Herald AND Tribune.

VOL. 16., NO. 1 — JONESBORO, TENN., JAN. 8, 1885. — W. P. BROWNLOW, EDITOR

Norfolk and Western Railroad

TIME TABLE IN EFFECT JULY. 22, 1884.

TIME.	WES	VARD.
Eastern Standard	†No. 13.	*No. 3.
Lve Norfolk	2 25 P. M	8 40 A M
" Suffolk	3.10 "	9 15 "
Arv Petersburg	5.10 "	11 15 "
Lve Petersburg		11 22 "
" Burkeville		1 23 P M
" Farmville		2 00 "
Arv Lynchburg	*No. 1.	3 55 "
Lve Lynchburg	10.10 P. M.	4 10 "
" Liberty	10,53 "	501 "
" Roanoke	12 A .M.	6 11 "
Arv Big Spring	1 "	6 53 "
" Christiansb'g	1 "	7 27 "
" Central	2. "	7 55 "
" Pocahontas,		
" Wytheville	3 33 "	9 25 "
" Marion	4 34 "	10 30 "
" Abingdon	5 34 "	11 38 "
Arv Bristol	6 00 "	12 05 nignt

*No. 21. westward—Leave Lynchburg 7.00 a. m., Liberty, 7.53; Roanoke, 9.15. Arrive, Big Spring, 10.00 a. m.; Christiansburg, 10.45; Central, 11.07. Pocahontas. 3.15, p. m.

*Daily. †Daily except Sunday.

CONNECTIONS.

Leave Norfolk 8 30 a m., and 2.25 p. m. Arrive at Richmond 12.58 and 6.00 p. m.

Leave Richmond via R & P R R. at 10.15 a m., daily except Sunday, connecting with No. 3 at Petersburg for all points on line of N & W R R, at 11 20 a m, daily, and 6.00 p m daily except Sunday, arriving at Norfolk at 3.05 p m. and 9.45 p. m.

Leave Richmond daily except Sunday via R & A R R 9 20 a m. and 6.00 p m, arriving at Lynchburg at 3.40 and 10 p m, and 2.15 a m., connecting with trains on Western Division.

No. 1 has Leighton sleepers from Lynchburg to Bristol, and Pullman Sleeper Roanoke to Memphis Tenn., without change. No. 3 has Pullman sleeper from Washington via Lynchburg and Atlanta to New Orleans, without change

TIME.	EASTWARD.	
Eastern Standard	*No. 22.	*No. 2
Lve Bristol		6 20 P M
" Abingdon		6 48 "
" Marion		7 38 "
" Wytheville		8 33 "
" Pocahontas	11.35 P. M.	
" Central	3.40 p m	9 50 "
" Christiansb'g	4 10 P M	10 12 "
" Big Spring	4 47 "	10 42 "
" Roanoke	5 57 "	4 30 A M
" Liberty	6 46 "	5 50 "
Arv Lynchburg	7 45 "	6 40 "
Lve Lynchburg		7 02 "
" Farmville		9 00 "
" Burkeville		9 40 "
Arv Petersburg	†No. 11.	11 43 "
Lve Petersburg	7 00 P M	12 17 P M
" Suffolk	9 00 "	2 22 "
Arv Norfolk	9 00	3 05 "

*No. 4—Eastward—Leave Bristol 6.00 a m Abingdon 6.28; Marion 7.27; Wytheville 8.39; Pocahontas —— Central 10.19; Christiansburg 9.54; Big Spring 10.50; Roanoke 11.40; Liberty 12.41, p. m.; Arrive at Lynchburg 1.30. This train does not run beyond Lynchburg.

*Daily.

CONNECTIONS.

At Roanoke Nos. 2 and 4 connect with S V R R. east. Pullman Sleepers to New York without change via S V railroad and Harrisburg on both trains.

At Lynchburg No. 4 connects with the V M R R for Washington and the East. Trains leave Lynchburg 1 55 p m daily.

