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ROBBING A TRAIN OF $20,000 IN GOLD.

How the Coin was Secured and How it was Carried Away on Horseback.

From the Virginia Chronicle.

J. H. Squires, the ringleader of the gang that robbed the overland express east of Verdi in 1872, is now traveling agent for a firm in Sacramento dealing extensively in lamps. Squires recently visited this city as agent for the sale of a coal oil lamp of a new pattern. One evening during his stay on the Comstock, in the course of conversation with a *Chronicle* representative, he related an interesting narrative of the circumstances which led to the robbery and of the robbery itself.

He was residing in Flowery district at the time the robbery was planned, and was a partner of the late Jack Davis in several mines. They had exhausted their money in prospecting, and it was necessary to resort to strategy to raise more to develop their property, which Squires to-day maintains contains untold wealth, needing only coin to uncover it. Davis had the reputation of having been interested in several stage robberies prior to entering into copartnership with Squires, but up to the time of the stage robbery Squires says he was never connected in any manner with dishonorable transactions.

As staging in this part of Nevada was nearly at an end at that time, it was suggested by Davis that they put up a job to stop the overland express train on the Central Pacific and rob Wells-Fargo's car. After several consultations it was decided to resort to that means to replenish their depleted exchequer. In order to successfully carry out their plans it was necessary to take in several accomplices. Three men let into the secret had friends in another gang, who had also been arranging a train robbery.

Three of this gang were taken in in order to keep them from giving the business away, which they might have done had they kept out. Among these was Gilchrist, who afterwards turned State's evidence.

Squires was selected to lay the plan for the robbery and was unanimously chosen leader of the gang. After a careful survey of the situation he decided upon the quarry side track at Hunter's crossing of the Truckee river, four miles west of Reno, as the most eligible place for committing the robbery.

Verdi at that time was the meeting and passing point of the east and west bound overland express trains, they both being due there shortly after midnight.

Squires went to San Francisco and spent several weeks in ascertaining the amount of gold shipped by Wells, Fargo & Co., and he says he knew to a dime every day the exact sum that left the office in that city on the overland express.

The night of the robbery the gang, which had been concealed in the timber in the hills back of Verdi, assembled at the station a short time prior to the arrival of the express train from San Francisco, and just as the conductor signalled the engineer to pull out of the station, Squires and four of his men stepped upon the platform between the baggage and express cars, and Davis, Parsons and another man got aboard on the platform of the mail car, next to the locomotive tender, and, climbing into the cab of the engine, covered the engineer and firemen with shotguns and ordered them to keep quiet and obey orders.

Meanwhile Squires and his men had been observed to step on the forward platform of the baggage car, and a brakeman, thinking they were tramps, followed them and ordered them off just as the train started. Squires quietly dropped the brakeman on the ground from the opposite side of the train while it was in motion.

Meanwhile the conductor, baggagemaster and a brakeman opened the forward door of the baggage car to see who was on the platform, but were ordered to close it by Squires, who had the muzzle of a shotgun in dangerous proximity to the heads of the employees, remarking as he cocked the weapon that too strong a draft came through the open door.

After the train had got about three miles east of Verdi, Squires cut the bell cord and pulled the pin between the baggage and express cars, and the engineer was ordered to pull out for the quarry side track.

Up to this time the robbers were not aware that the west bound train was behind time, but thought it had passed at Verdi. On arriving at the switch the engine and the two cars were side-tracked, and the Wells-Fargo's messenger, opening the door to see what was the matter, found his person covered with three shotguns.

He was ordered to throw up his hands, and Squires and three of his companions entered the car, and after securing the messenger proceeded to remove the coin from the safe. They got away with $120,000 altogether. Pending the removal of the coin from the express car the mail agents were summoned to the door of their car and covered with guns until after it was accomplished. The coin was put in sacks, slung across the backs of horses ready saddled, and when the signal was given the gang mounted and rode rapidly away across the bridge in the direction of this city.

After the west-bound train came along and the east-bound was backed up to Verdi, the gang recrossed the bridge and bivouacked in the hills on the Peavine road. The coin was divided into two parcels. One-half was given to Squires and Davis, which the former cached in the hills, seven miles north of Reno, after the other members of the gang dispersed.

The story of the confession of Gilchrist and subsequent capture of the gang and recovery of most of the coin is too familiar for rehearsal. Squires served eleven years and a half in State prison, and Davis was killed several years ago while attempting to rob the Tybo stage in the eastern part of the State.

