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HENRY L. BLOSSAT, BUSINESS MANAGER

AGENTS: Thos. McIntyre, New Orleans, La. J. Curtis Waddell, St. Louis, Mo. Nelson Cheaman & Co., St. Louis, Mo.

ALEXANDRIA, LA. WEDNESDAY, JUNE 8, 1881

The Virginia re-adjusters have nominated W. E. Cameron for Governor, and ex-United States Senator John F. Lewis for Lieut. Governor.

The Epsom Derby has been run yearly since and including 1860. In 1865 the Derby was won by a French horse for the first time, and in 1876 a Hungarian horse won the stakes for the first time. Iroquois is the only American horse that has ever come out first in this race, and the Englishmen feel very sore about it.

A well-known gentleman in St. Louis was the subject of a rather curious and interesting surgical operation the other day. The fat had begun to gather in such heavy folds around his neck as to become annoying, so he had the extra pound of flesh removed. Only a few drops of blood were lost, and after the operation the patient smoked his cigar as coolly as ever.

WOMAN'S WISDOM.—"She insists that it is more important that her family shall be kept in full health, than that she should have all the fashionable dresses and styles of the time. She therefore sees to it, that each member of her family is supplied with enough Hop Bitters, at the first appearance of any symptoms of ill health, to prevent a fit of sickness with its attendant expense, care and anxiety. All women should exercise their wisdom in this way." —[New Haven Palladium.]

PROBABLY one of the most interesting sporting events of the last decade is the winning of the English Derby races by an American horse. Mr. P. Lorillard, of New York, is now one of the most distinguished representatives abroad of an American sportsman who is also a gentleman by birth and breeding. His horses have heretofore won a number of lesser honors, but his bay colt Iroquois has crowned his triumph by winning the celebrated Derby stakes.

A PROMINENT LAWYER'S OPINION.—In one of our New England exchanges we observe that Wm. T. Filley, Esq., of Pittsfield, Attorney-at-Law and Assistant Judge Police Court, and late County Commissioner, was restored to perfect health and activity, by the use of St. Jacobs Oil. He had suffered with rheumatism for years intensely; but by the recent use of the remedy he was, as stated, completely cured, and says the Oil deserves the highest praise. —[Springfield (Mass.) Republican.]

We acknowledge the receipt of an invitation to the Commencement exercises of Jefferson College, to be held in Washington, Mississippi, on Thursday, June 23. The order of exercises is as follows: 10:30 A. M.—Salutatory Address; contest for the Gold Medal awarded to the best declaimer. 11:30—Exhibition of the Jefferson Literary Society, consisting of a debate and an oration. 12:30—Valedictory Address; awarding Prizes and Certificates of Distinction. 1 P. M.—The Annual Address before the Officers and Students of the Institution, by Hon. L. Q. C. Lamar. A select band, with music arranged for the occasion, will be in attendance for the day.

THE LOUISIANA STATE UNIVERSITY.—We have received an invitation to attend the Commencement exercises of the Louisiana State University and Agricultural and Mechanical College. The following is the order of exercises: Friday, July 1.—Meeting of the Board of Supervisors at 12 M. Saturday, July 2.—Meeting of the Alumni at 10 A. M.; drill at 4 P. M.; addresses by students and friends of the University at 5 P. M. Sunday, July 3.—Annual sermon by the Right Rev. John N. Galleher, Protestant Episcopal Bishop of Louisiana, at the Methodist Church, at 11 A. M.

Monday, July 4.—Announcement of distinctions and delivery of certificates at 5 P. M.; after which, oration by Major W. F. Melton, of New Orleans. University ball at 9 P. M.

A WIRE TO SHREVEPORT.—By the first of August it is expected New Orleans will be connected with Shreveport by one continuous telegraph wire over the New Orleans and Pacific Railway. The work of putting up the wire has already been commenced by the American Improvement Company, and forces are at work coming from and going toward Shreveport. Late advices from the latter city state that telegraph poles have been put up for more than ten miles in this direction, and the work will keep progress with the tracklaying. A telegraph office will be fixed up in the boarding car at the end of the track, so that Major Greene, the chief engineer, with headquarters in Shreveport, can be kept informed as to the progress of the work. As soon as the two forces meet and the through wire has been joined, telegraph offices will be established at all principal points along the line of the road, thus giving the interior portions of the State direct communication with the balance of the globe. —[New Orleans States.]