At Lynchburg R & A R R leaves Lynchburgh at 3 10 a m, 2 00 and 9 40 p m, arriving at Richmond 10 00 a m and 8 p m, and 7 00 a m.

No. 2 makes connection via Petersburg for Richmond, arriving at Richmond 12 58 p m, except Sunday. At Norfolk No. 2 arrives 3 05 p m. connecting with Bay Line Steamer, leaving Norfolk daily except Sunday for Baltimore at 6 00 and with. Old Dominion for N. York on Monday, Tuesday, Wednesday and Saturday.

New River Division.

EASTWARD.		—DAILY—		WESTWARD
5 05 PM	Arr	Central	Lve	7 45 A M
4 00 "	Lve	New River	"	7 58 "
6 02 "	"	Staytide	"	8 44 "
1 39 "	"	Ripplemead	"	9 07 "
3 15 "	"	Wenonah	"	9 30 "
6 03 "	"	Narrows	"	9 41 "
4 51 "	"	Adairs	"	9 52 "
4 19 "	"	Oakvale	"	10 25 "
3 50 "	"	Pocahontas	Arr	11 58 "

All inquiries as to rates, routes, etc., promptly answered.

If you are going to travel, drop a letter or postal to

ALLEN HULL,
Passenger Agent,
Roanoke, Va.

JOSEPH H. SANDS, Gen'l Sup't, Roanoke, Va.
A. POPE., G. P. and T. Ag't, Roanoke, Va.

Virginia Midland Railroad.

On and after Sunday, November 18, 1883. Passenger trains will run as follows:

SOUTH BOUND.	Train 53. MAIL.	Train 52. EXP.	Train 54 Lou Ex
Washington le've	8.35 A M	10.40 PM	5.10 P M
Alexandria	9.00 "	11.05 "	5.35 "
Gordonsville ar	12.50 P M		9.15 "
Charlotteville	1.20 "	2.30 A M	9.20 "
Lynchburg ar	3.00 "	4.55 "	
Danville	7.24 "	7.35 "	
North Danville	7.28 "	7.38 "	

NORTH BOUND.	Train 51. MAIL.	rain 53 EXP.	Train 55 Lou Ex.
North Danville lv	10.23 A M	1.23 A M	
Danville,	10.25 "	1.24 "	
Lynchburg lv	1.25 P M	3.45 "	
Charlotteville	4.30 "	5.50 "	3.10 P M
Gordonsville		5.55 "	3.00 "
Alexandria ar	8.55 "	9.55 "	6.45 "
Washington	9.20 "	10.20 "	7.10 "

Mail trains south bound, connects at Charlottesville, with Chesapeake and Ohio R. W. east and west; at Lynchburg, with Norfolk & Western R. R., through Southwest Virginia to Nashville, New Orleans, Memphis, Little Rock and Texas, and at Danville with Richmond and Danville railroad, to South and Southwest.

Mail train North bound, connects at Lynchburg with the R. & A. R. W. for Lexington and Natural Bridge, and at Charlottesville with C & O. railway for Staunton, Clifton Forge and intermediate points.

Express trains South bound, connect at Charlottesville, with C. & O. railway for the West and at Danville with R. & D. railway for all points South, Southeast Southwest and East.

Express trains north beund connect at Charlottesville with C. & O. railway, for Richmond, Staunton, White Sulphur, Charleston and Huntington.

For Fairfax C. H. daily connection at Fairfax station.

Trains 50, 51 snd 54 connect to and from Warrenton daily, and train 53 daily, except Sunday, to and from Warrenton.

Franklin Division, daily, except Sunday, leave Rocky Mount at 7 30 a. m., arriving at Frankin Junction 11 15 a. m. Leave Franklin Junction 6 10 p. m., arrive at Rocky Mount 10 p. m., making close connection at Franklin Junction with mail trains 50 and 51, also with local freight trains to Lynchburg and Danville.

