Lexington Caucasian.

GENTRY AS A RAILROADER.

Amos Green on the War-Path.

He Gives Some Interesting Items in Regard to Our $1,500,000 Road.

[From the Kansas City Times, Oct. 8.]

To the Public:

My attention has been called to the following extract from an article published in the Sedalia Bazoo, one of the home organs of Major Gentry:

"Major Gentry is a director of the Lexington and St. Louis railroad. After Amos Green, the owner and one of the leading editors of the Kansas City Times, and his Democratic co-conspirators, had stolen all the bonds and assets belonging to the railroad, after it had gone into bankruptcy, Major Gentry, Colonel Houston and Joseph C. Higgins, of Pettis county, and William Morrison and others of Lafayette county, did become directors of the railroad and one of their objects was to ferret out the thieving rascality that had been done upon it, and bring the guilty parties to trial and punishment."

Now, the foregoing extract does not state a single truth. It is a tissue of falsehoods from the opening to the closing sentence, and the author of it knew when he wrote it that he was lying. The cause of the Independent party and its figure-head, Major Gentry, must be hard pushed indeed when it resorts to willful and malicious falsehood, and slander is necessary to divert public attention from the facts. As the home organ of the Tadpole candidate has itself brought the question of Major Gentry's connection with the Lexington and St. Louis railroad before the public, and in doing so has willfully and knowingly lied, and fooled myself and others, I will now give the public a true statement of the facts, which place Major Gentry as fully as unenviable a position as selling the wives and children of Union soldiers, and which will prove that the Major is as skillful a railroad director as he is a negro trader, and is actuated by the same speculative spirit.

The Bazoo says: "Major Gentry became a director after Amos Green and his Democratic co-conspirators had stolen all the bonds and assets belonging to the railroad, and it had gone into bankruptcy." Now Major Gentry became a director in the fall of 1870. The road was not put into bankruptcy until some time in 1872.

He was a member of the special finance committee, and also a member of the special committee authorized to enter into a contract with the Missouri Pacific for the completion of the road. He was a member of the committee which disposed of about eighteen hundred thousand dollars of the bonds of the company—nine hundred thousand first mortgage bonds, about one hundred thousand township and county bonds, and eight hundred thousand dollars of second mortgage bonds.

He was also one of the committee to settle with the Missouri Pacific road, and aided in making a pretended settlement with it. Since the road has been put into bankruptcy, suit has been instituted against the Missouri Pacific road by the assignee in bankruptcy to recover three hundred and twenty thousand dollars alleged to have been fraudulently paid, or included in the pretended settlement.

William Morrison in his deposition now in the hands of the assignee, and also in his parole evidence before the United States District court in the suit of William Blair, vs. the Lexington and St. Louis railroad, testified that the committee knew at the time of the pretended settlement that they were over-paying, and that there was no such an amount due the Pacific road; but says they submitted to its demands. The report of that settlement spread upon the minute book of the company, and signed by Morrison, shows $60,000 in the hands of the Pacific road, which it states is to be expended "for depots, &c." Since then not ten thousand has been expended in depots, and the Pacific files an account claiming about $180,000 due it. Morrison testified that he did not know what work the "&c." meant.

The bill also charges that the entire $800,000 second mortgage is all a fraud and was put on to enable the Pacific road to sell under it and purchase so as to defraud the counties out of their stock, and the creditors out of their just debts. The proof is also very strong. There is no doubt about the whole thing being a gigantic fraud, and Morrison and Gentry were the leading men on the committee who made this settlement and delivered these bonds. The facts most of them, appear from the records. These are the men, according to the Bazoo, that came in after the road was in bankruptcy to ferret out rascality!

Morrison testified to things in the United States District court, wherein as many as two and three witnesses flatly contradicted him, and it would not surprise me if some of these honest "ferreters out of rascality" yet found themselves in the state prison before the matter is ended. It would be very convenient to have Gentry governor in such an emergency, as he could interpose the pardoning power in their behalf.

