

CHRISTMAS.—As we shall publish no paper during Christmas week, following in this regard a precedent of twenty years standing, we avail ourselves of this issue of the BEACON to wish our friends and patrons a pleasant passage through the "gracious" season coming, and, particularly, a merry and a happy Christmas! Advertisers will notice that the first issue of our paper after the present publication will be Thursday, the 1st of January.

SOUTHERN MARYLAND RAILROAD.—In view of the interest felt in our county at this time as to the action of our County Commissioners on Tuesday next upon the proposition to make final disposition of the balance of our Internal Improvement fund to the Southern M. Railroad, we surrender this week an undue share of our space to the consideration and discussion of this question. As far as we have been able to gather, the difference of opinion among our people is only as to whether this fund should be voted in the lump and without conditions, as was the case with the first \$80,000, or in installments, with such restrictions as shall guard it from any other application than for the payment of grade work now under actual contract and for the satisfaction of similar subsequent contracts as they may be entered into and completed. All parties are agreed that the road should have the fund, the only difference being as to the manner of its disposal. This is, we believe, a fair statement of the subject matter of dispute in regard to the final disposal of the balance of our railroad fund, and this the County Commissioners will be called upon to consider on Tuesday next. Having already put our own opinions upon record as regards this point, we deem it unnecessary to repeat them here.

In the meanwhile, in the teeth of doubt and foreboding, of accusation, argument and innuendo, the work of the road is being pushed forward with unrelenting bravery and energy.

We are more than gratified to be able to testify, that (notwithstanding the monetary panic which has affected the enterprise of the country so seriously,) increased activity is shown along the line of this road by a daily addition to the considerable force already at work under the several contractors. A large number of hands and near forty horses and carts under the direction of the popular contractor, Messrs. Thornton and Hadden, landed at our wharf from the Steamer Pilot Boy on Tuesday evening and proceeded to the line near Hillville, making everything lively as they passed along with their cheerful demeanor and songs.

This looks like business, and we again remind our people that the time is at hand when every one should assist to the utmost in removing all obstructions in the way of a speedy completion of this most important road to our county. As a direct outlet from the seat of Government to the ocean by way of the beautiful deep water harbor of St. Mary's, its advantages cannot be overrated.

In the above connection, we make mention of the fact, that we have received a copy of a bill, recently introduced in Congress, authorizing the Southern Maryland Railroad Company to extend its road into and within the district of Columbia, the full provisions of which we will give in our next issue.

[COMMUNICATED.]

Summer Seat, Dec. 15, 1873.

To JOHN PARSONS, Esq., Co. Commissioner.—DEAR SIR:—In thus addressing you personally on a subject of great and general importance, no apology on my part is either called for or intended to be given. Although there has been too much (perhaps) of angry and wearisome discussion of "railroad matters" already, the persistent and as it appears to many the too premature demand made on the County Commissioners last Tuesday, by the Southern Md. Railroad Company, for the unconditional and immediate transfer to them of the balance of our internal improvement fund (\$80,000) justifies this further trespass on your and the public patience in relation to the affairs of this County, and the grounds on which they now invoke the favorable action of your Board in their regard. Their failure to obtain a "snap judgment" as against the county on last Tuesday, was, it is well understood, mainly owing to your influence and interference, and your wise and conservative efforts in preventing hasty and perilous action in the premises, have won for you the grateful and almost unanimous approval of your constituents.

The past admonishes us, as it has you, that no increase of energy in or on the part of the company in pushing forward their road to completion has resulted, or is likely to result, from a too easy and generous compliance with their praying and craving importunities. On the contrary, only preparatory to making demands for State aid and bounty has any vitality or

energy and earnest action been apparent or evinced. Then, indeed, the road was laid into Leonardtown and the hurrying to and fro of the corps of engineers and of contractors by the dozen, and well-attended "notices" and puffs from "correspondents" of "Baltimore Sun," or some City of Washington paper, and thence duly transferred to the columns of our lower county papers, give unmistakable notice "that the De'il has business on hand" and that a raid on the Treasury at Annapolis by Mr. President Smoot is in serious and active contemplation. You have not forgotten, sir, that the order of the 3rd of Feb., 1873, authorizing the State Treasurer to pay over to this Company the sum of eighty thousand dollars, was the signal for an immediate and almost total cessation of work along the whole line of the road from Brandywine to Charlotte Hall, and that neither vitality or renewed energy was displayed until on the very eve of the November elections, and of the presentation of this petition for the transfer to them of the balance of the internal improvement fund, unconditionally and at once.