After his release Squires returned to this city and called upon Mr. Pendegast, agent of Wells, Fargo & Co. He approached the counter and asked Pendegrast if he recognized him. Being answered in the negative, he requested Pendegrast to take a good, square look, remarking: "My name is Squires; I have just been pardoned out of State prison after serving nearly twelve years for robbing the express car at Verdi. I understand that you have employed spies to watch my movements, and I want you to keep a sharp lookout for me."

Squires, in conclusion, says he called at the office several times subsequent to the above conversation with the agent, but Mr. P. always disappeared in the back room when he entered the premises, and kept out of sight until he passed out.

In a subsequent interview Squires said that if Gilchrist had not squealed the gang would have got away with the swag, and the entire crew would have escaped arrest. He stated that he was suspicious of Gilchrist's "sand" from the start, but if he had not been let into the scheme he would have squealed anyhow.

Squires intimated that he intends hereafter to lead an honest living. He is a man of more than average intelligence, and has a wonderful faculty for planning, disclosed in the train robbery, which, if directed in another channel, might have made him famous.

He is a man of medium statue and slight build, standing five feet and eight inches in his stockings. He wears a long, flowing, dark beard. His features are regular, and his eyes dark brown, and they gaze calmly into those of his vis-a-vis when engaged in conversation, but flash ominously when speaking of the treachery of a supposed friend or the efforts of enemies to persecute him.

THE STORY OF AN EX-SLAVE.

A Reminiscence of Forty Years Ago and the Change Since Then.

From the Hawkinsville (Ga.) Dispatch.

Last Saturday morning, while we were seated in the shade discussing some trivial matter, a citizen well posted in the affairs of Hawkinsville for the last forty years, said:

"Do you see that old colored man in the buggy driving around the corner? Well, that is old Dempsey Clark. About forty years ago he and his brother Bristow were as likely young negro men as could be found among the slaves on any plantation. They were put in the block and sold at public outcry to the highest bidder before the Court House door in Hawkinsville.

"Among the bidders for Dempsey and Bristow was old Jonathan Coley, who was rich in lands and slaves. Dempsy and Bristow said to Mr. Coley:

"'You needn't buy us, Mr. Coley, case we ain't agoing to live wid ye.'

"'Oh, well,' replied Mr. Coley, 'I've got plenty of dogs;' which meant that if they should run away he could capture them with the keen-scented dogs used in those days.

"Sure enough the old man Coley bought Dempsey and Bristow, and, as good as their word, they took to the woods as soon as they could escape from his plantation. They were captured once or twice, but made their escape again, and immediately took up their life in the woods.

"I remember that on one occasion a party of hunters with their negro dogs struck the trail of Bristow and Dempsey and chased them into the cypress jungle and among the lagoons just below Big Creek, four miles from Hawkinsville, where the creek empties into the Ocmulgee. The swamp was almost impenetrable, but the hunters followed their dogs and approached within fifty or a hundred yards of the 'runaway niggers,' as they were called. They proved to be Dempsey and Bristow, who by some means had obtained a gun or pistol, and defied their pursuers. Dempsey and Bristow were stout men and they swore they would die before they would be arrested.

"Among the hunters was Tobe McGriff, a brother of the present ordinary of this county. Mr. McGriff fired one shot at the fugitive slaves and they returned the shot. It then became evident that they were armed, and had determined not to be captured alive.

"The hunters withdrew and left Dempsey and Bristow in the swamp, and they remained in the woods three years. At last old man Coley despairing of ever getting any service out of them sold them in the woods to Bryant W. Brown of Houston county. Mr. Brown told his slaves that he had bought Dempsey and Bristow, and they at once left the woods and went to his plantation, where they remained faithful slaves until the close of the war.

"I don't know where Bristow is, whether living or dead, but that is old Dempsey out there in that buggy, and he is now known as Dempsey Clark. He owns a plantation of four or five hundred acres in Houston county and has several good mules and horses. He is a good farmer, is very industrious and manages well. He has a good credit among the merchants of Hawkinsville and Perry, and he has two daughters attending college in Atlanta."

We have only a bit of advice to offer old Dempsey: If he is out of debt and owns a farm, just keep out of debt. A good credit has ruined many a good man.

AN eighteen-months-old child in Texas, crawled out of its mother's bed the other night, and was not missed until morning, when it was tracked across several farms, under wire and through rail fences, for four miles, and found unharmed in the brakes of the North Bosque.