The Bazoo speaks of my "Democratic co-conspirators." I was a director of the road from May, 1869, till the spring of 1870, about one year. During that time the president of the road and four of the directors were Radicals. The county judges of both Pettis and Lafayette county were Radicals. In making his statement of facts I do not wish to be understood as reflecting upon the integrity of any of the judges or directors because they were Radicals, but refer to it to show what an infamous liar the author of the article in the Bazoo is.

Col. Houston, of Pettis county, instead of coming into the road after it was in bankruptcy as stated by the Bazoo, became a director in 1869, and was vice-president of the road, and has been connected with the road ever since, with the exception of perhaps about two years. The road was put into bankruptcy because Morrison and Gentry on its finance committee had fraudulently turned over to the Missouri Pacific all its property and assets to avoid the payment as alleged, of the just debts. Morrison, without authority of its board of directors, confessed a number of judgments illegally, and, as he testified himself, without any authority, and on which judgments he caused to be issued $20,000 of county bonds in the hands of a trustee that were not turned over to the Pacific road. These fraudulent acts of President Morrison and the board of which Major Gentry was a leading member, were the foundation of the bankrupt proceedings and drove the road into bankruptcy, as the pleading records and evidences on file in the case show.

But this is not the worst part of Major Gentry's record while a director of this road. When the road was located through his town he claimed pay for the right of way $1,500, but if the company would change the location so as to pass over a route indicated by him, and make him a stock pond or lake, he would give the right of way. To accommodate him and on this promise the proposed change was made whom cost $11,000 more than the other location, and the pond was made, which was worth thousands to his stock farm. After the road was graded and after he became a director, he claimed pay for the right of way, and the company paid $1,500 or $1,500, I am not certain which amount.

In the contest between the creditors and the Missouri Pacific road, Major Gentry was assessed on the side of the Pacific road, and for the last two years, carried in his pocket a pass over the road.

Those who wish to examine into his railroad record are referred to the books and papers in the hands of the assignee at Jefferson City, and the evidence on file in the various suits now pending in the United States district court, where they will find that the Major's fraud and depredations practiced upon the wives and children of negroes who had entered the Union army, are excelled by his transactions as a railroad director. He is a fit figure-head for Bill Governor, new party, and a beautiful specimen of a modern Missouri reformer. His Previous Matrimonial Broadhead, takes great exception to his being styled Home Guard Gentry. How does the Colonel like the additional titles of "Negro Trading Gentry," "Railroad Gentry," "Right of way fraud," etc., etc.?

People of Missouri! is this the kind of man you want at the head of your state government? A man who is tainted with deception "from the crown of his head to the soles of his feet"? A man who, after deceiving his own servants who had served him faithfully, after deceiving the railroad company that, relying on his promises, expended $11,000 to change the location of their road, and when the road was graded so it could not again be changed, repudiated his promise—a man who is now laboring to aid the Missouri Pacific railroad to consummate a fraud upon the counties of Pettis and Lafayette by depriving them under the fraudulent second mortgage of their stock—a man who had allowed himself to become the instrument of the men and party who for years disfranchised a large portion of our people—who robbed, murdered and turned as did the Fletcher militia under the official sanction of the Radical party—a party which sold out the entire railroad interest of the state, amounting to near thirty millions, to swindling rings—a party that has entailed upon the people of the state the burdens under which they are now groaning—a party that sanctions the usurpations and outrages of the Kellogg dynasty in Louisiana—a party that, had its depredations continued in Missouri, would have done for it what the same party has done for Mississippi, Louisiana, and the Carolinas. Freemen of Missouri, is this the man, this instrument and figure-head, the man you want for Governor of Missouri? Honest reformers, is this the class of men you desire to place in official positions to inaugurate reforms, or is your talk about reform all a sham and deception, like Gentry's assumed honesty? Are you simply to be used as the instrument through which the corrupt Radical party of Missouri is to regain its lost power and control of the state?

