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What the President is Reported as Saying Said about Pearson's Appointment.

From the Boston Daily Advertiser.

WASHINGTON, April 5.—A Cabinet officer is quoted here as having given to a friend the following statement in regard to the President's reasons for renominating Postmaster Pearson: It was not a thing that especially concerned me or my department, but the President was courteous enough to state his reasons to me, and ask for my opinion.

"I am under great obligations to the liberal Republican press," said the President, in opening the subject, "and I must repay the obligation in some way which will properly express my appreciation of the services rendered. Shortly after the New Year, I had conveyed to Mr. George William Curtis an intimation that I should like to show my sense of the importance in which I held his most valuable assistance, and that rendered by the New York *Times*, *Herald* and the *Evening Post* during the canvass, by a consultation with himself and the gentlemen representing those journals as to the best and most proper mode of acknowledging this obligation in some official way before the country. The proposition was met, as I felt it would be, in the spirit I made it.

"Mr. Curtis said that, for himself, he neither sought nor desired any official position; that whatever service he had rendered had been given under a profound sense of right, and in the success of the principles he had so long advocated he had received the only recompense he desired. The other gentlemen, who had brought to my support the important journals mentioned, replied in the same manner as did Mr. Curtis. None of them wished any official recognition, holding that a higher duty to the country made it desirable that they should not be fettered by the obligations of office. They wished, however, to be considered as the warmest friends of my Administration in the direction of reform; and I assured them their interest was very gratifying, and their wishes when expressed would certainly have great weight.

"The thing that most impressed me in these interviews was that in no way did these independents evince any desire to stipulate for place. I would have gladly tendered Mr. Curtis an important foreign appointment [it is believed the President meant the mission to the court of St. James], but my intimation to that effect was met by him with so much firm, courteous determination to adhere to his views that I said no more. Mr. Schurz positively declined to take office, and Mr. Jones of the *Times* and Mr. James Gordon Bennett expressed themselves in the same manner.

"When the matter of Mr. Pearson's re-appointment came up for consideration, I, through personal friends, invited some expressions of opinion from the gentlemen alluded to. It was unanimous in favor of Mr. Pearson's continuance in office. I had said early in the canvass that faithful, unpartisan discharge of duty was incumbent upon all officials. This Mr. Pearson had especially emphasized in his course during the Presidential contest. His opponents were many and formidable. Some of the Republican leaders particularly wished to see him dishonorably discharged, because he refused, in the heat of the Presidential canvass last fall, to permit the Post Office to be made a political machine. I stated these views to the members of my Cabinet from New York, and they fully agreed with me in the propriety of renominating Mr. Pearson. It is a matter in which New York, as a city, is more interested than any other part of the country can be. I believe the good sense of the whole country will approve my course. But I know I am right, and there I mean to stand or fall."

The Glory of the Slugger.

From the Philadelphia Times.

A big man with very tight trousers and extraordinary shiny silk hat walked up Chestnut street at about 6 o'clock last evening and went into a hat-store near Eighth. A crowd of citizens and small boys followed meekly after him, but stopped outside of the door. It was John L. Sullivan going to buy a hat. Pretty soon he came out and strutted with a touch-me-not air over to Green's Hotel. The crowd followed as before and seemed only too happy to have the honor of walking in the great man's wake. When the slugger reached Green's the crowd at his heels stopped again and gathered around the windows. Pretty soon Mr. Sullivan went into the restaurant and ordered his supper and the crowd flattened their noses against the windows and gazed at him. The pavement soon became blocked and Mr. Green came out and ordered the people away, but it was not until a helmeted Reserve with cane appeared that the admirers of the fistic hero dispersed. Some lingered in the rain in the hope that he would show himself again.

An ex-Attorney General of the United States, a famous soldier, an ex-Minister to a foreign court, a distinguished orator and a world-renowned statesman all passed by unnoticed by the crowd.

Wealthy Widows.

From the New York World.

There are widows in our city and its vicinity who are more blessed with worldly wealth than was the poor widow of Jerusalem. Look at the list of "a baker's dozen" of these estimable ladies. There is Mrs. Marshall O. Roberts, one of the most admired of our society belles, whose fortune is estimated at $8,000,000; Mrs. Moses Taylor, who also has $8,000,000 in property; Mrs. Louis Hamersley and Mrs. A. T. Stewart, with $6,000,000 each; Mrs. John V. L. Pruyn, of Albany, who would be wealthy if her face were her only fortune, but whose worldly possessions are set at $5,000,000. Then there are Mrs. John C. Greene and Mrs. Goelet with $4,000,000 each; Mrs. Lispenard Stewart, Mrs. Paran Stevens and Mrs. John Robinson, with $3,000,000 each; Mrs. Commodore Vanderbilt, Mrs. Riggs and Mrs. Isaac Sherman, each with $2,000,000.