ON the four sides of a handsome tombstone, erected by a man in Niles, Mich., over the grave of his wife, are these inscriptions: 'The more Saints the more Hypocrites,' 'The more Peace the more Plenty,' 'The more Priests the more Poverty,' 'The more Religion the more Lying.'

EIGHTEEN years ago two sisters parted. Four years ago each, a married woman, moved to San Antonio, neither knowing the whereabouts of the other. A few days ago they came face to face on the street, and the scene is said to have been affecting.

JOHN ADZEME, a miner at Stellarton, N. S., came to his death curiously the other day. He was riding on a loaded coal car on the Acadia Railray; the bottom of the car fell down, and he fell through with the coal, and was run over by many cars.

MRS. SAMUEL WARREN, of Maquoketa, in prohibition Iowa, stepped into a saloon where her husband was drinking, grabbed a glass of beer from his hand, and captured enough of the bevorage to convict the saloon keeper, who paid $50 and costs.

30,000 MILES FREE.

A Boy Crosses the Continent Three Times Without Paying Fares.

From the Pittsburgh Dispatch.

Thomas Torney, a Kittanning boy, is well known in this city. He has spent the last twenty-three years in roaming around the country. He arrived in town yesterday morning from Kansas City in a freight train, having made the distance in four days. A reporter ran across him at Duncan's Hotel, on Chestnut street, Allegheny, last night, and found him in a very indignant frame of mind.

'I was held up for the first time in my life yesterday,' said he.—'When my train, the east-bound freight, reached Mansfield, Ohio, two policemen with drawn revolvers came up and asked me what I was doing on that flat car. 'Riding,' said I. Then they jerked me off the car, and pointing a revolver at my head, searched me, and finding no money on me, turned me loose. I got away and climbed on another car. If they find a man who has money they gobble him and take his valuables, and then send him to the workhouse for thirty days. If they do not find anything they let him go. I have been a roamer for twenty-three years,' he continued, 'and during that time traveled over 30,000 miles and never paid a cent car fare and never begged a meal. But I have had some lively experiences. I came to Pittsburgh when I was 10 years old, and after knocking around for a few years, learned the stonecutting trade.

'I have gone three days and a half without food, but never asked anybody for anything. I always pay for what I get. When I made my first trip to California I was not more than 16 years old, and I have made three trips across the continent since, and am only 33 years old now. My next trip will be down South.'

'How do you work your way on the trains?'

'Oh, it's easy when you get accustomed to it. The best riding is in blind baggage cars. They are cars that have no entrances at the ends. A man can crawl into one of these cars, and when the whistle blows to stop can get on top of the car and wait until it pulls out of the depot and then get down on a comfortable seat inside. I have had some rough rides. Once I found a coffin in a car. There was a corpse inside, but it never worried me. I hadn't done anything to him and he wasn't bothering me. Altogether he was about the quietest traveling companion I ever had. We didn't quarrel, but I tell you it was doleful. Another time I had arranged to be in a certain place at a certain time, and had to go. The best accommodation I could get was in between a lot of tombstones. The moon shone down on them, and I got a little uneasy; but I wanted to go just the same.

'The toughest riding I ever did was on a car of coke. It wasn't the softest seat in the world, but there was a lot of satisfaction in it, as I was getting the best of a corporation. I would rather pay a brakeman $1 than a railroad company ten cents for car fare.

'One time when myself and another fellow were crossing the plains a brakeman found us and ordered us off. The train was going at the rate of eighteen miles an hour, and he tried to throw us off. My companion got the best of him, and he was left lying along the road. I never heard what became of him.'

Torney says he has worked on some of the principal contracts for Western railroads and earned good wages, but never stayed in the same place longer than three months.—When asked if he had ever met any cowboys he said:

'Yes, and they are a first class set of fellows. They always pay for what they get unless they are out of funds, and if a man trusts them he is sure to get his money at the first opportunity. I knew one fellow, he was called 'Slapjack Bill.' He was a road agent, and he would hold up people for whatever they had, and then would go to some town and play until he lost his money. If he wanted a drink he would get it by pointing his revolver at the barkeeper, but if he ever came back and had any money he would settle.'

'You made pretty good time on your trip East?' suggested the reporter.

