

Humorous Department.

NOT MUCH OF A LIFT. Farmers, even those who are considered "nigh" in other respects, are usually quite willing to give foot passengers a "lift;" but they like to be asked for the favor politely.

"Hello, hayseed!" cried the foot passenger, turning round as he heard the rattle of wagon wheels and standing still until the farmer drove up.

"Can a fellow get a lift to 'Sconset?" and without waiting for a reply, he vaulted into the wagon.

"Well," replied the farmer, "keep in' straight ahead, for the way we are goin' now, I sh'd say 'twould be a matter o' 25,000 miles or so; but of so be you was favorabl' t' gittin' out o' my wagon an' hoofin' it back, it ain't much above 8 miles."

The young man got out with great celerity and proceeded to "hoof it" in the opposite direction.

"I cal'clate," said the farmer, telling his wife the story afterward, "I cal'clate his mode of address' the next man he meets will be some different."—Christian Observer.

DECEITFUL MAN.—Two men were standing together in a postoffice. One of them happened to notice that a postal card held in the fingers of the other was addressed to the other.

"Why, what does this mean?" he asked. "Do you address letters to yourself?"

"In this case, yes," was the answer. "That's funny."

"Well, not so very. See the other side."

He held it up, and the other side read: "Brother Blank—There will be a meeting of the I. O. O. S. B., No. 387, at the hall tonight to transact special business. Members not present will be fined \$10. J. B., secretary."

"Yes, but I don't exactly catch on," protested the innocent.

"Oh, you don't? Well, I got the cards printed myself. The society is all a myth. When I want to go out of an evening, I direct one of these cards to my house. I reach home and my wife hands it to me with a sigh. I offer to stay at home and stand the fine of two guineas; but of course she won't allow that. That's all, my friend, except that the scheme is worked by hundreds of others, and the poor, deluded wives haven't tumbled to it yet."

HE KNEW WHO JOAN WAS.—"Ma!" exclaimed the interrogation point, aged 7 years, a member of a respectable South Side family, as he sat reading.

"Ma, who was the Maid of Orleans?"

"She was a young woman, a French patriot. Her other name was Joan of Arc," replied his mother. But by this time he was so interested in seeing his dog chase a neighbor's cat that the story of the French maiden had lost all hold of him.

It was some six months after this that his teacher was asking the class, "Who knows about Joan of Arc?"

A dim recollection of having heard the name before, puzzled but did not enlighten him.

"What was she made of?" suggested the teacher.

"Made of dust," they cried in chorus, thinking of their catechism.

But the question completed the circuit in the boy's memory. He dimly recalled his talk with his mother. Up went his hand. The teacher nodded.

"She was a French patriarch," he proudly answered.—Chicago Chronicle.

AT LARGE.—"Do you mean to tell me that that man-eating lion of yours got loose and wandered out into the streets?"

"Yes," answered the proprietor of the show; and a lot of trouble he made us.

"Did you have any trouble in catching him?"

"I should say so! It was hours before we could get near enough to lead him back to his cage. You see, some of the bad boys of the town had tied a tin can to his tail."—Washington Star.

SENTIMENT AND BUSINESS.—The junior partner, on the other hand, believed in mingling sentiment with business, and suggested this form of advertisement:

"Let Us Eat, Drink and Be Merry.—The Supply Department, Ground Flour.

"For Tomorrow We Die!" Coffin and Tombstone Department in Basement.

"Take the Elevator." Etc., etc.—Puck.

Hills (at the depot)—Going away Mills?

Mills—Yes, going to seek my fortune. Want to go along?

Hills—No; I've just returned from seeking mine. By the way, could you loan me a dollar until you get back?—Chicago News.

Miscellaneous Reading.

IN COUNTIES ADJOINING.

Summary of the News That is Being Published by Exchanges.

CLEVELAND — King's Mountain Oracle, June 23: Some days ago we passed over the main thoroughfare between our town and Yorkville, and found the mountain part of it almost impassable, even with a double team and light buggy, which gave us some idea of what it would be with a heavy lumbering wagon loaded with cotton or other heavy produce.

We simply would prefer riding several miles farther to some other town than King's Mountain rather than attempt it, and it would be a saving of time and horse labor to do so. Huge rocks stood up on their mountain foundation in the middle of the road seeming to say, "knock me down first and then you can pass."