THE old idea of making Paris a seaport, ventilated in 1825, has again been taken up by an engineer, M. Bouquet de la Grye, who is a member of the Institute. He proposes to deepen the Seine between Rouen, where large vessels can sail or be towed up from the sea, and Poissy, a pleasant summer resort of many Parisians, within easy distance of the metropolis. The distance to be deepened is something over ninety-three miles. The projector, however, says nothing of the dangers likely to result from the numerous islands which stud the Seine between Poissy and Rouen, and which would render river navigation exceedingly dangerous for vessels of large tonage, such as those that pick their way so carefully from Havre to Rouen.—The cost of deepening the Seine, with its tortuous windings between Poissy and the Norman town, is estimated at $30,000,000. The engineers who, in 1825, conceived this gigantic plan, spent $10,000 in studying the problem, but their labors were interrupted by the revolution of 1830, and the project has been since in abeyance.

A merchant went to his head clerk and said: 'John, I owe about $10,000, and all I possess is about $4,000, which is locked up in the safe. I have been thinking that this is the right time to make an assignment, but what plausible pretext I can give my creditors I know not.—You have plenty of brains; think the matter over, and let me know your decision in the morning.'

The clerk promised to do so. On entering the office the next morning the merchant found the safe open, the $4,000 gone, and in their place a letter which read as follows:

'I have taken the $4,000 and gone to Canada. It is the best excuse you can give your creditors.—*Cleveland Sentinel.*

THE people of the Pacific coast obtain their supply of codfish from the Chaumogin Islands. The various firms in San Francisco engaged in the trade have different places, known only to themselves, to which they annually send their vessels, and great care is taken to keep the good fishing spots a secret for their own benefit. The fleet remains in Alaska waters from two to three and a half months, visiting all the islands along the northern shore of Alaska. The fishing is done from boats. The greatest obstacle encount red is the dense cold fog that hangs over the islands during the season, as is the case on the Newfoundland Banks.

MOODY, the revivalist, was asked in the recent Convention in Milwaukee whether he had grace enough to die at the stake. He replied "No, I don't need it; all I want is grace enough to hold this Convention for three days in Milwaukee."

A negro, after gazing at some Chinese, exclaimed: 'If de white folks is all so dark out here, I wonder what's the color of the niggers.'—*Anon.*

A wise man smoketh not the wicked cigar which is given to him but handeth it over to the man who voted against him last election and has a sweet revenge.—*Anon.*

The tramp has a very deep-rooted conviction that this country will never attain the acme of prosperity until railroads build side-walks along their tracks for foot passengers.—*Anon.*

Secretary of the Navy Whitney—'I've come to take charge of the navy. Where is it?'

Watchman—'I'm sorry, sir, but I don't know; I've only been here twelve years.'—*Anon.*

'See here, your dog howls all night long, and never lets me sleep.'

Neighbor—'Yes, I know, but you howl all day about it, and don't let me rest. I'm getting mad myself.'—*Anon.*

EUROPEAN RAILWAYS.

SOME OF THE PECULIAR FEATURES OF CONTINENTAL ROADS.

Passenger Coaches and Their Internal Arrangement — Signals — Pay of Employes — Pensions and Other Special Privileges — Care of Orphans.

[J. H. Haynie's Paris Letter.]

Passenger coaches in use on the continent are practically identical with the kind in England. Exceptions occur in Switzerland and one or two lines in Germany, where two-storied cars are also in use sometimes. Certain compartments, labeled "Dames seules," are reserved exclusively for ladies on every train, and there is a very general reservation of certain cars for non-smokers. The system of communication by cord between passengers and the engineer does not exist, but in almost every compartment there is an arrangement by which you can signal the "guard," as the brakeman is called. When you have been stowed away in the almost air-tight box called a compartment, if you will take trouble to examine your rolling prison, you will notice on some of the lines a little triangular piece of glass let into the partition and accompanied by a notice in French, German and English to the effect that if you should really need assistance you must break the glass, touch a botton or pull a ring and then wave your handkerchief out of the right-hand window.