'Yes, I came with a load of cattle. When I couldn't get on the caboose or a flat car I went in with the cattle. I have ridden with pigs, and I have got on top of horses, and made out pretty well, but when it comes to riding on oxen a fellow has got to look out pretty sharp for his eyes.'

'What do you intend to do now?' was asked.

'I believe I'll go down the river on a boat. I will build a flat and float down, and get all the work at clock fixing I can. There is money in it. I am a mechanic, and one time when I took a similar trip I made quite a stake. We floated down, and I had a cargo of springs, watches and clocks, everything of the cheapest kind. When I got to Sewickley I made $9 in one day mending clocks. Sometimes I would get $1 for fixing a clock that was in better repair before I began at it than when I turned it over. It is an easy thing to get a clock to go until you get out of town. I think I will go to clock repairing on my trip down South, where I will get work at my trade again.'

As an evidence that he was not penniless, Torney pulled out a roll of bills half as thick as a tomato can to pay for refreshments ordered for the house a few moments later.

THE Alleghenians are a frugal folk. A Pittsburgh man advertised for a cook, and received this note from a citizen of Allegheny: 'Dear Sir: I have seen your advertisement for a cook for three days in the papers. When you get what you want, please send the rest of the girls to me, as I don't care to advertise.'

A BATTER on the Kenduskeag, Me., Base-Ball Club, knocked a ball nearly straight up in the air. The pitcher and catcher of the Corinth Club both ran to catch it, and came together with such force that one received a bad scalp wound, and the other lost most of his front teeth, was knocked senseless, and did not regain consciousness until the next day.

A CLEAR head and a clear conscience are the attributes of victory.

THE ENGLISH STYLE OF DRESS.

A Candid American Girl Expresses her Opinion of her British Sisters' Costumes.

From the St. Louis Globe-Democrat.

If only the younger Englishmen were guilty of loose knickerbockers, coarse stockings, and hob-nailed hoes, it might be considered as a youthful folly, but middle-aged, white-haired, bald-headed Britons, men of years and eminence, grandfathers and celebrities at home, go about Norway in clothes that a servant would despise. The Germans and the other people who come in, and the Norwegians themselves, go about dressed as gentlemen in proper clothes, and likewise the Americans, with a very few glaring exceptions of those led astray by bad Eglish company, and who wear the beggar's costume solely because 'it's English, you know.' I overheard one unterrified American girl calmly ask a picked up acquaintance on a fjord steamer:

'Why do you Englismen wear such scare crow clothes when you travel here? You are none of you very pretty in them.'

'Ah, these you mean?' growled the youth, spreading out the hands that he always carried in his pockets. 'Why, these are my shooting togs.'

'Well, don't you wear them to America, or they'll shoot you on sight,' seid the flippant miss.

'Ah, really! don't the fellows wear them there?' he asked blandly, as the pert American had not said anything at all out of the way.

As this girl evidently had views and was noticing things as she went along, we planned to get her opinion on the costumes of English women, and she poured out a stream of opinions and illustrative anecdotes:

'Oh, yes, they wear their old clothes here, too. My grandmother may remember when the cut of them was in style. They all leave their bustle at home, but they bring their silver jewelry. I can tell them a mile off. And their feet! Did you ever see anything like them? And the way their dress skirts hang! Any one of these English women could draw a crowd on Broadway. They're always talking, too, about how strictly their young 'gells' are raised, and what models they are for us American girls. Well, there was one at the last station with a foot bigger than my father's, and she wore heavier boots than his, and without any heels. She wore a lank dress without any overskirt, and it was fourteen inches short of covering those feet. No bustle, of course, but a big silver breastpin, like a policeman's star. Then she pulled and slicked her hair straight back into a classis knot about the size of a hickory nut at the back of her head. Oh, she was a nice one, I assure you. Well, what did this piece of propriety do but get up at 4 and 5 o'clock in the mornings and go climbing to the top of mountains and glaciers all alone, with a guide who couldn't speak a word of English. Now, I don't call that particularly proper.'

OUR GIRLS IN ENGLAND.

A Statement That Should Open the Eyes of Ambitious American Women.

Henry Watterson, in Louisville Courier-Journal.