Holes and gullies, rises and falls, poles and half-bridges balked and impeded our progress. At every turn of the wheel it was a continual shaking and shuffling, jostling and jumbling, until we were well rid of the mountain, and into the easy well-graded convict-worked roads of York county. Now, what does it mean?

Simply this: Yorkville expects to bid and work for a trade and produce which rightfully belongs to us by location, the trade and product of our neighboring farmers of King's Mountain township. In comparison with our rough roads she puts easy, smooth-running hill-cut-down roads graded as if for a street.

As merchants and cotton dealers can compare prices anywhere, what then are you going to do about these roads? Allow them to stand as they are and the trade across the mountain go to Yorkville, or are you going to make that road as passable as can be? You must think about it and act about it.

Our trip to Yorkville was one only necessary in several months, and individually we cannot therefore complain. But many complaints have reached our ears lately from that section of the country and our trade. We have already heard of some who have turned their business to Yorkville because of the bad condition of the road to us. Surely we cannot afford this. Now it falls within the official duty of both Cleveland and Gaston counties to see that road is in a better fix for travel.

There is some negligence somewhere if it is not improved and that immediately. And it follows upon you, the business men of King's Mountain interested in the welfare of your town and the swelling of your bank accounts, to see that it is done and properly, to subscribe to it privately and push the movement for a better road in that direction for all it is worth.

CHESTER—The Lantern, June 26: Superintendent W. H. Hand has been called home by the sickness of his wife from Darlington, where he was conducting a summer school.

T. F. McDow, candidate for solicitor, is in the city. At the individual competitive drill at the Citadel last Friday, the Star-of-the-West medal was awarded to Mr. Arthur H. Cross, of Chester, who was adjudged the best drilled man. Hurrah for Arthur! and hurrah for Chester!

Married, by Rev. J. S. Moffatt, June 24, 1900, Mr. J. E. Smith and Miss Mattie Hudson, daughter of Mr. J. H. Wilson, all of this city.

Miss Sarah J. White, daughter of Mr. M. A. White, died about two o'clock yesterday morning, after a long illness. Funeral service was held in the afternoon at the A. R. P. church, of which she was a member, and the remains were buried in Old Purity cemetery. All her brothers and sisters were here. J. W. White, Esq., and Miss Katie Stone, of Louisville, Ga., having reached her bed a few hours before her death.

Solicitor Henry finished his work in Lancaster court yesterday and returned home. A few minutes before he reached Lancaster Saturday night, Geo. Eubanks killed Will Evans. Whiskey was the cause. The case was continued.

One Frank Davis, of Blackstock, refused to answer Enumerator Morrison's questions, even on a second visit, declaring that they were after some kind of rascality which he emphasized with adjectives too hot for our type. He was arrested on a warrant issued by U. S. Commissioner J. C. McLure, when he became abjectly penitent and submissive, offering to tell all he knew and more too, if it was desired. On advice from the district attorney he was discharged.

CHEROKEE—The Gaffney Ledger, June 26: The summer school is not lagging at all. Fifty-six teachers are now enrolled and they are full of interest and attend regularly. One of the main features of the school is the lessons in music, given by Miss Addie McArthur. Last week the teachers studied for several days on William Cullen Bryant. On yesterday they wrote a short biography of him. They will, in a few days, begin a study of Pope. The gulf streams and currents have been the study in geography for several days. Today they will study the cause and origin of volcanoes. Map drawing is one feature of the history lessons under Prof. Martin. He laughingly suggested that the teachers should not take too great pains in drawing the first few maps, as he should have them draw several at different times, and would like to see an improvement as they went along. Prof. Martin went home on a visit Saturday, but was here Monday on time and ready for his week's work.

Things are progressing nicely on the works of the new Limestone Cotton mill. Eighteen or twenty of the tenement houses are framed and the walls of the mill building are rapidly going up; wagons are running to and fro, hands are swarming around like bees, and everything about the place has an air of business. The recent rains have somewhat retarded the work, but it has not been very materially hindered.

One day last week, as Col. T. B. Butler

was placing his gun in its case up in his office, the weapon was accidentally discharged, and the consequence was that one of his arms was severely lacerated by the powder. The Colonel "didn't know it was loaded," and it was a fortunate thing for him that the entire load did not penetrate his arm.

MUST BE UP AND DOING.

If Prohibitionists Expect to Win They Will Have to Work.

Editor Yorkville Enquirer: Kindly allow me space in your valuable paper to say a few words to the Prohibitionists of York county. There is a great deal being said and written about prohibition; but I hear very little said about working for prohibition.