Now, sir, what has this Company done since the date of last order (3rd Feb. 1873) to entitle their petition for \$80,000 additional to a favorable consideration?—Why, sir, with the exception of having placed some six miles of road under contract (and that very lately) they have done nothing, absolutely nothing. On the contrary, as just now stated, a total cessation of work was the immediate result of the order of the 3rd of Feb. last, and of the 500 men who they claimed to have in their employ at that date, scarcely 30 remained on their pay rolls in April and May following.

In the absence of any detailed and official account of the cost of the road now graded (36 miles) an approximation of it (the cost) only can be made, and after deducting same and expenses of engineer corps from the amount of money that has been paid into the treasury of the S. M. R. Co. (and about which there can be no mistake) the sum of eighteen thousand dollars ought at present moment be available for prosecuting the road to completion.

As per sworn statement of Col. Smoot received from State on its stock,

By private stockholders, \$162,000
Received from State on its stock, 80,000
Gross, \$242,000

Deduct cost of 26 miles of road at \$5,000 per mile, \$130,000
Expenses of engineer corps, 15,000
Available balance in hand, 107,000

In making the above estimate the amount of money realized by the Company from sale of its "seven per cent. gold bearing bonds" has not been taken into account. In sooth to say, it is not probable that any great sum has accrued therefrom, although a formal notice has been given (on the eve by-the-by of the presentation of this petition) to all holders of said bonds "to walk up to the Company's office and receive interest on same." If sales to any considerable amount have been effected, the proceeds would swell the above balance to ninety or one hundred thousand dollars perhaps, and in view of such being the fact, there is less excuse or justification for present hurried up application for the "State aid and bounty."

But it may be asked what danger can possibly be apprehended to the interest of the State and county from acceding to the prayer of this petition, when doing so is necessary to the continued prosecution of the road to ultimate completion? This very pertinent question admits of this reply: 1st. That in view of an available balance of eighteen to ninety thousand dollars being on hand, as per above statement, no such necessity for granting this petition exists or ought to be pleaded; and secondly, that there are good grounds for apprehending the misapplication of the fund now prayed for to other purposes than building of the road. For it was stated and confessed in presence of the Commissioners last Tuesday, by Mr. Dorer, the chief of the engineer corps, that 35 or 40 thousand dollars of the first installment given on 3rd Feb. 1873, was expended—how? in paying for work on road completed or in contemplation? No, not at all, but was spent by the President of the S. M. R. Co. in paying a certain Mr. Christie for his interest in a contract made by him with the Company for building this very road at the rate of twenty-seven thousand dollars a mile, and that said contract so purchased by Mr. Smoot, has not only not been cancelled, but has been assigned to and is now held by the latter gentleman, who, should he be so inclined, can make it as available as *Christie has done*, in extracting 35 to 40 thousand dollars additional from the balance of the internal improvement fund now asked for by the Company through its counsel, the Hon. B. G. Harris. It seems to me that the question now before the Board as to whether the Company and St. Mary's county admits of a solution that will protect the interests of our people, and will not work injustice or unnecessary delay to the present and future interests of the S. M. R. Co.

There are no other parties or rival Company competing for this fund or any portion thereof. No objection has been offered by any person or exists in any quarter for their receiving at the proper time and in a proper manner the full benefit thereof. The question narrows itself down to this—will the Commissioners of this county, the custodians of this fund, and