Had not the home organ of the Major falsely and grossly assailed me to direct attention from its candidate and his record as a railroader, I would have remained quiet, feeling confident that the people would repudiate the entire mercenary reform ticket in November next. But when his own supporters attempt to pervert both the record and the truth, and to practice a fraud and deception upon the people and libel other men, justice requires that the facts should be made known and the fraud exposed. I make the statement over my signature. I know the facts. I hold the proof. I am ready to establish them in the courts and before the people.

A. GREEN.

[From the Kansas City Times, Oct. 7.]

A dispatch in the Democrat of the 5th, from Brunswick in regard to Gentry's railroad record, says: "The honest old farmer's indignation knew no bounds. He admits it is time he sided in making a settlement with the Missouri Pacific, but says he did it on a basis agreed upon by the man Green and the other members of the Board."

Now, I say he did not. We agreed upon a written basis of $48,000 for grading, Gentry and Morrison paid $100,000—just one hundred and twelve thousand excess over the basis agreed on.

By the written proposition agreed to by myself and associates, before Gentry and Morrison came into the Board, the Pacific road for its balance, was to take second mortgage bonds at sixty cents on the dollar. Gentry and Morrison let it have them at forty cents. Who saw that twenty per cent? That is what the people want to know.

These facts are on record and evidenced by writings. Will Gentry deny them? If he does I will publish them. No reference to individuals can save him; the settlement is spread upon the Record Book of the company. The account of the Missouri Pacific is on file. The proposition of the Pacific road is in writing. If Major Gentry will ever his signature to them, I will publish them. I will to the same to anybody. But I want his statement first, confessing or denying. Indignation won't do. The people want the facts, and they shall have them. Twenty per cent on $800,000—since when, are $112,000 excess on grading make up these two items a margin of two hundred and twenty-one thousand dollars. Who got this money? Between what parties was it divided, and how was creditors went unpaid? Will the "honest old farmer" lay aside his assumed indignation and answer? The honest masses will permit no evasion. The charges are explicit, and are in writing, and of record. No reference to Phillips and vest, or Brown or Edgar can change these writings or that record. They may know nothing about it, but the written proposition and records speak for themselves, and the Gentry and Morrison settlement shows what they did.

Dare Major Gentry deny the right of way fraud charged in my first article? I pause for a reply.

A. GREEN.

[From the Kansas City Times, Oct. 8.]

Gentry now claims that he and Morrison settled with the Missouri Pacific on a basis agreed upon by myself and associates for the completion of the road. I, as attorney of the road, did negotiate a contract for the completion of the road, which the Board of Directors accepted, and that the people may have all the facts before them, and see that I am not making general or wrongful charges against Major Gentry for political effect, but dealing in verifiable facts to expose gross frauds and wrongs, I publish the written proposition of the Missouri Pacific road as made by a committee of its Board of Directors, and accepted by the Board of Directors of the Lexington & St. Louis Railroad.

"Statement of debts and estimates of cost of completing the L. & St. L. R. R.

Due contractors	$100,000
Due Union National Bank	32,000
Due National Loan Bank	42,000
Right of way and floating debt	40,000
Est. finishing hotel	12,000
Total	277,000

ESTIMATES FOR FINISHING ROAD.

Finish grading road bed	40,000
Bridging $50 per foot, 1,250 feet	48,500
3,500 tons iron at $85	450,000
Spikes and fish bars, 60 miles at $600	36,000
Track laying, 60 miles, at $500 per mile	30,000
86,000 ties for main track, 55 miles	44,000
Ties for five miles side track	5,500
Turn-table, engine-house and machine shops	12,500
Interest during construction	25,000
Total	970,000

ASSETS.