Being myself a member of three London clubs, it does not perhaps lie in my mouth to speak of a certain exclusiveness and inhospitality which no native Londoner will deny, marking the club life of London, and in striking contrast with the club life of New York; but it's a fact, nevertheless. Nowhere is the Englishman seen to such characteristic disadvantage as in his club, where the pig in him comes out strongest and is ever present—at the dining table, at the card table and in the smoking room. As to the great private houses, there is but one key that opens their doors to the foreigner, particularly to the American, and that is the key which fits into the domineering spirit, the admirable system of self-enlargement, the complacency and the vanity of the British aristocracy. 'Without a current American beauty,' says the *Standard*, 'the fashionable world would get on with difficulty.' Alack the day! this is as much as to say that without a mercenary mother, having a daughter to sell, the occupation of the lewd young bucks of the peerage, not to speak of the Prince of Wales, would be very much circumscribed; for, in plain English, that is just the size of it. 'Social success' for the American in England means the acceptance with a good grace of the state of case abhorrent to his love of his country and his respect for himself, and the American whom the *Standard* describes is one who, by cajolery and servility, has contrived to penetrate the inner circle of the nobility, where he is received with a stretch of tolerance and allowed to remain on a ticket-of-leave. He must speak low and mind his eyes, or he will find himself down the back stairs, being, indeed, but a little more distinguished than the servants. As for the women, heaven help them! They must be young and pretty and fetch their 'dot' with them, or else have some baser sacrefice to lay at the feet of the ever-hungry, always-brutal social Moloch, if they look for recognition. Nobody enters this theatre without an admission ticket duly stamped and paid for. Upon its outer doorway is perpetually hung the familiar legend, 'The free list is suspended,' and, for the untitled American, at least, 'Standing room only.'

BONANZA MACKAY hopes to create out of the Postal Telegraph Company a system as extensive as the Western Union, and predicts that in doing so he will reduce rates to such an extent as to do away with business letter writing inside of three years. His most ambitious plan is to build a line through to San Francisco, and he promises New York business men to send twenty words for every dollar before the first of January. Mr. Mackay is preparing to join his wife in Europe and expects to be gone eight months.

EIGHTEEN hundred and eighty-six began on a Friday, and will end on a Friday, and contains fifty-three Fridays. Four months in the year contain five Fridays. Five changes in the moon occur on Friday, and both the longest and shortest days in the twelve months are on Fridays. This might, indeed, be termed a Friday year.

BUFFALO is going to have a tremendous clock. The dials will be 25 feet in diameter, 361 feet above the street, and lighted by electricity.

A BOOM IN BUSINESS.

Ship-Builder Cramp on the Trade Revival and Secretary Whitney's Methods.

From the N. Y. World.

'Yes, there is no doubt that business is reviving,' said Charles H. Cramp, the Philadelphia ship-builder, at the St. James Hotel, recently. 'The woolen manufacturers are having pretty hard times, however. You know the price of wool has nearly doubled in the past twelve months, while the price of clothing has made no advance. The wool-growers are happy, but the manufacturers find it difficult to figure out a profit. There is little doing in ship-building at present. Our business is the last to feel the effects of a rivival in trade.'

'Do you criticize Secretary Whitney for going abroad for the plans of the new cruisers?'

'No. It is his duty to get the best plans he can. The ships will have to be made in this country. General Butler says it is not the man who reads the most books who is the best informed. He thinks it requires more intelligence to select the proper books to read, and the one that makes judicious selections gets the greatest amount of information. The same may be applied to the Secretary of the Navy in selecting plans for new ships. The greatest test of his ability lies in deciding what plans not to accept. Our government officials, however, are not allowed the discretionary powers that are deemed essential in other countries. For instance, the Russian Minister of Marine has almost absolute power in his department. He can order new ships and manage his branch of the service without consulting his subordinate officers. In this country the bureau officers in the Navy Department all have something to say in directing the affairs of the department. They generally wrangle among themselves and stand united against any outsiders. I think General Beaver is certain to be elected Governor of our State. The Republican majority is too big to be overcome by the opposition.'

Foods Found by the Chemists of the Massachusetts Board of Health to be Especially Liable to Adulteration.

FORM OF ADULTERATION.

Milk.—Addition of water or coloring matter, and abstraction of cream.

Butter.—Substitution of foreign fats, and addition of coloring matter.

Spices.—Addition of starch and other foreign powders. Especially true of pepper and mustard.

Cream of Tartar.—Substitution of starch, gypsum and other cheaper substances.

Baking Powders.—Alum and other injurious ingredients. Baking powders have no legal standard, other than that of freedom from harmful ingredients.

Lard.—Presence of cheap fats and oils.

