estimates the entire cost will be \$4,235,300 (being the whole amount contained in exhibit A) which is \$1,235,300 over and above the three millions already subscribed.

"By exhibit A, it will be seen the motive power yet to be contracted for amounts to the sum of \$289,600

By reference to the accompanying printed report, at page 21, will be seen the motive power already contracted for, and the most of which is already received, which may be put down at a cost of 221,150

"Thus making the motive power cost Deduct estimate for motive power in first estimate 139,800

The increase for motive power is \$370,950 To this may be added the estimate for houses, for overseers and hands, which might be, but ought not to be dispensed with, 20,000

Also may be added at least the sum of \$20,000, rendered necessary in the estimate for additional sheds, for locomotives and coaches, 20,000

Thus we have the sum of \$410,950 contained in the present estimate, which was not intended to be estimated for in the first.

"The extraordinary rise in the price of iron since the first estimate, could only have been seen with a prophetic eye. Of the twenty-three thousand tons bought for this Road, 5,000 tons were purchased before the rise, and 18,000 tons since, at an enhanced price of at least \$22 per ton, making the cost for iron at least \$396,000 more than was anticipated. Add this sum to the foregoing sum of \$410,950, and we have the sum of \$806,950, which being deducted from the present estimate \$4,235,300, leaves \$3,428,350. Deduct from this the first estimate of \$3,405,132, and the sum of \$23,218 is left, as the discrepancy as to the cost of the Roadway, between the first estimate, made before the first shovel of earth was removed and the second estimate, now made when most of the work is executed. And here let it be remarked, the price of labor and provisions has nearly doubled since the first estimate was made."

"I must be allowed to say again, that the first estimate was remarkable for its accuracy."

In a note appended to "exhibit A,"

may not be required for some time to come, the sum of \$232,300 might be deducted for the present, leaving one million to be provided for." Upon his representation, the Legislature passed a law, and unhesitatingly increased the estimate of the State a million of dollars. I might here "rest the case." The charge that "the large Stockholders who paid their subscription of stock in work, instead of money, hold their stock without having paid a dime for it," is effectually nullified by the counter by the communication of Gov. Morehead and the action of the Legislature, based thereon but, as I may not have another opportunity, I shall proceed to retrace it there.

After quoting, in my report to the Board, January 8th 1856, all that is above transcribed from Gov. Morehead's communication to the Legislature, I proceeded as follows:—"I would say, in addition to the above statement, that a change was made in the location near High Point, after the publication of the estimate, which involved an expenditure of \$12,000, compensated for by saving half a mile in distance, and the expense of passing through the town on the line, exceeded the original estimate for expenditures, which could not be foreseen, by the sum of \$18,500, making the sum of \$30,500, not embraced in the estimate; from which subtract \$23,218, reported by Gov. Morehead as the excess of cost over the estimate, and we have \$7,282 in favor of the original estimate. That is, the actual cost falls short of the estimated cost \$7,282."

Before proceeding further, it is necessary to take a retrospective view. It will be observed, as before stated, that Mr. Turner, in his charges and specifications says, that "they [the Board] paid in work at such liberal prices as to make the Road cost one million more than the original estimate." Fractions are considered especially vulgar in finished and political orations; they have a harsh and discordant sound, they trip on the tongue, break, and ripple the smooth current of stilted declamation; their omission by Mr. T. is therefore pardonable; the euphony of oratory forbade their introduction. Fortunately, that history, to which in the outset I proposed to confine myself supplies the omission. As above stated, by Governor Morehead, the original estimate of the cost of the Road was \$3,405,132.

The Company was organized, and committed to the work, before the estimate was made, with a capital stock of three millions, one million subscribed by individuals and two millions by the State—\$405,132, short of the estimated cost of the Road. As the work drew towards completion, the State subscribed an additional million; (preferred stock) which covered the deficit, or difference between the original capital stock and estimate, and \$584,868, over (and not a million in excess as stated by Mr. Turner)—\$990,000, of which was called for as stated by Governor Morehead to meet "the extraordinary rise in the price of iron since the first estimate;" and which as the Governor says "could only have been seen with a prophetic eye," and the remainder went towards the purchase of twelve locomotives, seven coaches, two hundred freight cars, twenty gravel cars, &c., not embraced in the original estimate, as set forth in "exhibit A" before referred to. Thus it appears that the Stockholders, who were contractors, as well as all other contractors, were paid out of the original estimate of \$3,405,132.

Clear and demonstrative as this may be, the subject is not yet exhausted; there is a material point yet, to be more fully met. If I tire the reader's patience, (whoever he may be if a citizen of the State) it must be borne in mind, that I am writing for his vindication; for although the honored dead, the surviving Directors who were associated with them, and every individual Stockholder is more immediately implicated, every man in the State is to some extent aggrieved and injured by the astounding charge—that the public Treasury has been robbed by an association of hundreds of the most respectable citizens, of a million of dollars.