Engineers and firemen are not protected from the weather in Belgium, Italy or England, but a cab is universal in Germany and Holland, and partially so in France, Spain and Austria. Neither cab nor screen is anywhere considered to interfere with the engineer's knowledge of the working condition of his locomotive, but the authorities think that much humane protection might interfere with the discernment of signals and obstructions on the track. The continuous brake is in tolerably general use on the continent. As regards signals, a disc placed on top of a post ten to sixteen feet high is the usual appliance, one side of the disc being red and the other white. At night lamps are used. The semaphore is employed at bifurcations. In certain cases three signals are adopted, involving at night the use of red, green and white lamps. Green means "caution" in Germany; in Belgium it means "track clear." The block system is not yet generally in use, but it is being introduced almost everywhere. Level crossings of all kinds are very common on continental lines. Railways are crossed on the level by other railways, by street cars and by country roads, but none of these ever occur in England. All crossings are under or over the track in that country, and this system is fast being applied in Germany and also on some of the French lines. The terminal stations or "depots," as they are called in America, are generally very large and covered by elegant single-span roofs of great size. As for the platforms, those on the continent are almost invariably low, that is to say of a height varying from four to fifteen inches. The advantages of such platforms are: Facility for the moving about of passengers, baggage, lamps, trunks and goods; the tracks inside the station being in reality one continuous level crossing, there is no perilous chasm between a car and high platform. The disadvantages are: Risk of stumbling and falling when getting in or out of a compartment; where the platform is high the passenger is able to step directly from the car to the platform, or vice versa, almost on a level; bad usage of baggage.

I have made inquiry into the manner in which the employes on railways in France and England are treated, and the comparison is decidedly against the latter country. The Compagnie de l'Ouest, or Western line, is not the most prosperous in France, but it gives employment to about 23,000 persons. The average yearly wages paid by this company are: Engineers, from $726 to $1,040; firemen, from $390 to $492. On a corresponding English line which has 11,000 employes, the average wages were: Engineers, $600 to $784; firemen $345 to $510. In France all employes on active duty are paid by the month instead of by the week, as in England. As for the other employes, the wages of signal and points men of all grades average from $252 to $402, and for ticket collectors and brakesmen, from $252 to $352 in France, while in England the average is from $252 to $412 and from $263 to $383; but the French employes of these classes receive an indemnity for rent and lodgings in addition to their monthly wages. For train hands generally the rate in France is from $193 to $312, as against $176 to $290 in England, and for car washers in France, $235 to $290, as against $176 to $235 in England.

But where the French employe has an immense advantage over his English fellow is in the indirect advantages that he enjoys, as, for instance, the "assistance funds," "retiring funds," "saving funds," etc., which the companies over here place at the disposal of their people. The Compagnie de l'Ouest appropriates regularly $25,550 per year for their assistance fund in case of sickness; the English company only set aside $5,000 for the same purpose. In England a right to a retiring pension exists only at the age of sixty years and after ten years contribution to the pension fund; the French employe can retire at 55, after twenty-five years of service, or at the age of 50 and after twenty years in service, if pronounced incapable of fulfilling his duties. In the English companies neither the widow nor the children of an employe get any thing from the pension fund; in France, in case of death after fifteen years' service the widow receives half the pension the man would be entitled to, and when she dies one-half of her pension reverts to the children during minority.

The French employes have certain other privileges, such as transportation of freight over the whole line at the low rate of from two-fifths to four-fifths of a cent per ton per kilometer. The company will also supply them with provisions and wines of all sorts at the lowest wholesale rates, and if stationed at points where such articles are exceptionally dear, where the company cannot conveniently keep storehouses, they receive certain additions to their wages, expressly designated as an indemnity to meet such cases. They are allowed to purchase their fuel at the same rate as that paid by the company, while in case of sickness they are attended by the company's physicians and supplied with medicine gratuitously. A French railroad employe can travel over the line of his own company at one-fourth the regular rate of fare, and by a reciprocal arrangement he can do the same on all the other roads in France. Moreover, he has a right to large reductions from regular rates for all members of his family. Besides, the French companies allow what are called "primes" to all engineers and firemen for economy in machinery and fuel and at the end of the year all meritorious services in every department are rewarded by "gratifications," that is to say, a certain sum of money. The orphans of all employes killed while on duty are placed in orphan asylums at the expense of the company and are kept there until they are 17 years old. Even when an employe is dismissed he is entitled to a certain indemnity especially if the discharge is not because of his own fault.