in a manner the sworn trustees of St. Mary's county and State of Maryland, hand over the balance (\$80,000) guarded or unguarded, under fair limitations and payable at such time and intervals and in such installments as will ensure its entire and honest expenditure in prosecuting the road to completion, or will they rotate it away unconditionally and at once, thereby handing its application or misapplication to such installments as this "Christie contract," or others of a kindred and discreditable nature? Eighty thousand dollars will not grade the balance of the road, if Mr. Dorer's calculations approximate to the truth, and it will require some six hundred to eight hundred thousand dollars additional to tie and iron it. In parting with this fund unnecessarily and in haste, you will part with all control over the Company. It will be as if you were throwing the reins over the horses head and leaving the chariot to be whirled along and dashed to pieces as the veriest chance may determine. The final disposal of this petition now before the Board is looked for with solicitude not unmixed with hope. Of the Board who voted away the first installment of this fund you, Mr. Parsons, and you alone, are free from suspicion, as you are from suspicion. No rumor of having been tampered with, directly or indirectly, has reached your name. Wisdom, energy and integrity have marked your public as your private life, and in as much as it is well known that you disapproved of and were adverse to the action of a former Board in reversing the Suit contract, and giving away the State money without limitation or condition to the S. M. R. Co., the hopes and expectations, publicly expressed, that you will now guard the remnant of this fund from impending danger of misapplication, are shared in and respectfully repeated by

Your sincere friend,
S. J. COSTIGIN.

(Correspondence of the BEACON)
SOUTHERN MD RAILROAD.

Mechanicville, Dec. 15, 1873

Messrs. Editors:—In looking over the last issue of the BEACON, I see that "application has been made to our County Commissioners by the S. M. R. Co., through its counsel, Hon. Benj. G. Harris, for the balance of the internal improvement fund coming to our county. Now, Messrs. Editors, while I, for one, am in favor of internal improvement, generally, and Railroads particularly, if we can be benefited thereby, yet I think we might be excused for asking, "what evidence has the S. M. R. Co. given us to have much faith in any benefit we are to derive from giving the funds bestowed upon us by the State?" Certainly, to the practical eye, it looks as if the Company never intended to build the road with their own money, or they did not know what they were about. I know, to carve around small ravines and gullies to obtain an easy grade, may seem economy to some, but not so, if we calculate from a proper data. In this county, the grading is but a small item to the cost of the iron, other materials and labor to finish the road after grading. Thus, a few miles added in length to obtain a cheap grade, will add thousands to the expenses of final completion. Now, let us test these assertions by figures. Suppose a route can be obtained from Point Lookout to the Western boundary of our county by some few places of heavy cutting and fillings, at 40 miles, making the average grading four thousand dollars per mile, making the grading for the whole forty miles foot up one hundred and sixty thousand dollars. Now, to avoid quite so heavy a grade, a route is obtained winding around some deep cuts at forty-three miles which will cost thirty-five hundred dollars per mile, on the average, or if you please, three thousand dollars per mile, which will make the forty-three miles only add up one hundred and twenty-nine thousand dollars, thus saving by the long route thirty-one thousand dollars. But now we come to lay the track.

What will the rails and other materials cost to complete the work? From the best data I can obtain, the iron rails will cost from fifteen to twenty thousand dollars per mile, the ties will cost not less than one thousand dollars per mile, the ballasting will cost one thousand dollars per mile, the spikes will cost two hundred and fifty dollars per mile. Now, for easy calculation, suppose we say the whole cost of completion, after grading, will be only twenty thousand dollars per mile, thus making the completion of the extra three miles on the long route foot up sixty thousand dollars, from which deduct the thirty-one thousand dollars, saved by easy grade on the long route, will leave twenty-nine thousand dollars in favor of the short route at completion. But that is only one item. When the ties are filled in with earth and gravel ballast, they are only allowed to last from six to eight years before they have to be replaced, and this is for all time to come. The iron rails will also wear out, and these three extra miles must be kept in repair with the rest for all time. And then again, the running of the trains over the extra three miles. It is laid down in the books that the cost of running a single train is from sixty cents to one dollar and twenty-five cents per mile. Suppose we take the lower figure, and suppose we have two trains

going one way per day, making four passenger trains per day, this will make an additional cost of seven dollars and twenty cents on the three extra miles for all time to come, to say nothing about loss of time in making the terminus, and this applies only to our county and of course will increase in proportion at the same rate. If therefore the long route would pay expenses, the short route would pay a dividend; and on the other hand, if the short route would only pay expenses, the long route would bring the Company in.

Any one who will take the trouble to obtain proper data, on which to base a calculation, can soon see that this commencing in the middle and curving round for light grade amounts to a humbug of large size, and any practical engineer who understands his business could tell you so, if he would.

