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THE WEEKLY NEWS, one year, \$4; six months, \$2.50; three months, \$1.50.

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NOTICES OF WANTS, To Rent, Lost and Found, Boarding, &c., not exceeding 20 words, 25 cents each insertion; over 20, and not exceeding 50 words, 40 cents each insertion; over 50, and not exceeding 100 words, 50 cents each insertion.

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Address RICHARDSON, DAWSON & CO., No. 19 Broad street, Charleston, S. C.

The Charleston News.

SATURDAY, DECEMBER 28, 1872.

THE CHARLESTON DAILY NEWS "is designated as the newspaper for the publication of all legal notices, and official advertisements, for the County of Charleston, under the act of February 22d, 1870, entitled an act to regulate the publication of all legal and public notices."

NEWS OF THE DAY.

It is reported that Rev. Dr. Haight will decline the Episcopal bishopric of Massachusetts, to which he was recently chosen.

The British semi-official paper announces that the military levy in Alsace and Lorraine has passed off with tranquillity. Between seven and eight thousand young men have been enrolled, besides a large number of volunteers.

A tunnel for transit between New York city and Brooklyn is now proposed, in addition to the great East River bridge. Street railroads in connection are also proposed in order that the people may get to outlying sections in and around Brooklyn.

Pere Hyacinthe is about to start a paper to be called La Republique Evangelique. If Mrs. Hyacinthe's eighty thousand dollars are going to embark in that enterprise, says the New York Commercial Advertiser, we are apprehensive that the result will leave Mrs. Hyacinthe in anything but an evangelic frame of mind.

At a meeting of the building committee of St. Paul's Reformed Church, Titusville, Pa., it was resolved to ask of King William one of the French cannon taken by him in the late war, to be cast as a bell for the new edifice.

The following letter from Charles H. Meyer, the German consul at Philadelphia, tells the result: "I am happy to state to you that his Majesty the Emperor William, in reply to the petition of St. Paul's Reformed Church, at Titusville, has presented one of the captured French cannons to them, weighing about two thousand pounds. You will please communicate this fact to the congregation, and also state to them that this piece of artillery is now awaiting transportation at the depot in Berlin. I am ready to forward it at your convenience."

A Washington telegram says: "Some sensation has been created here by the announcement of the Chicago Tribune that it intends for the future to adhere to what is still termed the Liberal Republican party. The Chicago Tribune is the most powerful and influential journal of the Northwest, and its continued adherence to the principles of the Cincinnati platform, in the face of the decisive majorities in all the Western States for General Grant, has caused considerable surprise amongst the Western politicians. This action on the part of the far-seeing man who controls the Tribune is taken as a cheering indication that the principles laid down at Cincinnati and reaffirmed at Baltimore are gaining force with the people as time rolls on, and that good fruit is yet to be borne of them. This view is still further strengthened by the news from New York that the Tribune of the East will still be ranged under the same banner with the Tribunes of the West. That Mr. Whitlaw Reid is able to control the large amount required to purchase fifty shares of the Tribune at the large advance of twelve thousand dollars per share, cannot be regarded as a symptom that the advocacy of "Liberal" doctrines in the East does not pay."

A recent telegram in the News briefly mentioned that a junction of the headings from the central shaft of the Hoosac Tunnel and from the east end had been effected, and that workmen had passed through from one section to the other. This is the most important event so far in the history of that great work.

Two blasts of nitro-glycerine, each from fourteen holes, which required eighty-four feet in length of the explosive, weighing about sixty-three pounds—the largest quantity ever before used at one time in the tunnel—made breaches through which the water run, and the men of the two gangs conversed. Lamps held at the opening were immediately extinguished, so strong was the draft from the end toward the shaft. The last blast made a hole about a foot in diameter between the two sections. This was speedily enlarged by hand-power, and a small boy was let down from the central shaft into the east end, amid the shouts and cheers of both gangs. Another person of larger size followed, and then the east end reciprocated by sending up two of the men of its gang, who proceeded to the shaft, and where the first to reach the top of the mountain from the east end without ascending its slope. Although the engineers have not yet had an opportunity to verify their calculations by the result, it is certain that the error is scarcely more than a foot either in grade or in line, and it may prove to be very much less. Another fact, which is likely to have an important bearing on the matter of ventilation, after the tunnel is finished, is that the draft from the eastern end into the central shaft tunnel is so strong that it can only be likened to a very powerful wind. Work may now be begun on the west heading of the central shaft so that on October 18, 1873, if all goes well, there will be an opening through the Hoosac mountain from east to west, nearly five miles in length. Not quite half a mile west of the central shaft remains to be pierced.