MIDNIGHT HOG-WEIGHERS.

How the Secret Weighing Is Generally Done—The Pool Ring's Trick.

[Cor. New York Sun.]

An old gentleman well versed in the tricks of the midnight hog-weighers said: "Why, sir, these men can get into a pen and in twelve minutes can know to a pound what a hog weighs. They carry along with them heavy planks, bolted together with heavy hinges. With these they get into a pen and form a box. Above this they raise three upright beams. The hog is driven into the box, the box is hoisted with chains and a windlass, a large iron steelyard or scales is hooked on at the top, the weight is taken the hog lowered and driven off the plank into a corner, and the traps folded together and carried off, all inside of about a dozen minutes.

"This secret weighing is generally done the night before the slaughter. They know about now much a big hog will lose in dressing, and, with all this information dead to rights, they can figure it out to pretty near to what the hog will weigh. Next day the ring will be on hand. They will appear innocent and green, and go into the pen and measure the hog like the rest of the farmers, countrymen, or city sports. Her length and girth is measured and multiplied, allowance made for loss, etc., and in public the hog-weighers will make an estimate, but it will be very different from the one they make in secret. If there are six men in the ring, they will each put ten guesses in the box, taking in the range of the probable weight of the hog by twelve pounds. They know the positive live weight, but the question is as to the loss by killing and the gain or loss by an additional day's life. Their guesses like all others, are secret. Each man writes down his guesses as to the hog's weight on a piece of paper, at 10 cents a guess, and this is all put into the box.

"The person who guesses the weight exactly, or nearest, takes the purse, which at times runs as high as $100. The ring invariably wins the pool, and the money is divided between them. At times they have an understanding with the hog owner, but often they meet with stubborn opposition. I have known men to mark every board in the pen and every nail in the boards, so that they could see whether the hog-weighers had made any depredations. Last year I had a big hog up the country, and I gave express orders to kill any hog-weigher that came on the ground that night. I thought my orders were carried out, but I was fooled. They bribed my watchman, weighed my hog, and beat me out of $50 the next day by guessing nearer the weight of my hog than I did.

Periodicity of Disease.

[Youth's Companion.]

Intermittent fever (ague) is so called from the regular successive fall and rise of its temperature. In one type of this fever, the subsidence of the fever is for one day, in another for two days, in a third for three days. Many diseases run their course in a fixed number of weeks. In typhoid fever, and some other diseases, the temperature falls in the earlier part of the day, and rises in the latter part. These facts are familiar to our readers. Careful study indicates that there is a general law of periodicity in disease—indeed, that there are different laws, some having their source within the system, and some dependent on periodical changes without.

A daily period shows itself in steady increase of vital activity from 3 a. m., reaching its maximum between noon and 2 p. m., with a progressive decline, at first slow and later more rapid, reaching its minimum between 1 and 3 a. m. To this is due the more frequent occurrence of death some time after midnight.

There is a weekly period shown in the more vigorous condition, of a healthy body, in the earlier part of the week as compared with the latter part. This is due to the rest of the Sabbath, and indicates that we are so made that our nervous energy tends to rapid periodical exhaustion.

There are annual periods connected with the succession of the seasons. Vital vigor increases through autumn, winter and early spring; declines toward the end of spring, and reaches its lowest point at the close of summer. Hence the greater liability to disease in summer.

Different diseases, also, seem to sustain each its own special relation to the sea on. The maximum prevalence of small-pox is in May; of scarlet fever, in October; of diphtheria, in November and December; of typhoid fever, in November; of cholera, in September; of dysentery and diarrhœa, in July and August; of bronchitis and asthma, in January. Whooping cough, pneumonia and rheumatism are mainly diseases of winter and spring.

FACINATIONS OF HUMAN BRIC-A-BRAC

Allurements of the Dime Museum Business—Lull in the Receipts.

[New York Tribune.]

"The dime museum business is positively fascinating," said an old manager of those evanescent enterprises to a reporter the other day. "Once in it, you stay there. The whole thing is so like gambling that those whom it enthralls fade away, when distant from cannibal company, and simply perish while basking no longer in the Circassian beauty's smiles. They say there's money in it. So there is! But it is the money of the faro bank, and when made floats away on the same swift wings. I have started, or assisted in starting, over fifty of these shows in all parts of the country, and if there is anything new under the sun that I haven't exhibited, and which will "take" with dime museum patrons, I should like to see it."