800 1st mortgage bonds at 70c	$560,000	
220 county bonds at 85c	187,000	
Brownville sub	10,000	827,000
Balance unprovided		143,000

The Pacific railroad will undertake to complete the road, and take the same under the lease and run it, they taking the assets above mentioned and for the balance take 250 second-mortgage bonds, seven per cent interest, interest not to be collected for four years, unless the 35 per cent of rent shall sooner afford any surplus after paying interest on first mortgage bonds, the mortgage to have the usual clauses as to forfeiture after four years; the work to be commenced and finished without unreasonable delay. The above is based upon the correctness of estimated debts and cost of completion.

[Signed] W. M. McPHERSON,
Chairman of Committee.

It will thus be seen that the price agreed upon for the grading was $40,000—$8,000 less than I have stated in previous articles, which were written without having the agreement before me; but the mistake was in Gentry's favor, and not against him. Gentry says he settled on the basis of the contract negotiated by me and my associates. Let us now see if this is true.

Under that contract the cost of grading was $40,000. Gentry and Morrison paid for grading, $100,000—only $48,000 more than was due by the contract. Now the people want to know what that margin was put on for, and among whom it was divided. Will Major Gentry explain?

By the terms of the contract, for the $143,000 unprovided for the Pacific road was to take $250,000 in second mortgage bonds. Gentry and Morrison gave it $600,000. What was the extra $350,000 for, and among whom was it divided? The people want an explanation of these matters; they look badly.

You perceive by this time, Major, that you were mistaken when you said, at Brunswick, you settled on the basis of the contract negotiated by me. Such mistakes only place you in an unpleasant predicament. You should look into your record carefully before you undertake to answer; for it is with record facts I propose to deal. No reference to individuals can aid you. Records and written contracts are very much in the way sometimes, but still they are much more reliable than memory. But this, Major, is not all.

But a small part of the $100,000 due contractors has ever been paid off. No part of the $12,000 to complete the hotel and depot has ever been expended, and after the above proposition was made and accepted, and after you and your friend Morrison came into the board, as your organ, the Bazoo, said, "to ferret out rascality," you obtained from Pettis county $15,000; from Salt Pond township, in Saline county, $25,000; from Concordia township in Lafayette county, $25,000; from Davis township in same county, $10,000, from Lafayette county, $20,000; and collected on judgment or compromise of suits against parties in Saline county about $15,000. Now all these sums except the $20,000 from Lafayette county were turned over to Morrison and you, which, together with the amount left unpaid to contractors and for finishing building more than covers the $48,000 unprovided for by the first mortgage and other assets, leaving nothing to be provided for on an honest settlement by a second mortgage. On these undoubted facts it looks very much like that entire eight hundred thousand dollars in second mortgage bonds was a great fraud, and I believe, Major, this is what the assignee in his suit in equity to set it aside or recover their value, charges.

It would be well for you to read it, as there are some startling items in it that may interest you. And while you are refreshing the pleadings in that case, you had better look over that settlement made by you and Morrison with the Pacific road; it is spread on the records of the company. Also so your votes as a direct r. Then look over the account filed by the Missouri Pacific, on the basis of which you and Morrison settled, and you will then discover how nearly it differs from the contract negotiated by me, and which I have given in full for your information, so that you may not in the future fall into the error of saying you settled on the basis of that contract, lest the people might be led to believe the "honest old farmer" was not telling the truth. That would be as damaging as those little matters of business about selling your negroes, and that right of way, in both of which it is charged, I believe, that there were some small deceptions practiced by you.

I would also advise you to keep your temper while you and I are examining your record; anger or indignation will do no good. What the people desire is to get at the truth of the whole matter; for permit me to suggest that at present there seem to be some pretty large spots upon your railroad record. But you may be able to clear them all away. The Missouri Pacific may have misled you, or taken some advantage of you.

If I in any manner misrepresent your record or do you injustice, and you will call my attention to it, I will promptly make the correction. I will also, at a convenient time, publish a copy of your settlement, and the account of the Pacific road, also, some extracts from the deposition of your friend Morrison, for your further information; for, by-the-by, Major, your memory appears to be very defective about all these matters, and in order to repel these charges or answer them, you should be better posted.