The fight is on. We have a Prohibition candidate in the field. Are we going to let him make the race single handed, as Mr. Featherstone did? Victory in this fight means work, not only on the part of Colonel Hoyt; but it means work for all who are in sympathy with the movement. Colonel Hoyt is able in every respect to do his part of this work; but he cannot do our part. The captain of an army cannot lead his men on to victory unless they fight. Neither can Colonel Hoyt win in this race unless we rally to his support and give him our hearty co-operation in the work. And this work cannot all be done on election day. If we sit at ease in Zion until election day, and then expect to go to the polls and carry everything by storm, we will get badly fooled.

There is work to do every day. Talk and work. Get the people waked up on the subject. Get them to thinking. Get them interested in the movement. There is a large floating vote in the country. A great many people vote, not because they are interested in the election, or have any preference as to who is elected; but simply vote because they have the privilege of voting. Colonel Hoyt can poll a large per cent. of this vote by a little prudent work on the part of the Prohibitionists.

No great things have ever been accomplished except by hard work on the part of all concerned. Neither may we expect to win in this race unless we work. Are you in sympathy with the prohibition movement? If so, speak to your neighbor about it, and get him interested and in sympathy with the work. He will speak to some one else, and so the good work will go on. And by election day the people will be fully aroused on the subject.

York county made a good showing in the last election. Let's make a better one in the coming election. But I imagine I can hear some one say, "What is all this fuss about? Why not re-elect Governor McSweeney? He is a good man and has made a good governor." We have no charges to bring against Governor McSweeney. So far as we know he has made a good governor; but it is measures and not men that we are fighting. Governor McSweeney wants the dispensary to stand. We want prohibition. It is the measure and not the man that we oppose. Messrs. Patterson and Gary are no doubt wise men and well qualified to fill the office; but they do not advocate our cause. No, we have nothing to say against any of these gentlemen. And if any one of them gets a majority of the votes in the general election.

But we believe that by a little wise and prudent work, Colonel Hoyt will receive the nomination for governor in the next primary election. Let us work to that end. Begin now and work until the polls are closed on election day. J. K. SCOGGINS.

Warren, June 23, 1900.

TIENTSIN A HUGE CITY.

Description of the Present Scene of Fighting in China.

Tien Tsin is 80 miles southeast of Peking, the capital of the empire, according to the New York Tribune. The climate is similar to that of Washington, and navigation is closed for the months of December, January and February, and sometimes in March.

James W. Ragsdale, for nearly three years past the United States consul at Tien Tsin, was born February 12, 1848, near Bloomington, Ind., and emigrated with his parents to Iowa in 1850. He grew up on a farm until the fall of 1868, when he volunteered in Company C, Thirteenth Iowa infantry, though he was under 16 years of age. The last two years of the war he served as a non-commissioned officer under General Sherman, participating in all the battles and campaigns of that commander, including the march through Georgia and the Carolinas, and the grand review at Washington after the surrender. After three years' study at Cornell college, Mount Vernon, Iowa, he emigrated to Washington territory in 1872, and thence to California in 1873, where he was 20 years owner, publisher and editor of weekly and daily newspapers. He served one term in the California assembly and two terms as state senator, holding no other office until appointed consul at Tien Tsin by President McKinley. He married Effie L. Hines, on February 3, 1870, at Charleston, Iowa, and his wife and children, three sons and one daughter, are with him in China.

His vice consul is Sylvester G. Hill, son of Colonel Sylvester G. Hill, of the Thirty-fifth Iowa infantry. The vice consul was born in Muscatine, Iowa, in 1856, attended the Philadelphia Dental college and is now a practicing dentist in Tien Tsin.

Bertrand Ragsdale, eldest son of the consul and United States marshal of the Tien Tsin consular court, was born at Osceola, Iowa, on January 8, 1871. He was educated in the public schools in Sonoma county, California, and was appointed postmaster at Santa Rosa in that state by President Harrison in July, 1892. Young Ragsdale was re-

moved after 15 months' service to make room for a Democrat, in opposition to a petition signed by 500 Democratic patrons of the office. He was appointed acting United States marshal at Tien Tsin on January 1, 1898, and commissioned marshal by the president February 19, following.

Up to the beginning of the present century Tien Tsin was a small place, noted only as a military station; but it has grown to be a city of great influence. Today it is the home of 1,000,000 people, with an annual export and import trade aggregating 65,000,000 taels. The foreign settlement contains a population of about 1,200, and its public and private improvements rank with many of the best cities of the United States. The mud holes and swamps of a few years ago have been filled in, and the mud shanties have given way to buildings almost palatial in style and comfort.