"How do you organize such a queer, new company?"

"Nothing is easier, and again, nothing is more difficult. There are always some monstrosities out of a job—the dwarfs, the giants and the fat folks, for instance—but, except it be in a fresh place out west, they will not draw unless invested with the lustre of strange romance made plausible by new names. In a town that has never enjoyed a galaxy of our profession, it is simply a picnic to set up in business. We hire a three-story building, and fix up the interior with bunting and green and red cloth. In the top story we put a few monkeys and arrange a row of gaudily colored pictures behind magnifying lenses. If we can hire a coal mine, salt works or saw-mill cheap it is placed on this same floor. (Don't look astonished; these thing are in miniature.) After having thus contrived to prepare the visitor who begins at the top for greater things, we put on the second floor the stars. These are the terribly hackneyed human monstrosities, the magnetic and optical illusions, the glass-blowers and the irrespressible Punch and Judy. The hold which the latter have on the people is simply astonishing. I have seen persons visit museums several times a week, and while they might grow indifferent to everything else, they never tired of watching this time-honored drama. The trick of the 'electric boy' is generally very soon discovered, as it consists in the simple fact that his touch establishes the connection between the poles of a battery. But the variety business on a little stage on the first floor is the climax of the whole establishment and of our patrons' delight."

"How long does the popular enthusiasm last?"

"About three our four months. Then the smart Alecks in the community have visions of too much wealth made by the 'proprietors,' and the first thing you know there is a lull in your receipts. You try to liven up matters by engaging at a stiff salary the two-headed girl and the Yankee whistler, but suspicion is rife and you can't overcome it. After struggling a few weeks you give up the ghost, and sell out with a few hundred dollars' profit. The next man is as good as new, however. He will make very nearly as much money as you did, and will lose it in precisely the same manner. So will two or three after him. Thenceforth the place will settle down for a humdrum life that would kill men like me."

A Bad Break.

[Texas Siftings.]

Sam Peterby, a merchant from the interior, while attending the Mardi Gras festivities at Galveston, united business with pleasure by purchasing a bill of goods from a prominent firm. He was very politely received, and one of the proprietors showed him over the immense store. On reaching the fourth floor the customer perceived a speaking tube on the wall, the first thing of the kind he had ever seen.

"What is that?" he asked.

"O, that is a speaking tube; it is a great convenience. We can converse with clerks on the first floor without the trouble of going down stairs."

"Can they hear what you say through that?" asked the visitor.

"Certainly; and they can reply at the same time."

"You don't say so!" exclaimed the visitor. "May I talk through it?"

"Certainly," was the reply.

The visitor put his mouth to the speaking tube and asked:

"Are Sam Peterby's goods packed up yet?"

The people in the office must have supposed it was somebody else speaking, for a moment later the distinct reply came back:

"No. We have not packed them yet. We are waiting for a telegram from his town. We believe he is a slippery cuss."

Tableau.

Manuscript for "Jenkins."

One of the funny things of the inauguration ball, it is said, was the attempt of commonplace people to force their names on newspaper correspondents. Many ladies brought elaborate accounts of their toilets in their pockets, written out in the most angular style, and sent their escorts to the press headquarters with this sort of information.

How Parisians are Employed.

From the Philadelphia Press.

Statistics show that more than half a million of Parisians are employed in commerce, trade and banking operations, while of the artisan class there are considerably more than a million and a quarter. The liberal professions seem to occupy but a small proportion of the population. All combined do not amount to 200,000. The great majority are in public service, which employs more than medicine, law and divinity combined. But after the public service it is art which gives employment to the greatest number of Parisians. Forty-two thousand get their income from this branch of industry. The doctors come after, but a long way after. Medicine, in its branches, supports 18,000, the branches, of course, including chemists and all compounders and venders of medicine. Then comes the law with its 16,000 votaries, from judges to cries. Literature figures very low on the list, for, grouped with science and journalism, it gives employment to only 11,000 people, while all the clergy of all the persuasions amount to but half that number. On the whole, Paris would seem to be more industrious, more artistic, less literary and less religious than the ordinary visitor would suppose, while the proportion in which the working class exceeds those who live on their own income is more remarkable, as Paris is the recognized center of expenditure and extravagance for all France.