A New York telegram, describing the burning of Barnum's Circus and Menagerie in Fourteenth street, on Christmas Eve, says: The fire was first discovered at 4.16, bursting through the roof of the circus, immediately after where the giraffes were kept, and immediately after animals and birds began howling and screaming in a terrific manner. An alarm was sounded, which quickly brought the district engines on the spot. A second and third alarm was sent out, but the flames spread with such rapidity that almost before

the firemen could get the water on the circus was gone. Some of the firemen, who were first on the ground, state that the roar of the animals were something frightful to listen to, during the short time that it lasted, as they were speedily put out of misery by the rapidity with which the devouring element lapped up the under-like structures in which they were caged. The only animals saved out of the valuable collection, which Mr. Barnum had taken such pains to secure, were two elephants and a camel. The building was two stories in height, and composed nearly altogether of corrugated iron and wood, which, with that portion of the building used as a circus, was totally destroyed—the whole building burning as though it were a tinder-box. Nothing could be done to save any more of the animals. The firemen state that they would sooner risk falling walls, any time, than enter that den of wild or tame beasts in a case of this kind. Firemen, policemen and others who were in the vicinity were unable to stand within one hundred feet of the burning building, the heat was so intense—which is verified by the fact that the windows of the Academy of Music were cracked and broken by the heat; doors were blasted, and the bill-boards in front of the Academy were burned to shreds. It was very much feared that the circus, if it were not consumed, and the Academy of Music would also be consumed, and it evidently would not the wind changed. The fire next extended to the church ad-joining, which is known as Grace Chapel or Church of the Redemption, and although the firemen used their utmost endeavors to save the building, they were unavailing, as it shared almost the same fate as the circus. Only the front walls being left standing. Barnum's losses are put down at different sums, varying from \$150,000 to \$300,000. As those parties that do know anything about it cannot be found, it is impossible to make any true estimate of his losses. Mr. Barnum is said to be in New Orleans at present.

Pay Up!

The State and county tax of fifteen mills, for the fiscal year ending October 31, 1873, is payable before January 15 next, after which day delinquents will become liable to a penalty of twenty per cent, which penalty will be rigidly enforced. If anything were to be gained by delay, and if any hanging back would give the taxpayers any additional security that the public revenue would be faithfully appropriated to the purposes for which it is levied, THE NEWS might advise the people to withhold the taxes for a time, or altogether. But such a course would be foolish in the extreme. The rate of taxation is enormously high. It is, however, somewhat less than the people had reason to expect, and the prompt payment of the tax will go far to encourage friendly relations with the government, by proving that there is no disposition to engage in factious opposition to the administration. This is something gained. It should be distinctly understood, nevertheless, that the people pay this tax as the only tax which is to be levied upon them during the year. That is the understanding, and the speculators in Columbia need not imagine that, because millions are to be paid into the treasury in fifteen or twenty days, millions more can be had for the asking. So far and no farther, is the temper of the people.

The South Carolina Railroad.

The subject article from the New York Stockholder, an authority in financial matters, is a pleasing indication that the South Carolina Railroad Company is beginning to obtain, in the money markets of the country, the recognition to which its sound position and fine prospects entitle it. The Stockholder might have gone farther, and still have said much less than the truth. In building up its road and equipping it, without any increase of debt, the South Carolina Railroad Company accomplished a work without parallel in American railroad history; nor should it be forgotten that the entire cost of \$42,180 a mile, which the Stockholder deems a moderate figure, includes an investment of one million dollars in railroad and steamboat connections, as well as the cost of the large landed estate of the company in Charleston and along the line of road. We venture to say that there is no railroad in the Southern country which, considering the difficulties of its position, has been more admirably managed than the South Carolina Railroad, and no railroad in the money market offers a better investment to those who seek a high rate of interest, coupled with solid and unquestionable security:

[From the New York Stockholder, Dec. 22.]