Olive Oil.—Substitution of cheaper oils.

Jellies and Preserved Fruits.—Substitution of cheaper fruits, and addition of coloring matter.

Vinegar.—Absence of the required amount of acetic acid, and addition of coloring matter.

Honey.—Substitution of cane sugar, glucose and other substances.

Molasses.—Addition of glucose, presence of tin or other foreign substances.

Sugar.—Glucose, poisonous coloring matter.

Maple Sugar and Syrup.—Glucose.

Confectionery.—Terra alba, poisonous coloring matter, fusel oil, arsenical wrappers, etc.

Coffee.—Mixture or substitution of various cheaper substances.

Canned Goods, Vegetables and Meats.—Metallic poisons.

GENUINE MERIT IS SURE TO WIN.

We believe the RUSSIAN RHEUMATISM CURE has real, genuine merit. It is this faith which has led us to put our money into it so liberally. We have put more into it than money—money could not buy the fair name we have gained by twenty years of honorable business dealing right here on Market St., Philadelphia, and yet so great is our faith in the Russian Rheumatism Cure that we are willing to stake our reputation on it as a safe, speedy and permanent cure for all Rheumatic troubles. Could we offer any better guaranty of good faith? Others besides ourselves have tested its merits, and add their hearty and unequivocal endorsement.

We send to all who ask it a pamphlet containing much of such testimony. And yet if you have Rheumatism why suffer one day longer than is necessary. It costs only $2.50 to be cured, and while you are making up your mind to try it you might be made well. The

RUSSIAN RHEUMATISM CURE

has saved every Rheumatic sufferer who has given it a fair trial. It is for you to decide whether or not it shall cure you.

Price $2.50. If mailed, 10c. additional. If registered, 10c. more.

One box does the business. RUSSIAN RHEUMATISM CURE. None Genuine without this Trade-Mark.

As yet it is not to be found at the stores, but can only be had by enclosing the amount as above, and addressing the American proprietors,

PFAELZER BROS. & CO.
819-821 Market Street, Philadelphia.

SCHOOL BOOKS!

School Supplies Generally,

in readiness for the opening of the schools.

LARGEST STOCK!
CHOICEST GOODS!
LOWEST PRICES!

Colin F. Stam,
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PURE SPICES!

WHOLE OR GROUND
CLOVES, ALLSPICE,
MACE, CINNAMON,
MUSTARD, TUMERIC,
GREEN GINGER,
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LUCCA OLIVE OIL,
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M. A. TOULSON'S,
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OUR PRICES for all grades of Canton Flannel—quality considered—are hard to beat and see for yourself.
J. H. SIMPERS.

RED STAR COUGH CURE
TRADE MARK.
Absolutely Free from Opiates, Emetics and Poison.
SAFE. SURE. PROMPT. 25 Cts.
AT DRUGGISTS AND DEALERS.
THE CHARLES A. VOGELER CO., BALTIMORE, MD.

ST JACOBS OIL
TRADE MARK
THE GREAT GERMAN REMEDY
For Pain Cures Rheumatism, Neuralgia, Backache, Headache, Toothache, Sprains, Bruises, etc., etc.
PRICE, FIFTY CENTS.
AT DRUGGISTS AND DEALERS.
THE CHARLES A. VOGELER CO., BALTIMORE, MD.

THE GOODS
THAT SELL IN THE SUMMER
—OUR—
Specialtes
FAIR DEALING — ONE PRICE.
SHOES AND SLIPPERS.
STRAW HATS.
MATTING.
WHITE GOODS.
HAMBURG EDGINGS.
NECKWEAR.
PARASOLS.
FRUIT JARS
AND
JELLY GLASSES.
WROTH & ALDRIDGE.
May 20, 1886.

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CURES
DYSPEPSIA, INDIGESTION, WEAKNESS, CHILLS AND FEVERS, MALARIA, LIVER COMPLAINT, KIDNEY TROUBLES, NEURALGIA AND RHEUMATISM.
IT is Invigorating and Delightful to take, and of great value as a Medicine for weak and Ailing Women and Children.
IT gives NEW LIFE to the whole SYSTEM by Strengthening the Muscles, Toning the NERVES, and completely Digesting the food.
Volina Cordial
CONTAINS no hurtful Minerals, is composed of carefully selected Vegetable Medicines, combined skillfully, making a Safe and Pleasant Remedy.
A Book, 'Volina,' by leading physicians, telling how to treat diseases at HOME, mailed, together with a set of handsome cards by new Heliotype process, on receipt of 10 c.
For sale by all Druggists and Grocers. Should the dealer near you not keep VOLINA CORDIAL, remit $1.00, and a full size bottle will be sent, charges paid.
PREPARED ONLY BY
Volina Drug and Chemical Company,
BALTIMORE, MD., U. S. A.
Sept. 23, 1883.