The greatest drawback has been the filling up of the Pei-Ho to such an extent that ships are no longer able to reach the city, as in former years, but are compelled to discharge their cargoes into lighters of shallow draft near the mouth of the river, and not infrequently outside the bar, a necessity that adds greatly to the cost of transportation.

A river improvement fund of 250,000 taels has been raised by the foreign municipalities and the viceroy of the province, and the work of redemption is being rapidly pushed forward, with hope of success. It is expected, therefore, that ships will be enabled to land their cargoes at the city bund after this year. The Tien Tsin and Chin-Kiang railroad will also be completed in the near future, thus giving Tien Tsin shipping facilities that will inure to the benefit of North China.

As indicating the importance of the United States in North China, the American consul at Tien Tsin, Mr. Ragsdale, has recently made a careful census of the American citizens in his consular district, with the following result:

Tien Tsin, 110; Peking, 87; Tsun-Hua, 14; Tung-Chi, 17; Pao-Ting-Fu, 20; Kuh, Wa-Hsien, 1; Pilot Town (Taku), 14; Li-Man, 7; Kalgan, 8; Fen-Chu-Fu, 6; Jen-Tsen, 2; Tong-Chan, 1; total, 287.

The growing political importance of Tien Tsin was conspicuously recognized last year when Russia established a resident agent there with an annual salary of \$50,000, leaving no doubt as to the eventual attitude of the czar toward that territory.

The city is rapidly developing into the most important military headquarters of the empire. China's highest generals are concentrated there for the protection of the capital city. The strategic value of the place is enhanced by the fact that it is soon destined to be the focus of a vast railway system, ramifying not only to all parts of the kingdom, but penetrating northward and westward, into and across the present Russian possessions.

The United States consulate on Meadows road, several blocks away from the river, in the English concession, is one of the most imposing and substantial buildings in the foreign settlement, in which it occupies a central and prominent position. It contains the offices of consul and United States court for the district, of which the consul is judge, and a large reception hall where Chinese officials are entertained. The upper stories constitute the consul's residence. On each side of the entrance to the grounds is a lodge, occupied by the official messengers, who are uniformed.

BRYAN'S RUNNING MATE.

Senator B. R. Tillman is Suggested Among the Possibilities.

The Philadelphia North American publishes the result of a canvass of the editors of prominent newspapers throughout the United States as to the logical running mate of Bryan, in view of the selection of Theodore Roosevelt by the Republican National convention as the vice presidential candidate.

There is a wide divergence of opinion, at least 25 Democrats of more or less prominence being named as possibilities, strong running mates for Colonel Bryan. The list of favorites includes such Democrats as former Senator David B. Hill, of New York; Richard Croker; Joseph Pulitzer, editor and proprietor of the New York World; William R. Hearst, of the New York Journal; Senator Tillman; Shiveley, of Indiana; Bookwalter, of Ohio; General Fitzhugh Lee; Robert E. Pattison, of Pennsylvania; Admiral Dewey and General Joseph Wheeler.

One California editor suggests Emilio Aguinaldo. The tabulated vote shows decided preference for Hill, of New York; but no one has a clear majority.

Another favorite is Hearst. He is almost as strong as Hill. General Wheeler is another whose name the editors believe would be a strong one to conjure with.

Admiral Dewey finds little favor. Pattison, of Pennsylvania, is regarded by many as a strong candidate, and Fitzhugh Lee is held by not a few to be the one man who can match the popularity of Roosevelt.

How RUSSIA RUNS HER NEWSPAPERS.—The Vienna correspondent of the London Daily Express says that the Russian Minister of the interior, M. Sipiaguina, has issued the following instructions for the guidance of newspapers in dealing with the far eastern situation.

"First—No reference to the movement of Russian troops or warships.

"Second—Papers must bear in mind that the czar is actuated only by a desire to maintain peace and good will among nations.

"Third—No gossip about differences among the powers that would be displeasing to the government.

"Fourth—No criticisms of Russian diplomacy or of military or naval strategy.

"Fifth—Editorial writers shall recollect that Russia is predestined to predominate in Asia.

"Sixth—Comparisons may be made between Russian foreign troops and seamen when unfavorable to foreigners."

MOHAMMEDANS IN THE CHINESE ARMY.