"It is noticeable in regard to the best managed and most successful railroads in the Southern States that they are operated and maintained at a much less percentage of gross income than even the most prosperous trunk lines in the Northern and Western States. Taking the average of the latter class, it will be found that the annual expense rather exceeds than falls short of sixty-six per cent. of the earnings. Probably the difference is in some degree accounted for in the fact that the competition for traffic is sharper in the Northern and Western States, and that consequently much business is done which barely pays a profit. But still we think that more is due, in the case of a few conspicuously well managed companies in the South, to a closer and more conscientious scrutiny by the directors of the expenditure incurred in running and maintaining the roads.

"In the case of the railway mentioned at the head of this article, owned by the South Carolina Railroad Company, the directors of which are some of the most eminent and wealthy citizens of Charleston and other towns in the State, we find that for a period of five years

The aggregate earnings were.....\$6,322,913 86

And the aggregate expenses.....4,002,117 12

Showing net earnings of.....\$2,320,796 74

"The expenses are thus but a little over 63 per cent. of the earnings, leaving 41 per cent. of the income as net earnings, and this upon a traffic of little over \$6000 per mile.

"We should be pleased to be able to announce that the State finances of South Carolina were and had recently been in as good condition and in as safe and responsible hands as are those of this prosperous and well-managed company.

"We have noticed the same large ratio of net earnings in the case of a few other of the best railroads in the South. High rates for freight and passengers are obtained, while upright and careful management secures low outlay in all departments of expenditure.

"The South Carolina Railroad connects Charleston, the chief port of South Carolina, with Augusta, Georgia, one hundred and thirty-seven miles, having two branches, one to Camden, S. C., and another to Columbia, the capital of the State. The branches are

one hundred and eight miles in length, making the whole mileage operated by the company two hundred and forty-three miles. The company's capital stock, and funded debt amount to \$10,169,505, showing the road to be capitalized at about \$42,180 per mile, which is considerably lower than the average rate of cost of our Northern roads. The road is well equipped, having 43 locomotive engines and cars to the number of 632.

"Messrs. William J. Magrath, George A. Trenholm, L. D. DeSaussure, and other citizens of like character and standing, compose the board of directors. Mr. Magrath is president, Alfred S. Tyler, vice-president, and J. T. Welman, treasurer.

"The company announces that it is about to retire its non-mortgage bonds and other temporary obligations through the proceeds of second mortgage bonds, the amount of the issue of which will be \$3,000,000. The price of these, so the treasurer gives notice, will, after the 31st day of December instant, be 75 per cent, and accrued interest. The bonds thus offered bear date October 1, and have attached coupons for 7 per cent. per annum interest, payable in April and October, in the City of New York.

"The first mortgage upon the company's valuable property, which is fully equipped and in excellent condition, amounts to only \$3,000,000, or about \$12,500 per mile.

"For the new bonds payment will be accepted as follows, viz: Two-thirds of the purchase money will be received in the 7 per cent. non-mortgage bonds of the company at 75 per cent., and the balance in cash.

"The low rate at which these bonds are offered, and the abundant security supplied in the value of the property and the profitable traffic of the road, make the investment a desirable one, paying nearly 10 per cent. per annum. The bonds may be purchased and received in exchange at the Fourth National Bank, in this city, where John C. Cochran, Esq., the company's agent for this purpose, is in attendance."