Mixed trains leave Alexandria daily, except Sunday, 4 and 10 a. m. and 11 30 p. m., returning arrive at Alexandria 8 a m and 2 45 and 10 00 p. m. Mixed train leaves Alexandria daily 4 30 p. m. Returning, arrives a-Alexandria at 3 30 a. m.

Manassas Division, daily, except Sunday: Deave Washington 8 35 a. m. Alexandria 9 05 a m., arrive at Strasburg 1 10 p. m., connecting with the Valley Road East and West, and at River with Shen. Val. railroad for Luray and Waynesboro. Returning, leave Strasburg 2 p. m., arriving at Alexandria 6 25 p. m., and at Washington 7 10 p m.

Mixed trains leave Alexandria daily, except Sunday, 4 45 a. m., arriving at Strasburg 3 50 p. m. Returning, leave Strasburg 5 a. m. arriving at Alexandria 2 50 p. m. Leave Manassas 10 55 a. m. daily, except Sunday arriving at Strasburg 4 30 p. m.; returning, leave Strasburg 6 p. m. daily, except Saturday, arriving at Manassas 11 05 a m.

For Middleburg, connection at Plains station.

For Upperville, connection at Delaplane.

Pullman Sleeping Cars between New York and Atlanta on mail trains, 1 north and south bound, without change; only one change of cars between New York and New Orleans.

New Orleans Sleeping Cars leave Washington 81 5 a. m., running through without change.

Pullman Sleeping cars between Washington pnd Augusta, Ga., without change on 10 35 p. m. trains, via Greensboro, Charlotte and Columbia.

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Assistant General Passenger Agent.
W. M. S. DUNN, Eng. and Supt.

EAST TENNESSEE VIRGINIA & GA., RAILROAD TIME TABLE.

[Standard Time.]

EASTWARD.	NO. 36.	Da'y No. 2	Da'y No. 4
Lv Chattanooga		12 10 p m	7 40 p m
Ar Ooltewah		12 48 p m	8 12 p m
" Cleveland		1 40 p m	9 00 p m
" Charleston		2 09 p m	9 27 p m
" Athens		2 41 p m	10 00 p m
" Sweetwater		3 17 p m	10 28 p m
" Loudon		3 45 p m	10 53 p m
" Knoxville		4 50 p m	11 55 p m
Lv Knoxville	9 50 a m	5 00 p m	12 05 a m
Ar Morristown	11 30 a m	6 38 p m	1 32 a m
" Rogersville J		7 28 p m	2 07 a m
" Greeneaille		8 16 p m	2 47 a m
" Jonesboro		9 14 p m	3 39 a m
" Johnson's		9 34 p m	3 56 a m
" Bristol		10 30 p m	4 47 a m

WESTWARD.	No. 35.	Da'y No. 3	Da'y No.
Lv Bristol		11 55 p m	10 10 a m
Ar Johnson's		12 06 a m	11 08 a m
" Jonesboro		12 24 a m	11 29 a m
" Greeneville		1 16 a m	12 19 a m
" Rogersville J		1 53 a m	1 19 a m
" Morristown		2 25 a m	1 52 a m
" Knoxville		4 00 a m	3 35 a m
Lv Knoxville	3 10 p m	4 15 a m	3 45 a m
Ar Loudon	4 53 p m	5 17 a m	4 46 p m
" Sweetwater		5 42 a m	5 12 p m
" Athens		6 10 a m	5 43 p m
" Charleston		6 48 a m	6 15 p m
" Cleveland		7 40 a m	7 00 p m
" Ooltewah		8 09 a m	7 34 p m
" Chattanooga		8 45 a m	7 15 p m

OHIO AND NORTH CAROLINA DIVISION

Westward.	Daily No. 35.
Leave Warm Springs	11 50 p m
" Morristown	3 10 p m
Arrive Knoxville	5 00 p m
Leave Knoxville	5 10 p m
" Heiskell's	5 47 p m
" Clinton	6 07 p m
" Coal Creek	6 58 p m
" Careyville	7 23 p m
" Buckeye	8 00 p m
" Elk Valley	8 40 p m
" Newcomb	9 05 p m
Arrive Jellico	9 20 p m