MONOPOLIES.

When the late Constitutional Convention assembled, it was thought that there would be a complete annihilation of all monopolies in this State. But it now appears that the Convention retained the exclusive privilege already given by the Legislature to Railroad companies. Under a peculiarly worded charter the Morgan Line of Railroad cannot, it seems, be extended beyond Lecomte, in this Parish, and there it must connect with the New Orleans Pacific. The people of Rapides, and Alexandria particularly, desire the completion of the Morgan Road, as that is regarded as a local organization, and with its terminus at this place, will be of more service in building up our city than the New Orleans Pacific.

We favor all Railroad enterprises, and think it our duty to aid and assist as far as we can, every projected line connecting with our city. The property holders have been extremely liberal to the New Orleans Pacific in granting the right of way, giving one hundred and fifty feet through plantations, greatly to the damage of the value of property. When doing this act of liberality, little did they dream that they were building up a monopoly that now threatens to prevent the construction of the Morgan line to this place, otherwise they would not have been so liberal. We have had enough of monopolies in Louisiana, and it is not beyond the power of the Legislature that granted the exclusive right to the New Orleans Pacific to build its road from New Orleans to Alexandria, to repeal the same.

From an authoritative source we hear that the Morgan line will be pushed through to this point. We hope there is no doubt on this question. There are many ways in which the N. O. Pacific can be flanked, and with the legal talent that is at command, backed by a Judiciary that are inimical to monopolies, and with the known pluck and energy of C. A. Whitney & Co., we are not prepared to see a failure on their part. While every one is interested in the early completion of the N. O. Pacific, it cannot be denied that, very recently, the sympathy of the people is with Morgan's line, because they are opposed to monopolies, and because Alexandria is deeply interested in having that line constructed that will have its terminus here.

"IT WAS THE CAT."—Late supper with a bottle or two of "extra dry" don't agree with everybody as old man Bloggs can testify to his sorrow. We don't want to be hard on the Old Man and we hope his late experience will serve as a warning for the future. But we digress. It was quite late Tuesday night when Mr. B. returned home from his club and to say the least he was "tired." After repeated attempts to unlock the front door with a pocket comb and let himself in quietly, he was finally compelled to ring the bell, which of course brought his highly indignant spouse to an upper window to see who it could be. Mr. B. caught a glimpse of the dreadful vision above, and knowing that no joy awaited him there, concluded to keep quiet and throw the responsibility on the cats, of which there were several in the room. So he began in melodious voice to imitate the call of a disconsolate Thomas, which so deceived his good lady that she closed the window and retired, remarking to herself, "It was only the cat. I do wish Josiah had would arrange his business so as to come home earlier." In the mean time the faithless Josiah had to content himself with a cold seat on the front steps until the hired girl came down to open the door for the milk man early in the morning, when he hurried past her, and throwing himself on the parlor sofa, and aware of Mrs. B. that he had lain there all night suffering from a severe headache and accused that good lady (very much to her surprise) of treating him with indifference at not answering his call for help during the night. The object of this article is to inform Mrs. Bloggs where her liege lord spends his evenings and we hope it will serve as a warning to all married gentlemen who keep late hours.

By the way, have you looked through our elegant assortment of Gents' Straw Hats and Clothing? We show all the latest styles. You are invited to call and examine them. HUSTMYRE.

ALBANY, June 4.—The joint convention re-assembled at 12 M. The following is the result of the first ballot to-day for a successor to the Hon. Roscoe Conkling: Jacobs 31; Conkling 29; Wheeler 13; Cornell 13; Rogers 13; Bradley 1; Crowley 2; Lapham 4. The following Senators were paired: Astor with Fowler, Williams with Murtha, Pitts with Seebacher, and Schrader with Stephens. The following Assemblies were paired: Andrews with Cowles, Braham with Brooks, S. R. Wells with Boardman.

The following were the changes made: Madden from Wooden to Cornell, Fenner from Fenton to Cornell, Holt from Lapham to Rogers, Palmer from Cornell to Crowley, Scott from Cornell to Lapham. No choice. The following is the result of the first vote to-day for the successor to Platt: Kernan 31; Platt 26; Dewey 25; Cornell 8; Lapham 2; Crowley 4; Folger 3; Dutcher 2; Miller 8; Tremaine 2; Vancott 1; Wheeler 1; Fenton 1. The following were the changes: Fenner from Cornell to Fenton; Holt from Tremaine to Cornell; Sheely from Cornell to Tremaine; Young from Lapham to Tremaine. No choice.