The Chinese army, which is reported to be opposing the advance of the combined forces sent by the powers to relieve the embassies blockaded in Peking, comprises several regiments from the western provinces of Kansuh and Shensi, which are largely composed of Mohammedans. They form some of the best fighting regiments in the Chinese regular army, and are distinguished for their hostility toward foreigners. In the provinces of Kansuh and Yunnan, more than half the population are Mohammedans, and the number of Chinese professing that creed throughout the empire is stated at between 20,000,000 and 30,000,000. The religion entered China by caravans in the north and by sea in the south. The first mosque in north China was built at Hsian Fu in Shensi in 742. From Shensi it made its way into Kansuh, and later Mongol conquests resulted in a great immigration of Mussulmans from Syria, Arabia and Persia into the western part of the empire. The immigrants gradually lost their racial peculiarities by marriage with Chinese women.

Tradition says that Mussulmans first came to Canton in the sixth year of the Hegira, early in the seventh century, under the leadership of a maternal uncle of Mohammed, whose tomb is still an object of reverence for Chinese Mussulmans. In 753 their numbers were increased by some 4,000 Arabs who came to assist in quelling an insurrection, and then, like the Manchus, declined to withdraw. Their increase since then has been mainly due to the ordinary causes and the purchase of poor children in time of famine, and their numbers today would probably have been larger than they are had it not been for their numerous rebellions, notably that known as the Panthas rebellion, that lasted from 1855 to 1875, and in which more than 2,000,000 of them perished. Preserving the military spirit, they have been by turns of use and a danger to the government and dynasty; but at present they find themselves in accord with the rest of their countrymen in their common antipathy to the foreigner.

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Table with columns: North Bound, Passenger, Mixed, Mixed. Rows: Leave Chester, Lv Yorkville, Lv Gastonia, Lv Lincolnton, Lv Newton, Lv Hickory, Arrive Enlow.

Table with columns: South Bound, Passenger, Mixed, Mixed. Rows: Leave Enlow, Lv Hickory, Lv Newton, Lv Lincolnton, Lv Yorkville, Arrive Chester.

*20 minutes for supper at Gastonia. No. 10, north bound, connects at Chester with Southern Ry., Seaboard Air Line, Lancaster and Chester Ry. from all points south; at Yorkville with South Carolina and Georgia Ex. Ry.; at Gastonia with Southern Ry.; at Lincolnton with Seaboard Air Line; at Newton and Hickory with Southern Ry. No. 9, south bound, makes close connection at all junction points.

L. T. NICHOLS, General Manager, Chester, South Carolina. E. F. REID, Auditor, Chester, South Carolina.

SOUTH CAROLINA & GEORGIA EXTENSION RAILROAD CO.



TIME TABLE NO. 4. In Effect 12.01 a. m., Sunday, Dec. 24, 1899.

BETWEEN CAMDEN AND BLACKSBURG.

Table with columns: WEST, EAST. Rows: 35, 38, EASTERN, 32, 34. Includes Class, TIME, STATIONS, and Daily Except Sunday.

Table with columns: WEST, EAST. Rows: 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

Table with columns: WEST, EAST. Rows: 11, 13, EASTERN, 12, 12. Includes Class, TIME, STATIONS, and Daily Except Sunday.

Table with columns: WEST, EAST. Rows: 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

BETWEEN BLACKSBURG, S. C., AND MARION, N. C.

Table with columns: WEST, EAST. Rows: 11, 13, EASTERN, 12, 12. Includes Class, TIME, STATIONS, and Daily Except Sunday.

Table with columns: WEST, EAST. Rows: 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

GAFFNEY BRANCH.

Table with columns: WEST, EAST. Rows: 15, 13, EASTERN, 14, 16. Includes Class, TIME, STATIONS, and Daily Except Sunday.

Table with columns: WEST, EAST. Rows: 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101.

Trains Nos. 32 and 33 connect at Blacksburg with trains on the Gaffney Division. Train No. 32 connects at Camden with the Charleston Division of the Southern Railway for all points South.

Train No. 33 leaving Camden at 12.40 p. m., going West, makes connection at Lancaster, S. C., with the L. & C. R. E., at Catawba Junction with the S. A. L., going North; at Rock Hill with the Southern Railway going North.

Train No. 11 connects at Blacksburg with the Southern Railway from the South. At Marion, N. C., with the Southern Railway going West. President, SAMUEL HUNT, Superintendent, S. B. LUMPKIN, Gen. F. & P. Agt.

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