Now, would the whole grading that has been done by the S. M. R. Co. in St. Mary's county cost the amount that has been appropriated from the county fund? I doubt it. And if the other half is appropriated in the same way, shall we ever get a dividend? I doubt that also.

The S. M. R. Co. cannot grade the road at a cost not exceeding four thousand dollars per mile; but must have the county fund to do it with, where in the name of common sense is the money to come from to complete with, after grading, at twenty thousand dollars per mile? Now, if the people of St. Mary's county have to build the road, I think it just that they should have the privilege of selecting their own route and of knowing how the money is expended. These are important points to the people of St. Mary's county, and present themselves very forcibly at this time to the mind of
A TAX-PAYER.

AGRICULTURAL REPORT.—The report of the Department of Agriculture for November and December makes the tobacco crop six per cent less in yield than last year. The crop is in the best condition in Connecticut, all the New England tobacco raising States taking precedence of Virginia in that respect as does also Maryland. The average production of potatoes is fifteen per cent less than last year. The hay crop is about half a million of tons less, last year's crop being not far from twenty-four million tons.

An analysis of the official returns for fifteen years show that the United States furnished the largest supply of wheat to Great Britain of any other country, the proportion being twenty-seven per cent, while the proportion for Russia, which has been supposed to be the largest contributor, is only twenty-four per cent. The greater portion of the rest of the supply has been contributed by Germany, France and British America, leaving but sixteen per cent. to all other sources of supply. This year France, instead of exporting, will have to import wheat for herself.

POINT LOOKOUT RAILROAD.—A bill to amend the charter of the Washington and Point Lookout Railroad Company was introduced in the House of Representatives on Monday, by Mr. Albright, of Pennsylvania, and referred to the Committee on the District, so as to allow the road to cross the Eastern Branch by a suitable bridge south of Pennsylvania avenue; thence south of said avenue by the most eligible route avoiding the public grounds, to the southern terminus of Fourteenth street, S. W.; thence westerly south of the public grounds to the southern terminus of Fifteenth street, S. W.; thence northwesterly south of the public grounds, to some point at or near the banks of the Chesapeake and Ohio Canal, and along the line of the canal to the junction of Rock creek and the Potomac river; thence to the northern end of Aqueduct bridge; thence to the northwestern boundary between the District of Columbia and Maryland, with authority to bridge the Potomac under certain restrictions.

Holiday Attractions in great abundance will be found in the January number of The Model Parlor Magazine and a valuable premium to each subscriber. Demorest's Monthly stands unrivaled as a family Magazine. Its choice literature, its superior music, its large amount of valuable information, its practical and reliable fashions, and artistic illustrations, give it a just claim to its well earned title, "The Model Magazine of America." You cannot do without Demorest's Monthly; yearly, \$3.00. Demorest also gives an extraordinary Premium to each subscriber, being one of the most popular and beautiful parlor Chromes ever issued, "The Old Oaken Bucket," size 17x26 inches, and valued at \$15. W. Jennings Demorest, 838 Broadway, New York, Publisher.

BRITISH QUARTERLY REVIEWS.—We call the attention of our readers to the prospectus of these celebrated Reviews in another column. No family of culture or aspiring to a cultivated taste in the literature of the day, should be without them. They are worth double the price of subscription to a family, for they contain choice, and only choice, reading from the pens of the best writers of Great Britain. See advertisement.

BALLOU'S MAGAZINE FOR JANUARY.—The January number of Ballo's Monthly Magazine is issued, and a remarkable good magazine it is, when we consider that it contains 100 pages of reading matter, and is only \$1.50 per year, or 15 cents single copies. Cheap as this is the publishers send to each subscriber a pretty little Chromo, one of the neatest pictures out, so sweet that ladies will be delighted with it. The contents of the January number of Ballo's consist of a New Year's story of great interest, several excellent short stories, some remarkable poetry, the commencement of a story for children, more of "An Unfortunate Match," and the ending of the thrilling novelette, "The Ghost of Hendee Hall," a romance that has pleased every one. Here is variety enough to suit most any taste, so we do not wonder at the popularity of Ballo's Magazine, as it is just what the people want and will have. Address Thomas & Talbot, 26 Broad Street, Boston. The publishers employ no traveling agents.