A. GREEN.

REPLY FROM COL. HOUSTON.

Green Should Have Been Penitentiaried or Hung Long Ago.

[From the Sedalia Bazoo, Oct. 9.]

HOUSTONIA, PETTIS CO., MO., October 5, 1874.

Editor Sedalia Democrat:

I have just read in your paper of the 4th inst., a characteristic article written by Amos Green, copied from the Kansas City Times, in reference among other things, to Major Gentry's acts as director of the Lexington and St. Louis railroad, in which my name is also mentioned.

First, I will state that I am not a Third Party man, and cannot be suspected of manufacturing political capital for its benefit; nor have I any desire to appear as a writer or controversialist in the newspapers. But truth and justice demand that I shall not remain silent, and permit as gross a slander on the good name and fame of an honorable man, to pass without contradiction, when I am personally cognizant of the facts in the case.

Neither time nor space would permit a detailed history now, of the action of the directors of said road while Mr. Green and Major Gentry were directors.

But the charge made by Mr. Green, that "The whole thing was a gigantic fraud," (referring to the contract with the Pacific railroad company for the completion, the leasing and operating of the Lexington and St. Louis road) perpetrated by Gentry, Morrison and others; and that they fraudulently turned over its assets to the Pacific railroad company, I know to be an infamous and malicious falsehood.

I was a member of the board at the time, as also of the committee, who concluded the contract referred to, and who made the final settlement with the Pacific railroad company, and I know whereof I speak.

Major Gentry and myself labored earnestly and faithfully, as did other members of the board from Lafayette, and we succeeded in getting the road completed, amidst almost insurmountable difficulties, after Mr. Green had made a fortune out of his connection with it, and had abandoned it, amid the curses and threats of the people who had furnished the money for the construction of the road.

Mr. Green says: "It would not surprise him, if some of these honest ferreters of rascality yet found themselves in the state prison." In reply to which, I might say, that if some of the financial agents and Attorneys of this road had received the reward which an oppressed and tax-ridden people think they deserve, they would have been in the state prison on those years ago.

If Mr. Green has a disposition to give information respecting the conduct of R. R. officials, the people of Pettis and Lafayette would be glad to have him give truthful answers to a number of questions, of which I give two or three as samples.

Did Mr. Green, as attorney for said R. R. company in 1869, draw the contract for the construction of said road, touched in such terms as to authorize the contractor at that time, to claim pay for grading done on said railroad by former contracts in 1860-61? And did he, all-roundin, while acting as a director in said R. R. company, permit said grading to be measured and estimated as the work of said subsequent contractors, and by said fraudulent estimate, permit the sum of about $49,000 to be filched from the Treasury of said company? And can he tell what disposition was made of that money?

Will Mr. Green be kind enough to state whether or not he, while acting as a director in said company and, also as the financial agent, ever made a proposition, that they should make $100,000 in the purchase of the iron for this road?

If Mr. Green should manifest any disposition to answer these questions, I can furnish him with an abundance of the same character, which the taxpayers of Pettis and Lafayette would be glad to have him answer.

Yours, &c., THOS. F. HOUSTON.

An English writer accounts for the remarkable honesty that prevails in Iceland on the ground that there is nothing on the island worth stealing except the geysers, and they cannot be carried away.

The latest novelty in carriages is probably the singular pair which was sported by a sporting Parisian belle at a recent meeting. From each rear spring a small gold gridiron, on which was hung a heart formed of garnets.

LADY FIXINGS.

OUR BABY.