THE DIFFERENCE.

Suppose two Life Insurance Companies issue policies for $20,000 each, on June 1st, 1886, one company being *THE WASHINGTON LIFE INSURANCE COMPANY OF NEW YORK*. The age is Forty years; the annual premium $626.00 in each Company. Suppose at the end of first year each Company declares a dividend of 20 per cent. on first annual premium, or $125.20. Suppose the assured omits to pay second annual premium, due June 1st, 1887, on both policies, and by illness or accident dies August 10th, 1887.

RESULTS:

The Washington Life pays the amount of its policy $20,000. The other Company does not pay its beneficiary a dollar, not even the $125.20 dividend declared. This is the Difference between the policy contract of The Washington Life and that of any other Life Insurance Company.

Don't misunderstand us; The Washington Life is the only Company in the United States that would pay one dollar under these circumstances.

This is the non-forfeitable dividend system of The Washington, that we wish to impress upon the insuring public. It is the difference between $20,000 and nothing, under the circumstances named, and this non-forfeitable dividend feature of The Washington Life would apply to any renewal period of a policy.

Within the last five years alone 2,053 policies insuring $4,304,143 have been saved to policyholders of The Washington by Non-Forfeitable Dividends.

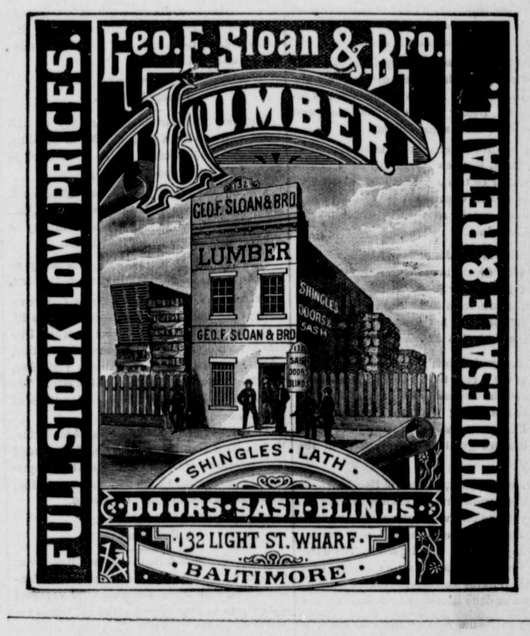
Sept. 9.

CHANGE SCHEDULE.
Peach Season.
On and after Thursday, August 5th, 1886,
Steamer Fairchild
will make
DAILY TRIPS AS FOLLOWS:
Leave Chestertown 6 p. m., Burchinal's 6.30 p. m., Quaker Neck 8 o'clock p. m., Long Cove 9.30 p. m., arriving in Baltimore 2.30 a. m.
The Fairchild has been thoroughly repaired and is in excellent condition. Our facilities for handling fruit cannot be surpassed. We shall run a LARGE TUG BOAT AND SCHOONER from Corsica Creek and other points daily, connecting with Fairchild at Long Cove, going and coming, to deliver freight the Fairchild may have for Corsica Creek and different wharves.
If the weather is too stormy for the Fairchild we have engaged this large tug to assist her, and it will be always ready if any accident should happen. Freight received daily at Pier 12, Light street, and receipted for.
J. T. TWILLEY,
Aug. 5. President.

NEW STORE
AT GALE'S WHARF,
where GOODS can be had at
City Prices for Cash.
FLOUR FISH, MEAT, SALT,
MACHINE OIL, HARDWARE, &c
JOHN GALE.
June 24—tf.

SAML BURNS & CO.
LUMBER
SHINGLES, LATHS,
PICKETS, SASH, DOORS, BLINDS,
BRICKS, LIME &c.
104 LIGHT ST. WHARF
BALTIMORE

WM. B. TILGHMAN. C. C. TIGHMAN. M. T. EARLE.
Wm. B. Tilghman & Co.,
Successors to Kenly & Tilghman,
General Commission Merchant
No. 1 Bowley's Wharf,
BALTIMORE, MD.
Jan. 22, 1885—y.