Both branches of the Legislature have adjourned until Monday. —WATCHES, Clocks and Jewelry cheap for cash, at T. M. Blossat's.

TO THE CITIZENS OF ALEXANDRIA

We are persuaded that the growth of general intelligence and education will relieve us from any lengthy argument in favor of the great and leading laws of health and hygiene. These have long since been established upon a statistical basis, confirming the fact that individuals or communities can, by proper means and methods, ward off and escape disease. We therefore suggest that it is the duty of every citizen, to willingly co-operate with the Sanitary Commission, in any effort they may make, to accomplish a thorough sanitation of the City.

The first and most important duty devolves upon the City Council, which is the establishing a system of thorough drainage; the ditches should be dug with uniformity of fall, permitting all the water to flow out so that no stagnant pools will be left along their course; the leading canals should be extended to such distance beyond the corporate limits as will insure a rapid current to wash and cleanse them. Medical history teaches us that cities have been in a measure, freed from malarial disease, by good drainage. We therefore would impress the Council with the importance of their duty.

The Commission requires a cleansing of all occupied premises; no vegetable or animal refuse should be left to decompose; out houses and closets must be cleaned out and limed; and we request that the river bank shall not be made a depository for garbage.

Any one neglecting or failing to comply with these regulations invites inspection of their premises, by the Commission.

Any nuisance reported to the Commission will be removed at the expense of the offending party. In our efforts to effect a thorough sanitation, we cordially invite the co-operation of all citizens.

S. H. ROSSING, M. D. JACOB IRVING, JOHN J. FERGUSON.

CONSOLIDATION.

Since the last issue of the DEMOCRAT, there has been consummated in New Orleans, a project of the greatest commercial consequence to the State of Louisiana. The New Orleans Pacific Railway Company has merged into the Texas Pacific Railroad, and now form an integral part of the great Gould railroad system which is destined to soon aid largely in developing the wealth of the South and the prosperities of her people.

New stock at par, share for share, will be issued in lieu of the surrendered stock of the New Orleans Pacific, which is a higher rate of exchange than the other absorbed roads have received, and is attributable to President Wheelock's earnest defence of the interest of the original home subscribers to this important enterprise. Our people are to be congratulated upon the results to accrue from this consolidation, under a single management of a railroad system which will bring us into intimate connection with new and vast trade fields and sources of supplies. Economy and perfect union of purpose in the conduct of business, are only part of the benefits which must follow to the roads themselves.

We never had stronger confirmation of the truthfulness of the old proverb that honest men get their due when rogues fall out than the discussion in the Republican party is giving us just now. Such a flood of light has not been thrown upon the dark nooks of the departments for a long time. All the hiding places of corruption and rascality are gradually being brought into full view, as they only could be by those who know where to find them. Fortunately the good work is not confined to the departments, and every prominent leader of the Republican party is coming in for his share of the exposure. It is all the work of co-conspirators who have now conspired to ruin each other as they formerly conspired to plunder the people.

—ONCE more we have before us the Natchitoches Vindicator, lately destroyed by the disastrous fire which, but a short time ago, swept over our sister city. We would recognize the paper among a thousand country periodicals, so different is its general make up from the average two dollar weekly. As usual it is brimful of spicy articles, from the pen of its learned and enterprising editor, Jas. H. Cosgrove. We think, General, that your's is the best newspaper in the State, outside of the Crescent City, and we are more than pleased to see the People's Vindicator again make its appearance.

—We have received the second number of the Washington Argus, a weekly newspaper published in the Town of Washington, by J. Kossuth Sandoz, and are pleased with its neat appearance throughout. The people of that section should encourage and liberally support the Argus. We'll "ex" brother Sandoz, with pleasure.

CONSOLIDATED.

THE NEW ORLEANS PACIFIC RAILWAY MERGED WITH THE TEXAS AND PACIFIC.

According to the published notice there was a meeting of the stockholders of the New Orleans Pacific Railway Company held at their office, on Camp street, on Monday, May 30th. After the meeting had been called to order, on motion of W. W. Howe, Esq., J. H. Kennard, Esq, was unanimously elected President. Mr. W. B. Schmidt then nominated W. S. Nicholson as Secretary, and he was elected without a dissenting voice.