A Splendid Holiday Present for the Juveniles.—Demorest's Young America, 1874, a brilliant and useful juvenile monthly that surpasses all others in its attractiveness. Its numerous and beautiful engravings, entertaining stories, original music, and other spicy contributions render it indispensable in every household where it is introduced. The premiums offered to each subscriber are really wonderful, comprising among them juvenile books to the amount of \$1.75, a fine chromo worth \$5, a stereoscope with a series of views, a good microscope, and numerous other presents worth more than a year's subscription. W. Jennings Demorest, 838 Broadway, New York, Publisher.

Mothers do not let your darlings suffer with the Whooping Cough, if you have a remedy so near at hand. Use Dr. Bull's Cough Syrup and the little sufferers will soon find relief.

DEATH OF AN OLD ST. MARIAN.—Mr. Edward B. Tippett, for several years a resident of Washington, died in Georgetown on Thursday, the 4th instant, in the 90th year of his age. The deceased was a native of St. Mary's county, and was a monomaniac on the subject of inventions—his principal hobbies being what he claimed to be a perpetual-motion machine and a balloon.—Prince-Georgetown.

POSTPONEMENT.—Fourth Gift Concert of Public Library of Kentucky.—A Card to the Public.—The Trustees of the Public Library of Kentucky and the management of the Gift Concert announce the postponement of the Fourth Gift Concert until Tuesday, the 31st of March next. The public will readily understand the causes which have made this postponement necessary.

The financial panic, which has for the last two months paralyzed the business of every section of this country and Europe, has prevented thousands from investing in tickets. The epidemics prevailing almost the entire South have cut off a large and available market. And, too, the public judging from the effect of these causes have expected a postponement and have declined to invest without a more positive assurance of the drawing taking place on a fixed day.

All interested desire a full drawing, but for the reasons just stated this could not be had on the 31st of December, but the short postponement now announced will secure it.

The management have met with unprecedented success. The sales of tickets, the proceeds of which have already been received, amount to OVER A MILLION DOLLARS, with a number of agencies in this country yet to be heard from, and all those in Europe.

Thus a drawing (ceasing the gifts one-half) could be had now, but the management deem it best to have a postponement and a full drawing.

This postponement assures the sale of all the tickets and A FULL DRAWING. That this determination will meet with the approbation of nearly every one interested is made apparent by the very numerous letters received from every section of this country and the Canada asking for a postponement.

This action of the management will work no detriment to any but will be for the good of all. By it the fortunate ticket-holders will receive their gifts in full while it will not affect those who do not draw gifts.

In making this announcement the management emphatically state that there shall be no further postponement and to this end all agents will be imperatively required to close up and transmit their accounts to this office by the 21st of March.

THOS. E. BRAMLETTE, Agent Public Library Ky.

MARRIED.—In Baltimore city, at St. Peter's Church, by the Rev. Dr. Gammar, on Thursday, the 11th instant, Dr. BENJ. SMITH, of Harford county, to Miss LUCY WILSON, of this county.

On the 10th instant, by the Rev. Father and Vicar, Col. JOS. H. TRAYNOR, to Mrs. MARY GUYTHER.

DIED.—In Baltimore city, on the 7th inst., ARTHUR UPHAM, youngest son of B. H. and M. G. Smith, aged 3 years 1 month and 7 days.

Died, on the evening of the 13th inst., of near Cholera, DORSEY, daughter of Dorsey A. and R. T. Barber, aged one month and nine days.

BALTIMORE MARKETS.—Wheat.—We have had an active wheat market since the opening of the week, and at the close the feeling is strong, with prices favoring sellers, although not quotably higher. The sales of Southern are rather less liberal, amounting to Thursday, inclusive, to 50,000 bushels, which was all promptly sold, as follows: 5,000 bushels white at 115 cents for very com.

mon to 185 cents for choice; 22,000 bushels prime to choice amber at 122@125 cents; 15,000 do. good to prime red at 117@120 cents; and 8,000 do. common to fair at 114@115 cents.—Other descriptions have been brought more into notice by the scarcity of the offerings of Southern, and the prices grade are relatively higher. The sales were 600 bushels Pennsylvania red at 85 cents for good, and 128 cents for prime; 25,000 bushels No. 2. Milwaukee spring red, to arrive on private terms; 1,200 do. spring red, on track, at 147 cents; 3,000 do. Western winter amber at 107@105 cents, and 5,000 do. do. at 136@135 cents, closing very firm.