How else could be characterized the payment "in work, at such liberal prices, that the Stockholders hold a million of dollars without paying a dime for it?" It is a downright wilful slander on the whole State. The subject does not admit of brevity. I will therefore continue; and again referring to history, (from which it were well every man should learn to adjust and regulate his own conduct,) I find, now, as in my report to the Board, Jan. 8th, 1856 illustrating how history respects itself, that "I consider it proper here to remark that the work, though paid for partly in stock—i.e. the exact ratio of which I am unable to state, though I believe it may be put down at about two fifths, that is, two of stock to three of cash payments—was originally estimated for, let, and completed at cash prices; and I feel fully justified in stating, that the Road has cost less than if let wholly for cash for the reason that in cash lettings at the South, the work is generally taken by foreigners, or non-residents, many of whom are mere adventurers, without means or credit, who cannot command an adequate supply of labor in the vicinity of the work, that which they do obtain is at an advanced price, proportionate to the distrust of the parties, and the imported labor still higher; it is apparent that these causes tend greatly to enhance the cost of the work, which, if not provided for in the outset, as is rarely, I may say, never fully done, must lead to a failure, and an abandonment of the contract, with the invariably attendant consequences of delay and increased cost."

"Now, when the work is executed as was the case on the N. C. Railroad, in small contracts (with the exception of the section extending from Goldsboro to a point six miles west of Raleigh) by the people on the line of the Road—no one undertaking more than he can conveniently perform, there is no unworthy jealousy or rivalry and no

of the Road to the other being secured in the same manner, with one object in view, being united in sympathy and good feelings; what one may lack in labor and means, his more abundantly supplied neighbor will provide.

"The Road furnishes a safe market for the whole country adjacent,—the contractor consumes his own provisions, works his own horses and his own hands—being as it were the purchaser of his own surplus products, and the hire of his own horses and hands,—finding remuneration and ample recompense in pay received for his work. It follows then as a necessary consequence and it must appear obvious to every one, that the native contractor, resident on the line of the Road and adjacent thereto, can work for a less price than non-residents of the State, who would have to import foreign labor,—and if white labor, as probably it would be, would cost more than slave labor, besides not being so effective (in the Southern country) by at least thirty per cent. My own experience and observation, sustained by that of skillful and experienced contractors, fully justify me in making this comparison and ratio between white and slave labor in the South. I have therefore, no hesitation in saying that the North Carolina Railroad, built as it has been in small contracts at the Engineer's estimate, by citizens of the State, residing on the line of the Road, with the native labor of the State, has cost less than if paid for wholly in cash, under the system of public lettings to the lowest bidder."

I have no hesitation in admitting, that the above was written to counteract any injurious impressions that might have been made at the time, or that might arise in the future, from the opinion of one of the Judges of the Supreme Court, heretofore referred to as extra-judicial. In continuation, I will add that the North Carolina Railroad was built cheaper, in proportion to the amount of work, than any Railroad with which I have any knowledge. While my aim was to give the contractors remunerative prices, and I hope they all realized a profit; "the laborer is worthy of his hire." From the general complaint which Mr. Turner, though not a Stockholder, must have heard, while the work was in progress, I fear many were poorly rewarded. I am confident none of them "hold their stock without having paid a dime for it." Although some of the Stockholders, those who had large contracts, might have made a profit equal to, or even exceeding their subscriptions, it was earned "in the sweat of their faces." I know those who paid for their stock in work, paid its full par value. The original estimate upon which the work was let, was made on the basis of cash payments, and in making up the accounts of the contractors, a duty which devolved upon me, payment in stock, or partly in stock, was never taken into consideration; it had no influence over me, it never entered my mind.

Thus, I have relieved the Directors of the Road, during its construction, and the Stockholders who paid for their stock in cash; the one from the charge of plundering the State of a million of dollars, the other of having been the guilty recipients.

In conclusion, I would observe, in the language of Junius, if in this communication any coarse or harsh expressions have escaped me, I am ready to agree that they were unfit for me to make use of; but I see no reason to admit that they have been improperly applied.

WALTER GWYNN, Late Chief Eng. N. C. R. R.

At the request of Mr Crawford, who, as a Representative from this county, has a right to be heard in our paper, we re-publish from the Raleigh Sentinel the following communication.—EDITOR.