The Columbia correspondent of THE NEWS fears that there is mischief in the manœuvres of the unlucky holders of Blue Ridge scrip. It is not likely that these men anything more than a fixed determination, on the part of the holders, to get their money if they can. We do not think that they can. But the speculators who hearkened to the siren voices of the Ring cannot be expected to look upon this question with that lofty morality which controls the minds of the people in general. These look upon the issue of the Blue Ridge scrip as a swindle of the first magnitude, and as they decidedly object to giving any countenance to a swindle, they decline to be taxed for the liquidation of that scrip. The people of South Carolina, in other words, appeal to a law higher than that which is framed by legislatures and expounded by courts. That higher law is the law of self-protection, which comes into active operation whenever, under the forms of a so-called law, a swindling job is attempted to be fastened upon them.

So far the decisions of the courts are on the side of right; and even if the holders of the fraudulent scrip contrive to give a color of legality to their claims, they will still break down, because the people will refuse to pay them or to have anything to do with them. Let them try it—just once!

For Sale.

FIFTY-FIVE MULES, HORSES, CATTLE, &c., for sale. Apply to J. H. WAGNER, No. 23 King street.

FOR SALE, HOUSE No. 23 HAYEN STREET; also SIXTY-FOUR LOTS on Rutledge avenue. Apply to OTTOWILLI, No. 99 King street.

PERSONS WISHING TO PURCHASE HORSES or MULES will find it to their advantage to call at 23 KING STREET, No. 23 King street, before purchasing elsewhere.

KENTUCKY SALE STABLES, 89 Church street. Forty head of MULES and CATTLE just received. For sale on terms. dec28-1m

TO RENT, HOUSE No. 75 WENTWORTH street, near St. Philip. Possession given on 1st January. Apply to J. L. MURPHY, No. 34 Broad street. dec28-1m

TO RENT, STORE No. 810 KING street. Possession given on 1st January, 1873. Apply to J. H. STEINMEYER, Charleston Steam Saw Mill, west end Beaufain street. dec28-1m

TO RENT, THE STORE No. 264, IN the bend of King street, a splendid dry goods store, lately occupied by A. S. FOSBERG, given immediately. For terms, apply to M. P. O'CONNOR, Administrator, Office No. 40 Broad street. dec28-1m

TO RENT, THAT LARGE AND COMMODIOUS STORE, No. 23 KING STREET, lately occupied as the Publication Office of THE NEWS, and formerly known as the French Office of THE NEWS. For terms, call, apply at the Office of THE NEWS, No. 19 Broad street. dec28-1m

Help the Shivering Poor.

Christmas week, so far, has been a trying time for those whom we have mentioned, how terribly severe it must have been for the poor, shivering wretches who have scarcely enough clothing to cover them, and who have neither fires nor fuel. Think of them, who you gather around your own ruddy hearthstones, and send a Christmas gift to the Ladies' Fuel Society.

Education.

DANCING SCHOOL.—FIRST SOIREE.—MRS. BERGER'S Dancing School will re-open on the 2d of January over Ekinman's Saloon. The first Soiree will take place SATURDAY, the 4th, and continue every Saturday. Free to pupils. Apply at No. 83 King street. dec28-1m

Boarding.

PERMANENT TRANSIENT AND DAY BOARD can be obtained, on reasonable terms, at No. 100 Meeting street, between Wentworth and Beaufain. dec28-1m

PLEASANT AND REASONABLE BOARD can be obtained by applying to H. H. VERNON, at Fogarty's Book Depository. dec28-1m

Joint Stock Company.

OFFICIAL RAFFLE NUMBERS OF THE CHARLESTON JOINT STOCK COMPANY for the benefit of the State Orphan Asylum. CLASS No. 22.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 21.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 20.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 19.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 18.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 17.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 16.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 15.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 14.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 13.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 12.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

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CLASS No. 10.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 9.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 8.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 7.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 6.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 5.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 4.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 3.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 2.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 1.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. 0.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

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CLASS No. -2.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -3.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -4.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -5.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -6.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -7.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -8.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -9.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -10.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

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CLASS No. -12.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -13.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -14.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -15.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -16.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -17.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -18.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -19.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -20.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -21.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -22.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -23.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -24.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No. -25.—FRIDAY EVENING, Dec. 27. 71-12-5-3-2-3-2-55-6-11-6-11-25-69-39-26-74-68-48-65-11-36-78-27-50.

CLASS No