Corn.—The receipts of Western Corn during the week amounted to 75,000 bushels, against 60,000 bushels last week. Early in the week the market was quiet, but later an active demand arose and the price of mixed in Elevators advanced fully five cents per bushel. A number of sales were made at 72@73 cents, the quality not reported, but we learn of 15,000 to 18,000 bushels in Elevator at 72@75 cents, and 25,000 bushels for delivery half this month, also at 75 cents, at which figure the market closed. The receipts of Southern amounted to 60,000 bushels, nearly all new, and the market has ruled active at an advance of 2 cents per bushel. The sales were 35,000 bushels at 58@57 cents, and 22,000 do. yellow at 65@62 cents, as to condition, and 25,000 bushels sold at 77@78 cents for white and 75@73 cents for yellow.

CATTLE.—The sales amount to 20,000 bushels, as follows: 13,000 bushels Southern at 47@51 cents; 4,000 do. mixed Western at 46@47 cents; and 3,000 do. bright do. at 48@50 cents. Today we quote Southern at 48@51 cents; bright Western at 46@50 cents, and mixed do. at 47@48 cents.

THE demand for Rye is active, and prices have advanced since our last review 5 cents per bushel. The sales include 5,000 bushels Western and Pennsylvania, and 1,000 do. Maryland at 56@50 cents for fair to prime, and the market closes firm.

Tobacco.—We learn of very little doing in Leaf Tobacco during the past week, and the market may again be written dead and senseless, which weaker in feeling, although nominally unchanged in price. There is still a fair demand for Maryland ground leaf, but the receipts are not taken as readily as in former years, and in Maryland crop there is no movement to report.

In Ohio, the sales of which we are advised are limited to some 40 or 50 hds. taken for the German market, but in Kentucky and Virginia we hear of no movement beyond a few hds. taken by local manufacturers. The receipts are about a quarter of a million of lbs. the exports during the week were 616 hds. to Bremen, 984 hds. to Amsterdam, and 125 hds. to Liverpool; total 1,725 hds.

Maryland—freighted & unsorted, \$3.00@4.25
" sound common, 5.25@6.00
" good do, 5.25@6.00
" middling, 6.50@8.00
" good to fine red, 9.00@11.50
" fancy, 12.00@18.00
" upper county, 5.00@26.00
" ground leaves, 3.00@8.50

GENCO, etc.—The market for Peruvian Guano is very quiet, and we quote Guano at \$50 gold per long ton of 2,240 lbs. but in a contract of 50 to 250 tons, a discount of 50 cents to \$1.50 per ton is allowed. We still quote the leading Fertilizers at \$45@50 per ton, and the superior qualities rule at considerably lower prices.

NEW ADVERTISEMENTS.

"True to Nature." This First-class Chromo will be given to every subscriber to GODEY'S LADY BOOK FOR 1874. Whether to a Single Subscriber for Three Dollars, or to a Club of six, for Fourteen Dollars.

Address: L. A. GODEY, N. E. Cor. Sixth and Chestnut Sts., Phila. Pa. See Terms in Lady's Book for each Club.

TAKES ON SIGHT.—Last and best combination for Agents and Subscribers. Every subscriber to our family newspaper gives every subscriber a pair of the largest and finest OLOGRAPHIC—two most attractive subjects, that "take" on sight—painted by Mrs. Anderson, the contract and companions for her "Wide Awake" and "Fast Asleep." Agents have IMMENSE SUI-CRISIS, call it the best business ever offered to agents. We furnish the lightest and handsomest outfit, and pay very high commissions. Each subscriber receives WITHOUT DELAY two beautiful pictures, which are ready for IMMEDIATE DELIVERY. The paper itself stands peerless among family journals, being so popular that of its class it has the largest circulation in the world. Every subscriber is just beginning; back chapters supplied to each subscriber. Mrs. Stowe's long-expected sequel to "My Wife and I" begins the new year. Any one wishing a good salary or an independent business, should AGENTS send for circulars and terms. WANTED, to J. B. FURK & CO., New York, Boston, Chicago, Cincinnati or San Francisco.