The meeting had been called for the purpose of voting upon the proposed consolidation of the New Orleans Pacific road with the Texas and Pacific, and the commissioners of election, Messrs. I. W. Patton and P. E. Burke were present and took their seats. The voting was then proceeded with, and at 2 o'clock the poll was closed.

Whereas, It is desirable pursuant to the laws of Congress, of the State of Texas and of the State of Louisiana, that the New Orleans Pacific Railroad Company should consolidate itself with the Texas and Pacific Railroad Company by merging its rights, power and privileges into those of the said Texas and Pacific Railroad Company in order that the last named company may not only possess and exercise its own charter powers and privileges, but also in addition those of the New Orleans Pacific Railroad Company as far as it may be found necessary and desirable.

Resolved, By the stockholders of the New Orleans Pacific Railway Company convened at a special meeting called for the purpose of considering the subject, after due notice of more than sixty days in the manner provided by law, and over three-fourths of all the stock of the company represented at the meeting— First—That consolidation of the New Orleans Pacific Railway Company is hereby agreed upon, and shall be effected upon the following terms and conditions, to-wit: That the New Orleans Pacific Railroad Company shall receive from the Texas and Pacific Railroad Company share for share of its capital stock of \$100 per share issued, or to be lawfully issued, that is to say, the Texas and Pacific Railroad Company shall deliver to the New Orleans Pacific Railroad Company, or to such persons as the latter shall direct, one share of its capital stock of \$100 per share for each share of the capital stock of the New Orleans Pacific Railroad Company now outstanding or hereafter to be lawfully issued, when as transferred to the Texas and Pacific Railroad Company.

Second—That the President of the New Orleans Pacific Railroad Company be and is hereby authorized to carry into effect such consolidation at any time within twelve months from this date, and for that purpose to sign, execute and deliver all necessary acts, deeds and documents to effectuate and evidence the consolidation and to make such exchanges of stock.

Third—That the resolutions adopted, contracts made and acts done up to this time by the President and Board of Directors of the New Orleans Pacific Railroad Company be and the same are hereby approved, ratified and confirmed.

Resolved, That this meeting of stockholders be now adjourned until Monday, the twentieth day of June, 1881, at 12 m. —[New Orleans Democrat.]

AN EXCELLENT ENGINE.—Our New Sibley Steamer.—The new steam fire engine, "Aurora," bought from the Sibley Manufacturing Company, Seneca Falls, New York, was thoroughly tested on Wednesday and Thursday of last week. Mr. J. P. Teller, the engineer sent on by the company, knew his business, and without a blunder, the beautiful machine put in her work well and steadily. There was no jumping movements, but the engine hugged the ground firmly and three streams of water satisfactory distances, as the following will show: Made steam in 2 minutes and 35 seconds. Twenty pounds in 5 minutes. Thirty pounds in 6 minutes. 75 pounds in 8 minutes. 90 pounds in 8 1/2 minutes. Water was thrown through 100 feet of hose, a distance of 100 feet in 6 1/2 minutes. Through 100 feet of hose, 1 1/2 inch nozzle, with 100 pounds of steam, 175 lbs. water pressure, threw a stream 231 feet, 9 inches. Distance, 100 feet hose, 1 1/2 inch nozzle, 241 feet, 9 inches. Distance, 200 feet hose, two streams, 7-8 inch nozzle, 191 feet, against wind, 223 feet, 9 inches. Distance, 3 streams, Y coupling, 100 feet leading hose, 50 feet from Y, 172 feet. Single hose, 150 foot, against wind, 158 feet. Distance, 500 feet hose, 1 1/2 nozzle, 225 ft.

The trial was on the public square, the quick generation of steam was a surprise to all, and soon commenced several men, rapidly that it took several men to hold the pipe down to a proper position, but it threw a beautiful stream of water towards Powder Springs Street. Every test was witnessed by a large number of citizens, and all were hearty in their expressions of admiration and endorsement.