To-day we cut the fragrant sod,
With trembling hands, asunder,
And lay this well-beloved of God,
Our dead, dead baby, under.
Oh, hearts that ache, and ache afresh!
Oh, tears too blindly raining!
Our hearts are weak, yet, being flesh,
Too strong for our restraining!
Sleep, darling, sleep! Cold rains shall steep
Thy little turf-made dwelling;
Thou will not know—so far below—
What winds or storms are swelling;
And birds shall sing, in the warm spring,
And flowers bloom about thee;
Thou wilt not heed them, love, but oh,
The loneliness without thee!
Father, we will be comforted!
Thou want the gracious Giver;
We yield her up—not dead, not dead—
To dwell with thee for ever!
Take thou our child! outs for a day,
Thine while the ages blossom!
This little shining bead we lay
In the Redeemer's bosom!

The first fall suits—Fig leaves.

The fall bonnet is said to be higher than ever; we notice that the fall pocket is lower.

I saw Esau kissing Kate,
And the fact is, we all three saw;
For I saw Esau, he saw me,
And she saw I saw Esau.

A fellow who hid under a sofa at an informal Boston missionary meeting says that the thirty-five ladies spoke twice of the down-trodden heathen, and more than a hundred times of a new kind of hair dye.

Thou gazest on the stars;
Oh, would I were the skies,
That I might gaze on thee
With all my thousand eyes!

A simple remedy for removing freckles is a pint of sour milk and a small quantity of horse-radish. Let the mixture stand over night, and use it as a wash three times a day until the freckles disappear.

A writer who has flirted with the women of Paraguay says: "Only imagine yourself about to salute the red lips of a magnificent little Hebe arrayed in satin and fastened with diamonds, as she puts you back with one delicate hand, while with the other she draws forth from her mouth a brownish-black roll of tobacco quite two inches long, looking like a monster grub, and then depositing the savory lozenge in the brim of your sombrero, puts up her face and is ready for a salute. However, one soon gets used to this in Paraguay, where you are, perforce of custom, obliged to kiss every lady you are introduced to."

A curious incident recently occurred on a Western railroad train. As the cars were moving away from the Terre Haute depot, a pretty young woman came from the ladies' car, and rushing into the smoking-car frantically appealed to everybody to stop the train. Catching sight of the conductor, she exclaimed, piteously, "Mr. Conductor, do please stop the train! I've left my baby!" The train was stopped, and baby recovered, amidst the hearty cheers of the people on the platform and the passengers; and while the young mother laughed and cried and hugged her little one, she tried to explain how the baby was such a new one that she hadn't got used to it yet.

In a recent speech at Gallatin, Tennessee, old Andy Johnson addressed these paragraphs to the ladies of his audience: "The presence of ladies at public speaking is always a tendency to chasten and correct, and to make men bear themselves better than they otherwise would. When you consider the power you wield, you ought to appreciate it. We have been told that there is a power behind the throne greater than the throne itself. Although you may not be at the front in public life, at the court-house and at the hustings, you are yet in position to make your influence felt in public life. This power you should always exercise in a judicious manner. You remember the story of the Gracchi, and how their mother, Cornelia, presented them to her lady friends as her jewels, when they were making a display of their own fine dress and personal adornments. * * * Adam, our great father and head, the lord of the world, was a tailor by trade. 'Adam and Eve, when their eyes were opened, knew they were naked, and sewed fig leaves together and made them aprons.' That is the first we ever heard of tailors, and I do not see that—without intending to be personal—any one need be ashamed to be called a tailor, nor that any young lady need be ashamed to be a seamstress, for her mother, Eve, it seems, handled a needle with some skill."