\$5 to \$20 per day! Agents wanted! All classes of working people of either sex, young or old, make more money at home than in any other way, or at all, the time, than at any thing else. Particulars free. Address G. STINSON & CO., Portland, Maine.

GOODS RETAILED AT WHOLESALE PRICES, AT THE BALTIMORE SHIRT FACTORY No. 45 West Fayette Street. Dress Shirts made to order in the best manner, of the very best material, for \$2.25, and guaranteed to fit perfectly. Shirts ready made of Womanss Wash and Fine Family Linen only \$1.75. Best Linen Collars \$1.00. MEGI-NESS, Agent.

Write for Circular, with directions for self-measurement.

\$10 to \$100 in Wall St. often leads to a large fortune. No risk. 32-page pamphlet for stamp. VALENTINE TENDERBEE & Co., Bankers and Brokers, 30 Wall-st., N. Y.

TOBACCO.—I suffered with Catarrh thirty years, and was cured by a simple remedy. Will send receipt, postage free, to all afflicted. Rev. T. J. MEAD, Drawer 116, Syracuse, N. Y.

ADVERTISERS' GAZETTE, 30 pages. Sent by mail for 25c. Address GEO. P. BOWLE & CO., 41 Park Row, New York. Dec 18, 1873.

POSTPONEMENT

Fourth Grand Gift Concert

FOR THE BENEFIT OF THE

PUBLIC LIBRARY OF KY.

OVER A MILLION IN BANK

SUCCESS ASSURED.

A FULL DRAWING CERTAIN,

On Tuesday, 31st of March Next.

In order to meet the general wish and expectation of the public and the ticket-holders for the full payment of the magnificent gifts announced for the Fourth Grand Gift Concert of the Public Library of Kentucky, the management have determined to postpone the Concert and Drawing until

Tuesday, March 31st, 1874.

They have already realized

Over a Million Dollars.

And have a great many agents yet to be heard from. No doubt is entertained of the sale of every ticket before the Drawing, and all who have not sold or not, the Concert and Drawing will necessarily and unexceptionally take place on the day now fixed, and if any remains unsold they will be cancelled, and the prizes will be reduced in proportion to the unsold tickets.

Only 60,000 tickets have been issued, and

12,000 CASH GIFTS.

will be distributed among the ticket-holders.

The tickets are printed in coupons, or tenths, and all treated in the same manner, as represented in the drawing just as whole tickets are.

LIST OF GIFTS.

One Grand Cash Gift, \$250,000

One Grand Cash Gift, 100,000

One Grand Cash Gift, 50,000

One Grand Cash Gift, 25,000

One Grand Cash Gift, 15,000

10 Cash Gifts, \$10,000 each, 100,000

30 Cash Gifts, 5,000 each, 150,000

50 Cash Gifts, 1,000 each, 50,000

80 Cash Gifts, 500 each, 40,000

100 Cash Gifts, 300 each, 30,000

150 Cash Gifts, 200 each, 30,000

250 Cash Gifts, 100 each, 25,000

325 Cash Gifts, 100 each, 32,500

11,000 Cash Gifts, 50 each, 550,000

Total, 12,000 Gifts, all Cash, amounting to \$1,500,000

The chances for a gift are as one to five.

PRICES OF TICKETS.

Whole Tickets, \$20. Half, 25. Tenths, or 200ths, 50c. Eleven Whole Tickets for \$200; 22 Half Tickets for \$100; 110 Whole Tickets for \$500; 217 Whole Tickets for \$10,000. No discount on less than \$5.00 worth of tickets.

The Fourth Gift Concert will be conducted in all respects like the three which have already been given, and full particulars may be learned from circulars, which will be sent free from this office to all who apply for them.

Tickets will be attended to in the order they are received, and it is hoped they will be sent promptly, that there may be no disappointment or delay in filling all. Liberal terms given to our circulars, which will be sent free from this office to all who apply for them.

Agents for tickets and applications for agencies will be attended to in the order they are received, and it is hoped they will be sent promptly, that there may be no disappointment or delay in filling all. Liberal terms given to our circulars, which will be sent free from this office to all who apply for them.

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