MESSENGERS. EDITORS:—Will you allow me a small space in your paper in which to notice an allusion personal to myself, contained in the following paragraphs of the Standard:

"What has become of Crawford's 'hell,' to which he wanted to consign W. W. Holden and his friends on account of their devoted Unionism?" Mr. Crawford will soon be a member of a "pretended" State Legislature, and he may thank his stars, if he is ever permitted again to exercise the privilege of voting.—Standard.

The author of the above is so accustomed to falsehood and is such a stranger to truth, that I doubt whether his equal in the art of lying can be found in America, Europe, Asia, or Africa. No one can so compact falsehood and put so much of it in so small a compass as he can. He knows how to tell the lie direct and the lie by implication, all in one sentence—almost in one word. Above, for instance, he utters two falsehoods in one paragraph. First, that I wanted to build a hell for him "on account of his devoted Unionism."

This is Lie No. 1 against me. I never denounced him on account of his "Unionism."—I denounced him on account of his treason to the Union and then his treason to his Confederate allies. I never denounced any man in North Carolina who maintained consistently his honest opinions. Mr. Holden admits that he committed treason against the Union, but he calls his treason "technical." "Technical!" Why, when he advised me and the balance of the Democracy in 1856, to dissolve the Union by secession, if Mr. Fremont was elected, was he in earnest? When he signed the ordinance of secession in May, 1861, was that just a little "technical" lying, in which his heart did not go with his mouth and his pen? When he pledged "the last dollar and the last man" and his "sacred honor," oh! most inestimable pledge! was it a little "technical" bravado to fool the Rebs—make them believe he was in earnest, that he might betray them? When he denounced Andy Johnson and Wm. G. Brownlow as "East Tennessee

is a very ugly little word, Mr. Holden, and I beg pardon of all decent people for having used it.) When he denounced Abraham Lincoln as a "despot" and the Northern people as our "vandal foe," was that all just a little "technical" treason. When he urged us so eloquently in his paper to meet this "vandal foe," just in order that he might commit a little "technical" treason! (You know he says that he could take the oath but for a "technicality.") Was it for the further purpose of seducing honest, simple people into real treason; that he might afterward get them punished? It was for all this, Mr. Holden, and a thousand fold more, like it, that I denounced you, and not "on account of your Unionism;" and when you say to the contrary I simply say "FALSE!" I have submitted with the fidelity of a soldier to the laws and Constitution of the Union, and when men like you, who have betrayed every cause you ever advocated, denounce me and men like me, as "traitors," I shall repeat "false!"

But Lie No. 2 is in favor of W. W. Holden, and by "implication," conveys the idea that he was, and is a Union man.—What he is, no one can safely say. He is all things by turns, and nothing long. But what he was, let me tell a moment: He was an original fire-eater, Secessionist, and a professed admirer of Mr. Calhoun. When I grew up I was a young Democrat and a disciple of this same W. W. Holden. I read his paper, the Standard. I was educated by Holden, as was all the Democracy of the State, in the faith and doctrine of "State Rights and Secession." I had confidence in him then; he wrote sharply, and then, just like he does now, on the other side. I believed in him and thought he would lead me right. I was ready to have gone with him (I had too much confidence in him) in 1856, when he advised us to secede if Fremont was elected, and in 1860, when Mr. Lincoln was elected and he, W. W. Holden, my old party leader, signed the ordinance of secession, said it was all right. I believe he said something about "our sacred rights," and bade me go and make good with my musket what he had done with his pen. I was fool enough to go—that was all. I was a simple creature; I did not understand his "technicalities." And now in 1867, his "technicality" would hang me and make him a good patriot! Shame upon you, Mr. Holden! This kind of treason would have made Judas blush red hot, and caused his "bowels to gush out." No, Mr. Holden, you know that there are ten thousand living witnesses in North Carolina, besides the thousands of dead, who can testify to the fact, that year after year, you taught the doctrine of Secession and State Rights; and now, when you turn round and want to degrade this people for what you taught them, think you that they will have any confidence in you? You speak of a "pretended" Legislature. That comes with bad grace from you, Mr. Holden. If it be true that this is a "pretended" State Legislature, what were you but a "pretended" Governor? Were you a usurper, Mr. Holden? Only "technically" so! You have now turned against Mr. Johnson with venom of the viper, but if you were only a "pretended" Governor, then you were a usurper. This is the logical conclusion to be deduced from your position. I was willing to say that you were a "good enough Governor;" but if you say I am a "pretended" legislator, you force me to say that you were a "pretended" Governor, and I dispise pretence and the pretender. But I may thank my "stars, &c." Ah! Mr. Holden, when you and the "colored persons" get to voting, you may think you will be sure-enough Governor; but darlie is shrewder than you think for. You can't fool him with your "technicalities" as you did me; for his Northern friends (you know somebody else will want to be Governor, for instance, Mr. Jim Harris) will tell you who have been, from which they will guess who you are now.