There is observable this season a tendency to simplicity, especially in street costumes. Plain, dark colors—so dark, indeed, as to be almost invisible—are said to be the most elegant mode. Mulberry, prune, blue and green are the favorite shades; and the manner of making them is quiet and lady-like. The skirts are made to clear the ground when walking, even the demi-trained skirts being arranged so they can be easily fitted for street wear. The front and side breadths are still made smooth and clinging, all the fullness being carried toward the back by means of an ingeniously arranged elastic strap which holds the back breadth in place. The tournures in the new costumes are said to be very decided, marked, and the skirts are draped to look very bouffant. This is a change from the present style, in which the tournure is quite generally dispensed with; but Paris has taken up again the discarded tournure, and America will probably follow suit. The number of flounces has diminished, all skirts have a wide bordered flounce, sometimes extending only across the front, leaving the back breadths unbroken line from the waist to the foot. Many of the silk flounces, which, by the way, are sometimes used to finish camel hair dresses, are "plaked" about the edge, after an old fashion of years ago. As has been said before, the cuirass habit, or polonaise, are very plain and finished. Sterling good sense seems to predominate this season, at least in the preparation of the street costumes, in which comfort and good taste seem to be very equally consulted. There is a rumor that the old-fashioned "basquines" and long sacks are to be revived this winter, and take the place of the English walking jackets.

MIXED PICKINGS AND STEALINGS.

It is easier to be wise for another than for one's self.

It is a wonder that scarf-pins do not get sea-sick; they often ride on the bosom of such heavy swells.

An Illinois stump-speaker, who "carried four rebel bullets" as proof of his patriotism, was found to have them in his breeches pocket.

It's rather remarkable that while several thousand feet are required to make one road, a single foot, properly applied, is sufficient to make one well-behaved.

A farmer took his wife to a grand concert, and after listening with apparent enjoyment, the pair became suddenly interested in one of the grand choruses. "All we, like sheep have gone astray." First, a sharp soprano voice exclaimed: "All we, like sheep——." Next a deep bass voice uttered, in the most earnest tone: "All we, like sheep——." Then all the singers at once asserted: "All we, like sheep——." "Well, I *don't*," exclaimed old rusticus to his partner; "I like beef and bacon, but I can't bear sheep meat!"

Tennessee's presidential ex-breeches-maker, A. Johnson, recently delivered a stump harangue at Gallatin, which abounded with admirable little brickdust diamonds. Here are two: "We talk about 'self-made men.' There are very few self-made men; but, if you depend on some one else making you, as a general proposition, you will never be made. * * There is one thing I learned when I was quite young, and that was, that if I never disgraced my calling, my calling would never disgrace me. I am a mechanic."

Prof. Kemper, principal of the celebrated Boys' School at Boonville, in this state, was once asked by one of his pupils which was the most desirable to be attained in this life, money or character. He replied: "My son, never let that subject come up in your mind to be debated. Strive first and all the time for character, for with it money will be added unto you, but without it untold millions would only show more pointedly the depth of your poverty in those things that make life itself desirable." Would that every man in the land would teach his boy that lesson. Aye, more. Teach him that the man who is dishonest in his politics, and forgets or ignores the sanctity of an obligation, is dishonest in his religion, and his professions are but the draw lings of a surely damned hypocrite. Teach him these things by your own walk and conversation, and let him know that you are loyal to principle, to your country and your God—that written bonds and obligations are only for the protection of honest from dishonest men, and that the simple word of a noble, true man, as you would have your boy be, is worth all the bonds ever given. You cannot impress this lesson, however, if you are unfaithful to your own obligations, even though they are simply implied. He will soon learn his lesson from the practical tuition he receives. How careful, then, should be the walk of the honest parent.

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NEWLY FURNISHED.

$1.50 PER DAY.

VIC. ADAMI & BRO., Proprietors

sept5 3m

FOR SALE.

I OFFER for sale my farm, within 2½ miles of Lexington, highly improved, containing 115 acres, 80 in cultivation, balance good blue-grass pasture, well watered, 1¾ mile fine fence, orchard of 600 fruit trees, dwelling house of eight rooms, porches and pantries, stables and out-buildings, also crop and farming utensils. Will sell on long time, purchaser making one payment at time of purchase. For terms, apply to me at my office in Lexington.

sept25tf GEO. S. RATHBUN.

TAILORING.