FULL STOCK LOW PRICES.
Geo. F. Sloan & Bro.
LUMBER


WHOLESALE & RETAIL.

Seasonable Goods

WHITE WASH BRUSHES—a nice assortment.
ICE CREAM FREEZERS—several styles and all sizes.
REFRIGERATORS & ICE CHESTS—kept in stock.
DOOR AND WINDOW SCREENS—made to fit all sizes.
DOOR AND WINDOW WIRE—all widths, very *Low*.
LAWN MOWERS—different sizes, the best makes
WATER COOLERS, FLY FANS, WIRE DISH COVERS.
Call on
J. K. ALDRIDGE & CO.

For Bird Cages, Hanging Baskets and Flower Pots, see
J. K. ALDRIDGE & CO.

OIL STOVES.
Now for the coming warm season, perhaps you need an Oil Stove.
J. K. ALDRIDGE & CO.
have a *nice line*.

Field Kegs and Buckets at the Hardware Store of
J. K. ALDRIDGE & CO.

Call and examine the Patent Bush and Grass Scythe and Snathe, at
J. K. ALDRIDGE & CO'S.

LIVERY AND FEED STABLES.
I have rented the Stables belonging to
HALL'S HOTEL.
These Stables have been recently Enlarged and put in Thorough Repair. I intend keeping
A FIRST-CLASS LIVERY,
and will take Horses on Board by the day, week or month at reasonable rates.
C. H. DAVIS.
April 15, 1886.

MACHINERY OILS
All Kinds.
Prices Very Low!
—AT—
Louis K. Stam'.

LIME! LIME!
No. 1 Wood Burnt Lime,
—FOR—
BUILDING AND WHITEWASHING
LOWEST PRICES
J. B. SAPPINGTON.

GLASS FRUIT JARS.
Mason Porcelain-Lined, also the Gem Jar Glass-top and tin-top Jelly Glasses. Stone Jars, all sizes, and Canning Sugar—all at lowest prices at
J. H. SIMPERS.

JOS. L. DOWNES. W. R. JENNINGS.
DOWNES & JENNING
Merchant Tailors.
33 Hanover Street,
BALTIMORE.
Sept. 17, 1885.

WOOD! WOOD!!
Hickory, Oak and Pine.
THE subscriber has purchased 1000 cords of the very best seasoned Oak, Hickory and Pine that has been in this market for some time, and is selling it, delivered, at $5.00 per cord for oak, and $6.00 per cord for hickory; wood sawed and split to order.
This Wood has all been culled over; is full length, clear of knots and small sticks.
Pine KINDLING WOOD for sale low.
WILLIAM PERKINS,
Rising Sun, Saloon, Chestertow

DO YOU WANT
PLOW CASTINGS THIS SPRING?
If you do, $1.00 will buy 10 Points or Shares No. 9, 10 or 11. We also have first-class Mino and Horton Castings for sale. Do you want Single Trees or Double Trees, made of good hickory and well-ironed, Cheaper than you ever heard of? Go to
CHAPMAN & LAMBERT.

CARPENTERING.
James Chilcutt, formerly of Centreville, having moved to Chestertown, offers his services for doing all kinds of House Carpentering, work on dwellings, barns, &c. Work done by contract or by the day. Jobbing especially attended to. Good references can be given. All he asks is a trial by the public.
JAMES CHILCUTT,
April 30, 1885. Chestertown, Md

FOR SALE.
Post! Post! Post!
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.

DO YOU WANT
YOUR CARRIAGES PAINTED & REPAIRED
If you do, go to Chapman & Lambert's. They will give you firstclass work and at a low figure. They have in their employ one of the best painters who has ever been in the State

DO YOU WANT
A GOOD FARM WAGON OR DEARBORN
Either Eleptic Springs or Platform? If you do call at CHAPMAN & LAMBERT'S and be surprised at the reduction in price befor buyin.

PLOWS. PLOWS. PLOWS
The ROLAND CHILLED PLOW, Nos. 43 33, 23, 13, 133 and ORIOLE PLOWS.
For sale by
J. K. ALDRIDGE.

NEW Stock of Horse-Collars and Bridles Halters, Traces and Plow-Lines at
WROTH & ALDRIDGE'S

VELVETEENS—In the leading col Cheap at J. H. SIMPERS