A LITTLE borax put in the water in which scarlet napkins and red-bordered towels are to be washed will prevent them fading.

RED STAR TRADE MARK. **COUGH CURE** Absolutely Free from Opiates, Emetics and Poisons. PROMPT, SAFE, SURE. Cure for Coughs, Colds and other Throat and Lung Affections. Fifty Cents a Bottle. At Druggists and Dealers. THE CHARLES A. VOGELER CO., Baltimore, Maryland, U.S.A.

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AYER'S Cherry Pectoral.

No other complaints are so insidious in their attack as those affecting the throat and lungs: none so trifled with by the majority of sufferers. The ordinary cough or cold, resulting perhaps from a trifling or unconscious exposure, is often but the beginning of a fatal sickness. AYER'S CHERRY PECTORAL has well proven its efficacy in a forty years' fight with throat and lung diseases, and should be taken in all cases without delay.

A Terrible Cough Cured.

"In 1857 I took a severe cold, which affected my lungs. I had a terrible cough, and passed nights after night without sleep. The doctors gave me up. I tried AYER'S CHERRY PECTORAL, which relieved my lungs, induced sleep, and afforded me the rest necessary for the recovery of my strength. By the continued use of the PECTORAL a permanent cure was effected. I am now 62 years old, hale and hearty, and am satisfied your CHERRY PECTORAL saved me. HORACE FAIRBROTHER."

Rockingham, Vt., July 15, 1882.

Croup.—A Mother's Tribute.

"While in the country last winter my little boy, three years old, was taken ill with croup; it seemed as if he would die from strangulation. One of the family suggested the use of AYER'S CHERRY PECTORAL, a bottle of which was always kept in the house. This was tried in small and frequent doses, and to our delight in less than half an hour the little patient was breathing easily. The doctor said that the CHERRY PECTORAL had saved my darling's life. Can you wonder at our gratitude? Sincerely yours, MRS. EMMA GEDNEY."

159 West 128th St., New York, May 16, 1882.

"I have used AYER'S CHERRY PECTORAL in my family for several years, and do not hesitate to pronounce it the most effectual remedy for coughs and colds we have ever tried. A. J. CRANE."

Lake Crystal, Minn., March 13, 1882.

"I suffered for eight years from Bronchitis, and after trying many remedies with no success, I was cured by the use of AYER'S CHERRY PECTORAL. JOSEPH WALDEN."

Byhalia, Miss., April 5, 1882.

"I cannot say enough in praise of AYER'S CHERRY PECTORAL, believing as I do that but for its use I should long since have died from lung troubles. E. BRAGDON."

Palestine, Texas, April 22, 1882.

No case of an affection of the throat or lungs exists which cannot be greatly relieved by the use of AYER'S CHERRY PECTORAL, and it will *always cure* when the disease is not already beyond the control of medicine.

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SYMPTOMS OF A **TORPID LIVER.**

Loss of appetite, Bowels costive, Pain in the head, with a dull sensation in the back part, Pain under the shoulder-blade, Fullness after eating, with a disinclination to exertion of body or mind, Irritability of temper, Low spirits, with a feeling of having neglected some duty, Weariness, Dizziness, Fluttering at the Heart, Dots before the eyes, Headache over the right eye, Restlessness, with fitful dreams, Highly colored Urine, and

CONSTIPATION.

TUTT'S PILLS are especially adapted to such cases, one dose effects such a change of feeling as to astonish the sufferer. They Increase the Appetite, and cause the body to Take on Flesh, thus the system is nourished, and by their Tonic Action on the Digestive Organs, Regular Stools are produced. Price 25c. 44 Murray St., N.Y.

TUTT'S HAIR DYE.

GRAY HAIR OR WHISKERS changed to a GLOSSY BLACK by a single application of this DYE. It imparts a natural color, acts instantaneously. Sold by Druggists, or sent by express on receipt of $1. Office, 44 Murray St., New York.

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SEVERAL THOUSAND LOCUST, Cedar White Oak and other kinds of POSTS of different sizes and lengths. They lay in the second, fourth and fifth districts. Also White and Red Oak BRIDGE BOARDS, White Oak piling and railroad ties.

Charles W. Jones, living near Mr. P. A. M. Brooks' woods, will act as my agent to deliver all orders, but the sales Must be made by me. All persons are forbidden to take anything out of the said woods unless by my or Charles W. Jones' permission.

WILLIAM PERKINS.

March 8, 1883.

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