The engine is what is known as a fourth size, crane neck, and is heavily nickel plated on all exposed parts, thereby adding to its durability by preventing rust, and making lighter work for our engineer, Mr. W. E. Gramling, and his squad, in keeping it bright. The test was satisfactory and the engine was accepted by the committee, composed of T. H. Cheek and J. R. Brumby, citizens; T. L. Hunt and Dr. E. J. Setze, aldermen; and G. E. Owen and W. E. Gramling, firemen. The Sibley is first class in every respect, and is a valuable acquisition to our town. It gives us good facilities for fighting and controlling fire. —[Marietta (Georgia) Journal.]

—The projected Alexandria, Monroe & Little Rock Railroad meets with much favor. We have had occasion to speak of it before, and the more we think of it the more we are convinced of its unequalled importance to this section. From the West we will get "hog and hominy," and from New Orleans we must get sugar and coffee. The ends of the road will be in a smoke-house and a sugar mill. The convenience of the thing is admitted and the saving in the way of freights will be immense. If there is any undertaking or improvement in which this country can take a hand with profit all round, it seems to us that it is now before them. —[Monroe Bulletin.]

—TREADING on a man's pet corn always goes against the grain.

ARCHBISHOP PERCHE'S CLAIM.

IT IS REJECTED BY THE FRENCH CLAIMS COMMISSIONER ON A TECHNICALITY, BUT ITS JUSTICE ADMITTED.

WASHINGTON, May 31.—An important decision was rendered by the French-American Claims Commission to-day in the case of Joseph Napoleon Perche, Archbishop of New Orleans, against the United States. The memorial of the claimant sets forth that in the year 1802, at which time he was a French subject residing in New Orleans, the military forces of the United States, under command of Gen. Benjamin F. Butler, occupied that city, seized and demolished property belonging to him to the amount of \$3,000, and subjected him to damages in the sum of \$4,000, with interest. The United States maintained that the Archbishop is not entitled to recover at all as a French subject under the present treaty, for the reason that he is now and has been since 1870, a naturalized American citizen. The following is the decision: An Archbishop Perche, in his memorial, states that he was naturalized in the United States in 1870, he does not claim to be a French citizen. Without deciding upon any other cases which may be analogous to this, we think that the claims of Monsignor Perche must be rejected because it does not come within the terms of the treaty, which only provided for claims of French citizens. While making this decision we deem it proper for us to express our regret that we cannot take jurisdiction of the case, which seems upon its face to be so equitable.

BARON DE ARINOS, President, L. DE GEORFROY, A. O. ALDIS, Commissioners.

RAILROAD NOTES.—Track-laying on the New Orleans Pacific railroad from Donaldsonville to Plaquemine will be completed and ready for the reception of passenger coaches about the twentieth of June, and through trains for passenger traffic will be running between Gretna and Port Allen, West Baton Rouge Parish, opposite the City of Baton Rouge, early in August without fail.

Track is laid on the N. O. Pacific Railway from Bayou Goula five miles north of White Castle—that is to say, to within five miles of Plaquemine, which will be reached in a few days, as the force is daily being increased. It is also laid seven or eight miles south of Alexandria, and another construction party is about to put down the rails from Alexandria north. By the middle of next week the track will be in running order for a distance of twenty miles this side of Shreveport. All along the line immense activity is being displayed, and from three to four miles of track will be laid each day from this time on.

One of our esteemed contemporaries states that Capt. Glosier's surveying party on the Gould road from Alexandria to Jacksonport commenced operations at the upper falls above the town of Alexandria. This is the best point to be found anywhere on Red River to bridge that stream, for the reason that a solid rock foundation can be found for the piers. The flowing of the water over this ledge causes, in low water, the "rapids" from which the Parish of Rapides takes its name. From the falls the ascent to the old Seminary grounds is by an easy grade, and ridges can be found all along the line so as to avoid the filling of the ravines of the hilly pine country. We have traversed most of this ground, either as a candidate before the people, Confederate engineer officer, or a "lone fisherman" on Flaggan, Big Creek, Front Creek and Little River, and know how well the ground lies for the building of a railroad, with timber for ties, etc., all ready at hand. We shall watch the progress of the road with no little interest. —[Shreveport Standard.]

—The revision of the New Testament has developed a surprisingly large number of Greek scholars in this country.

CHARTER OF THE ALEXANDRIA STREET RAILROAD COMPT.