Westward.	Daily. No. 36.
eave Jellico	5 50 a m
" Newcomb	6 02 a m
" Elk Valley	6 28 a m
" Buckeye	7 01 a m
" Careyville	7 29 a m
" Coal Creek	8 10 a m
" Clinton	8 36 a m
" Heiskell's	8 52 a m
Arrive Knoxville	9 25 a m
Leave Knoxville	9 50 a m
" Morristown	14 50 a m
Aarive Warm Springs	2 50 a m

CONNECTIONS

At Chattanooga with railroad lines diverging making direct close connections for all point Northwest, West and Southwest.

At Ooltewah and Cleveland with Georgia Division for Atlanta and all points South, Southeast and Southwest.

At Knoxville with Ohio Division and Knoxville and Augusta railroad.

At Morristown with North Carolina Division for Warm Springs, N. C., and all Middle and Western North Carolina points.

At Rogersville Junction with Rogersville and Jefferson Railroad.

At Johnson City with East Tennessee & Western North Carolina Railroad.

At Bristol, with Norfolk & Western Railroad, connecting closely with all Virginia and Eastern cities, via Lynchburg and Eastern, Middle and Northern States points, via Roanoke and Shenandoah Valley Route.

At Warm Springs, with Western North Carolina Railroad for Morganton, Asheville, Statesville Salisbury and all points in North Carolina.

SLEEPING CAR SERVICE.

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When a Revival in Trade Will Come.

From a recent member of the Cincinnate Commercial-Gazette we make the following extracts from an article on some of the causes, for the present depression in business. There may be some who will contend that the reasons named are not correct, but in our opinion there are few who will not say that fast living—living beyond one's means and speculation has not been the primary cause of the trouble. The C. G. says:—

That a business revival is bound to come is believed by all, yet they may have vague ideas of the manner of its coming. Some things may be set down as certain. It will not come with a boom in trade, nor in prices, nor in stock speculation. They who think that if they hold on to high prices the revival will come up to them, will deceive themselves. It will come when all things are fairly readjusted upon the scale of low prices and real values. The false values which have been squeezed out will not soon be revived, and ought never to be. Business will have to revive because the people are still in existence; they have to eat, drink and wear; in general they indulge in the comforts of life; the forehanded spend according to their income; the great industries are going on: consumption is fast reducing the plethora; the lower cost of production will increase the consumption; as surely as the Rev. Jasper's sun doth move, business must move in the former and increasing volumn; but it will not boom in prices, but on the plane of low cost of production, and low prices to consumers.

Agriculture is the great industry; the prices of labor and the profits of commerce should be adjusted upon the plane of the low prices of agricultural products. Farmers complain that railroad rates were reckoned by what it was thought the grain could stand, when prices were much higher, and that these rates now take the major part of the price. They have the right to demand an adjustment according to present prices. Laborers are combining and striking against any reduction of wages, as if they thought that the wages of artisans could be kept up while prices of farm products and of their own products have greatly fallen. No revival will uphold such inequality.

* * *

The contraction of values of railroad properties was made inevitable and necessary by their expansion. In what are called good times the railroads rates are fitted to what agricultural products can stand, and upon this forced basis their shares and bonds are increased, not by new capital, but upon the basis of earnings. Thus, the greater the profits the more the debt in the form of shares and bonds is inflated. This so-called capital is false, and it ought to be squeezed down, and ought never to revive. The railroad managers made this shrinking a necessity by their short-sighted and false policy. No revival of that misty mirage wanted, or would do any good to business.

In good times credit offers great facilities for abuse. When men who are called capital ists can build an unnecessary parallell railroad by issuing bonds, and can put millions in their pockets by letting the construction contract to themselves at two prices, and then can force the parallell company to buy the new road loaded with debt representing twice its cost, they can abuse credit and railroad privileges to build up a false value in what are conventionally called 'securities," whose collapse is a necessity. The fall of such "properties" is the natural and necessary end of the fraud. People talk of one or two thousand millions of values of railroad "securties" extinguished as if it were so much capital destroyed and must be restored to make a business revival. Necessarly its extinction makes a destructive disturpance, and ruins individuals and carries disaster into all kinds of business by its various money relations and by the distrust its creates. But these values were fraudulent, and they ought to be extinguished.