I have done with you, Mr. Holden. When you give evidence that you have become a better man—a man of truth—one worthy of notice, I may notice you again; but not until then.

WM. H. CRAWFORD, of Rowan.

MARRIED.

At Grace Church, Morganton, N. C., on the 19th inst., by the Rev. Stephen B. Roberts, Mr. Wm. C. Erwin, to Miss Kate M. Hapoldt.

DEED.

In Salisbury, N. C., Feb. 7th, 1867, of Paeunonia, Miss SUSAN T. GILES, aged about 72 years.

Miss Giles was the daughter of the late Henry and Elizabeth Dunn Giles, of this city, and was born in the year 1794 or 1795—she was a descendant of one of the oldest families of the town—dating back 100 years, and was connected with many of the principal and influential families of this region. She was a sister of the well known John Giles, Esq., one of the most distinguished lawyers of this section of country for many years. After the death of her parents she found a protector in her brother—and for many years fortune smiled upon the family; but when he was removed by death, she, with an elder sister, were left to their own resources, and for twenty years they bore their trials with uncomplaining submission. The subject of this notice became a member of the Presbyterian church in 1826, and has lived a consistent christian life, alike in prosperity and adversity. For several years she was a faithful and successful teacher, inculcating lessons of morality, industry and religion, at the same time she imparted the rudiments of literary education.

Many of her pupils live to remember her faithfulness and kindness in the school room. During all this time her faith in the wisdom and goodness of God was unshaken. In her last illness she still entertained hopes of recovery, and manifested a desire to live, until informed by her christian Physician that she had not many hours to live. With her usual self-possession she received the intelligence, and expressing no fears of death, she resigned her

W. H. CRAWFORD, of Rowan.

NEW ADVERTISEMENTS.

FIELD, LANGSTROTH & CO., IMPORTERS & DEALERS IN FOREIGN & DOMESTIC HARDWARE, CUTLERY, GUNS, etc., NO. 440 MARKET ST. PHILADELPHIA.

We are constantly receiving additions to our stock from English, French, German AND American Manufacturers. Merchants visiting this city are invited to examine our ASSORTMENT OF GOODS, which will be offered as low as any house in the country.

Orders will receive prompt and careful attention. BEN. FIELD, T. F. LANGSTROTH, W. P. MAISON. Nov. 21, 1866. tw-if

SPRING 1867. WE HAVE IN STORE BY RECENT arrivals from Europe a large stock of German Seythes of different lengths, Superior German Sythe Stones, Wooten-holm, Rodgers, Wade & Butler, and all other makes of Cutlery, Moss & Gamble, and other makes of Files and Rasps, Spear & Jackson and other makes of Saws, Cotton Hoes of Iron, Steel, Bright Steel and Polished Cast Steel, Truss Chains, Lock Chains, Breast Chains, Stay Chains, &c., all of which with a full assortment of Domestic Hardware will be offered at low prices for cash.

FIELD, LANGSTROTH & CO., Philadelphia. Feb. 23, 1866.—4

Blacksmithing. THE SUBSCRIBER WOULD respectfully inform the citizens of Salisbury and vicinity that he is now prepared to do all kinds of Blacksmithing, and as cheap as the cheapest. Give me a call and I will guarantee satisfaction. JOSEPH BALLARD, Feb. 23, 1867.

Garden Seed. JUST Received at ROBERT'S DRUG STORE, (Wyatt's old stand) a splendid assortment of GARDEN SEEDS, warranted fresh and genuine. W. C. ROBERTS, Druggist, Feb. 21, 1867.

A Puff What is a Puff?—If you want a GOOD CIGAR; A NO. 1 CIGAR; call and puff one at the Boyden House Gem Saloon, Feb 21-31

WANTED. 1,000 PARTS at this of fice, for which the highest cash price will be paid.

The death was a quiet, peaceful departure, without a struggle from a world of sorrow and care, and as we trust, to "an inheritance, inacceptable, unbelieved, and that faded not away." PASTOR.

MARKET REPORTS. SALISBURY, N. C., FEB 23, 1867.

CONNECTED BY HIGMAN, MARTIN & CO., GROCERS.

Table with 2 columns: Item and Price. Includes Bacon, Coffee, Corn, Candles, Copperas, Merchants, Cotton, Eggs, Feathers, Flour, Fish, Fruit, Iron, Leather, Nails, Potatoes, Sugar, Salt, Tobacco, etc.

NORTH CAROLINA MONEY MARKET REPORTED BY SPRAGUE BROS. BROKERS. Salisbury, N. C., Feb. 23, 1867.

Table with 2 columns: Bank Name and Rate. Includes Bank of Cape Fear, Bank of Salisbury, etc.

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