STATE OF LOUISIANA, PARISH OF RAPIDES.) BE IT KNOWN THAT ON THIS

the 4th day of June, Anno Domini 1881, personally came and appeared before me, James Andrews, Jr., Notary Public in and for the Parish of Rapides, State of Louisiana, duly commissioned and qualified, and in the presence of the hereinafter named and undersigned witnesses, W. L. McGinnis, William Hustmyre, Simon Cullen, Julius Levin, James S. Fish and W. F. Blackman, all of the Parish of Rapides, State aforesaid, who severally declared, that by virtue of the statutes of the State in such cases made and provided, they have agreed and do by these presents agree, coronam and bind themselves, and those that may hereafter be associated with them, to form and create a joint stock company or corporation.

ARTICLE 1. The name of said corporation shall be the "Alexandria Street Railroad Company," and its domicile is hereby fixed at Alexandria, Rapides Parish, State of Louisiana.

ART. 2. The object and design of said corporation is the construction and operation of street railroads in the city of Alexandria, within the limits of said city and beyond the same, so as to transport freight and passengers from railroad depots and other places to and from said city, that are now, or that may hereafter be constructed, within a limit of five miles of the said city of Alexandria.

ART. 3. The capital stock of said corporation is fixed at the sum of Fifty Thousand Dollars, to be divided into shares of one hundred dollars each, the whole amount being three hundred shares.

ART. 4. No stockholder shall be liable for any debt of said corporation beyond the amount of his subscription.

TOWN.

wise, the Board of Directors shall select one of their number to act as President pro tempore, who shall while acting exercise all the powers, rights and duties assigned to the President.

ART. 8. Said company shall have a corporate seal, the device to be fixed by the first Board of Directors under this charter. Can sue and be sued, can buy, sell or lease real estate, personal and movable property of all kinds whatsoever, can grant and take mortgages, issue promissory notes; whenever the same is authorized by the Board of Directors.

ART. 9. The first Board of Directors shall be N. L. McGinnis, William Hustmyre, Simon Cullen, Julius Levin, Jas. S. Fish and W. F. Blackman, and they shall continue in office until their successors are duly elected and qualified as provided for by this charter. The first Board of Directors shall meet on the second Monday of June, A. D. 1881, and elect a President and Secretary.

ART. 10. This corporation is formed to exist and continue for the period of twenty-five years from the date hereof, unless sooner dissolved by a vote of two-thirds of the stock holders at a meeting called for that purpose, after thirty days advertisement in some newspaper in the city of Alexandria, or by operation of law.

ART. 11. In the event of a dissolution of said corporation, by a vote of the stockholders, the President and Board of Directors shall constitute a Board of Liquidation to settle the affairs and liquidate the concerns of said company.

ART. 12. The Board of Directors shall have the power to elect or appoint as the officers or employees that may be necessary to carry on the business affairs of said corporation, and they shall also have the power to pass such by-laws and regulations for the government of its officers and employees as they may deem wise and proper, provided the same are not repugnant to this charter or the laws of the State of Louisiana.

ART. 13. Books of Registry shall be kept, in which all stock shall be registered in the names of the persons owning the same, and all transfers of stock shall be registered in said book. The Board of Directors shall cause the Secretary to keep a minute book of all its proceedings, which shall be open at all times to the inspection of any stock holder.

ART. 14. The stock holders may at any time, at a stated meeting called for that purpose, after thirty days notice by advertisement in one or more newspapers published in the city of Alexandria, amend and alter this charter, provided two-thirds in amount of the stock holders agree to the same.

ART. 15. The subscription books for the capital stock of the company shall be opened immediately after the election of the President above provided, and all persons who may desire can subscribe for any number of shares not exceeding fifty.

This done and signed in the presence of me the Notary Public and the undersigned witnesses on the day and date above mentioned. N. L. MCGINNIS, W. HUSTMYRE, S. CULLEN, JULIUS LEVIN, JAS. S. FISH, W. F. BLACKMAN.

MOSES MAYER, J. N. LANEY, Witnesses. A true copy: JAS. ANDREWS, JR.

SIGN OF THE RED PLOW.

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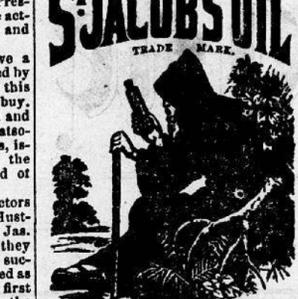
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