After the credit panic of 1873, while the country was waiting in fear of the unknowable in the far way resumption of coin payment, the industries of the county were adjusted to the basis of a low prices of living and of manufactured products, and then the business began to move along in full volume, but on a low level of prices. At the time manufacturers and iron producers said they were indifferent to protective duties, for they could turn out their products at lower prices than the British could lay them down here. At that time we began to export manufactured articles.

But the common idea is that prosperous industry means a continual advance in prices, and that good times mean good speculation on a raising market. Also, the theory is that Government should boom this by inflating the currency. Thus it went on with raising prices of manufactured goods, raising wages and raising cost of living, until the highest protective duties failed to prevent enormous importations. Good crops and good prices enable the railroad managers to increase their earnings, upon which they increased their watered capital. New railroads were built on bonds, and unloaded at double their cost on the old roads. The Government helped the boom by forcing the silver coinage, upon which to issue noets at the rate of about two and a half millions a month and our public financiers thought only of means to increase the volume of paper money.

The end of all this in breakdown was as certain as if intelligently designed. Prices are readjusting themselves to a solid base again as from 1874 to 1878, and this safe foundation will restore confidence, which will invigorate business of all kinds. The country has not now the fear of the unknowable in the currency, which, in 1874 was made impending till 1879. The only cause of currency fear at this time is in the increase of legal-tender silver and its paper representative, which already has brought the Treasury to the suspension of gold payment in the New York Clearing-house, and which has created among bankers and capitalists the apprehension that the Treasury may resort to silver payment, which would drop all the currency to the sole silver standard, and cause the flight of gold, and an addition of fifteen per cent. to the price of foreign exchange.

In this may be observed the fact that while a money of false value may deceive the people, yet if it is discredited by capitalists and bankers, their distrust makes a disturbance, and fear which extends into all business, and comes hardest upon the deceived laboror.

LOCAL NEWS LETTERS

TELFORD.

Telford Academy opens her doors on the morning of the 29th, and will continue operations as a free school for seven weeks thereafter.

No Sabbath school on the Sunday before Christmas because of the inclemency of the weather. The repulsive tone of the weather did not, however, prevent Supt. Cloyde from making a fire in the church. Mr. Cloyd's earnestness and zeal in religious work is recommended to all hereabouts as worthy of their imitation.

Christmas has revealed joys to many thousands who have passed this notable day in all christian nations bereft of the bare necessities of life. The depression pervading almost every circle of human activity is generating tons of misery and hundred weights of want.

Our merchants report a very good trade during Xmas week. One of the merchants of this place said to me recently that his trade was lighter now than it ever had been.

Of a truth people will marry. I have no data at command warranting the assertion that this particular branch of human industry is passing through a spell of inactivity. Married, in Telford on the 24th inst, Isaac Shoecraft to Miss Laura Felts, Squire L. S. Bayless officiating. The bridegroom and bride are residents of this county.

We are more than glad to say that we noticed very little drinking in Telford during the holidays. The evils directly traceable to the liquor curse should excite the closest scrutiny of all good citizens, and if the thing is clearly demonstrated to be in arms against every species of prosperity summary justice should be visited upon it.

Nelson Self, with his sister Leona, spent the holidays under the paternal roof. They have been attending school at one of East Tennessee's colleges. Report themselves well pleased with college life, and the manner in which they progressed in their studies. They go back on the 28th of December.

Mrs. Propst, wife of our P. M., gave a birthday dinner to R. L. Patton, Jas. H. and W. G. Propst on the 22nd of December. "Pied Piper" can truly say, without purloining from the flatterer's lore, that the table was well freighted with eatables. Those present manifested their appreciation of the occasion in a substantial way.

The younger portion of our village and vicinity could not withstand the temtation of having a party ere the close of the year's gayest period. According to common agreement Mrs. C. E. Patton's residence was selected as the scene of youthful mirthfulness. On the night of 27th of December, a score and a half of animated beings met at the appointed place, and it is hardly necessary to recount the pleasant incidents flowing from such a substantial way.

Miss Ellen McLin, Mrs. C. E. Patton, R. L. Patton, Wm. Powell, and C. S. Patton enjoyed a splendid Christmas feast at the residence of your townsman, Dr. N. N. Warlick.

Mrs. J. H. Propst, and her sister, Miss Laura Hunt, visited the family of James Patton of Rheatown, during the holidays.

At the present writing, Miss Minnie Bayless is visiting friends at Limestone. Suppose that Miss Minnie will come back in time to enter school on the 29th.

The old year is almost ready to leap from the stage of action. A survey of her momentous history convinces us of the plentifulness of sorrow as an ever present ingredient of human life. Thousands of honest and skilled laborers have been driven to the direst extremes of despair. The producing capacity of the nation exceeds its consuming. Reduction of wages is almost as common as the appearance and disappearance of clouds. The posters on factory doors thrill homes of industry with moanings of discouragement and starvation. The wolf is at the door, and threatingly wields the dagger of misery and squalor above the heads of the unfortunate inmates. The need of the hour is a market for our products.

Miss Fannie King is visiting friends at Limestone. Ersie and Agnes Propst are visiting dear grandma, near Limestone. Miss Ida Bayless is spending the holidays at Elizabethton.

The article written by "Farmer," appearing in the Herald and Tribune of Dec. 4th 1884, is well worthy of the perusal of every farmer in Washington County. And, in fact, no farmer, of whatevver county or country, will regret the time consumed in its reading. We believe that the soil, on many of our farms, is destitute of elements originally in its possession. That field produces poor wheat, in quantity and quality, because certain elements necessary to the growth of this cereal are nearly or quite exhausted. What is to be done? These deficient, but essential elements, must be supplied by feeding the land commercial or chemical fertilizers. Much of this so-called "boon to farmers" is spurious, and is not the proper medicine with which to invigorate the frail soil. Personal observation, however, warrants us in saying that some companies furnish good brands.

William Fipps, a telegrapher on one of the Southern lines of railway, came home a few days ago quite feeble from a contest with a species of fever prevalent in certain sections of the South.

Oak Ridge Academy, located a fraction over a mile south east of Telford, entertained a considerable audience on Wednesday night before Christmas. The exercises of the hour were highly appreciated by those in attendance. The pupils certainly acquitted themselves well. PIED PIPER.

CHERRY GROVE.

A. R. Brown, and W. C. Richards have made their return from Sullivan Co., where they have been visiting for near two weeks they report a pleasant visit.

Dr. Roisten, from near Rheatown, was in this section a short time since looking up the interest of his profession which is dentistry.

Dave Duncan, and Steve Campbell from Leesburg were in this section Sunday a week ago. Mr. Campbell seems to be smitten by the luminous charms of one of the fairer sex of this vicinity.

Macklin Ferguson doesen't seem to improve much if any.

Mrs. Armstrong near Locust Mount has an attack of fever.

Mrs. Bolton, t Locust Mount, is some what indisposed.

Messrs. Cox & Hunt are doing quite a lot of sawing with their steam mill at Adam Shipleys, near Locust Mount.

W. K. Martin has erected a new spring house.

William Lisenberry is constructing an addition to his new residence.

James Hensley has the frame up for a new dwelling house.

J. D. Lyon, P. M., at Locust Mount, is now doing a lively business in the merchandise line. Notwithstanding the hard times Joe keeps things moving.

Thomas Fraker, of Milburnton, paid us a pleasant visit last Sunday a week. He tarried with us until Monday morning.

Prof. E. E. Shipley's school at Cathal Spring is in a flourishing condition.

The Society at Cherry Grove holds forth every Wednesday night, with a very good attendance and good order.

Henry Ferguson, of Crookshanks, was in this vicinity Sunday visiting relatives.

Hugh Dunn, at Cherry Grove, is on the sick list, with an attack of billious fever.

James E. Hale has killed seventy-nine head of hogs which averaged 224 pounds net each.

Married, Thursday the 18th inst., at the residence of the brides father, Dr. R. H. Basket, the Rev. Joseph Milburn officiating, John Milburn, of Milburntown, Greene Co., and Miss Mattie Basket, of Pettibone, this county.

Married, on Sunday the 21st inst., at the residence of the brides father, S. K. Tadlock, the Rev. John B. Walker officiating, John Brumley, of Milburntown, Greene Co., and Miss Amanda Tadlock, of Locust Mount, this county.

To the young married folks we extend hearty congratulations, and welcome you to the matrimonial isle. May peace and pleasure, prosperity and true friends ever be yours.

We were one of the invited guests at Mr. Tadlock's, but was not like those of ancient record. We had neither bought a yoke of oxen or a farm but had married a wife, but as the weather would not admit of us taking her along, we left her at home and wended our way to the wedding feast which was attended by a goodly number of friends and relatives of the bride and groom. After the marriage was over we were permitted to seat ourselves at the table, which was burdened with good things and you can imagine the rest.

Mr. and Mrs. Tadlock will accept our thanks for the courtesy they showed to their guests.

Who will be next for us to report of having left the state of single loneliness and embarked their skift upon the smoothe bosom of the matrimonial sea. Arouse young men from your lethargy and keep the good work going on for we do enjoy those seasons of festivity.

NOVUS HOMO.

Books Given Away.

Ladies' Guide to Fancy Work.—Contains over 200 handsome illustrations, 64 large 3 column pages, nicely bound. It is the only practical instructor in Fancy work. With it, as a guide, you can make hundreds of beautiful things for adorning your home, or presents for your friends, at a trifling expense. Every lady is delighted with it, as there is no fancy work, but that she can accomplish by its aid.

Ladies' Private Companion.—A complete work on womanhood. It touches upon every subject of interest to a wife, mother, or daughter. Gives the advice and information so many times desired by ladies, but which modesty prevents her asking a physician of the opposite sex. Worth its weight in gold to every one suffering from any of those weakness of the sex. Illustrated and bound in cloth. (Regular price $1.00)

Fun and Candy.—A handsome 48 page book, telling how to make over 100 kinds of candies and other sweet things at home. Should be in every American Household. (Regular price 50c.)

The Housewife.—An illustrated domestic journal, devoted to "What to Wear," "How to Cook," "Fancy Work," "Household Matters," and every subject of interest to an American lady. (Regular price $1.00)

Send 50 cts. and receive The Housewife on trial for six months, and any one of above books free, or $1.00 and receive it for one entire year, and all of above books free. This is for new subscribers only, who send now. Address The Housewife Nunda, N. Y. dec11-2m

Fine Work.

The following pieces of work have been sent out from the old established marble works of H. C, Remine at Limestone:

A cottage monument of rare beauty and excellence in the latest style of Architecture the finest in the county has just been erected to the remains of Rev. W. N. Brown, at New Salem cemetery from the Marble Yard of H. C. Remine. Go and see it. Limestone Tenn.

A fine glass finished Headstone made for the grave of Mrs. Ematine T. Bachman, wife of Nathan W. Bachman and mother of Mrs. Jno. D. Cox, and Mrs. Dr. Kitzmiller has just been completed at the marble yard of H. C. Remine, Limestone, Tenn.

A doubly turned column monument has been erected at the remains of little Gaines, son of J. A. and M. E. Worley, on Boon's Creek, from the marble yard of H. C. Remine, Limestone, Tenn.

An extra nice headstone monument has just been erected to the remains of Miss Louisa G. Range from the marble yard of H. C. Remine, Limestone Tenn. Dec 11-3w.