THE undersigned would respectfully inform the citizens of Lexington and vicinity, that they are now prepared to make gentlemen's clothing, Coats, Pants and Vests, in the neatest style, and on the most reasonable terms. Residence on Ridgeway street, West of Second Ward Public School, Lexington, Mo.

Mrs. L. REED,
Mrs. M. J. BOWES.

sept25-3m

THE SPINNING PAPER STOCK CO.

Nos 114, 116 & 118 Chesnut St.

CASH PAID FOR

WOOLEN and COTTON RAGS

OLD BOOKS,
PAMPHLETS,
WASTE PAPER.

OLD ROPE,
GUNNY,
COPPER,
BRASS,
AND
OLD IRON.

SAINT LOUIS MISSOURI.

sept12-1y

Fall Goods!

AN IMMENSE STOCK OF

NEW GOODS

RECEIVED AND OPENED AT

ARDINGER'S

WHICH HE IS OFFERING FOR

Cash Only!

At prices that will defy competition. Every department is full and complete, having been selected with unusual care to suit the wants of his customers.

CARPETS!

In this line he has a large and full stock, and is selling a good two-ply carpet at 65 cents. All are requested to call and examine our goods.

JOHN H. ARDINGER.

JOHN F. ENEBERG,

DEALER IN

PINE LUMBER

Doors, Sash, Blinds,

GROCERIES,

CHINA, GLASS, QUEENSWARE

&c., &c., &c.,

BROADWAY,

LEXINGTON, MISSOURI.

sept12tf

WM. H. RUSSELL

AULLVILLE, MISSOURI.

KEEPS constantly on hand a large stock

FRESH GROCERIES

COFFEE,
SUGAR
TEA,
RICE,
TOBACCO.

And all other articles usually kept in a first-class Family Grocery.

Call at RUSSELL'S in AULLVILLE, and see his stock of

BOOTS & SHOES

For men, women and boys. All sizes and qualities. Remember RUSSELL'S at

AULLVILLE.

jan13-1y

NEW SADDLE AND HARNESS MANUFACTORY.

LASHES, CURRY-COMBS, SPURS, BRUSHES, &c., &c.

PIRIE STREET, north of O. S. Presbyterian Church, Lexington, Mo.

My work is NOT MADE BY BOYS, but by experienced workmen, and of the best material, which I will sell as low as good work can be sold.

☞ Repairing done at reasonable prices.

dec18-1y T. C. CRENSHAW

GRANGERS' STABLE.

I TAKE this method of letting my former patrons of this county, and the public generally know that I have again taken the popular Feed and Sale stables on Franklin street, formerly occupied by Jones & Co. I will take the very best care of all horses that may be intrusted to my keeping. Horses boarded by the day or week. Saddle horses to hire; charges moderate. Patronage most respectfully solicited. Remember the sign, "The Granger's Stable."

feb26-6m E. C. HOLMES.

120 ACRES LAND

For Sale on 6 Years' Credit.

THIS land lies two and one-half miles south of Freedom P. O. on Knob Noster road, adjoining the farm of T. O. Nillington. Is rich and dry prairie—some hazel brush—enough timber to fence it—fine range for hogs all around it. Will be sold low on six annual payments to any one who will improve it. A rare chance for a working man to get a home on easy terms.

Apply to E. WINSOR & SON, Lexington.

July 23-3 m.

CHEAP

CASH HOUSE

In Strauss's New Block, Two Doors East of Court-House.

I RESPECTFULLY announce to the citizens of Lafayette and adjoining counties that I have lately received from New York, Boston and Europe, a large lot of

QUEENSWARE,
GLASSWARE,
TABLEWARE,
FINE CUTLEY, &c.

Which I am offering at wholesale and retail at greatly reduced prices. Call and see me.

Very Respectfully,

THOS. B. CLAGETT.

April1-tf.

E. WINSOR & SON

GENERAL

INSURANCE AGENCY,

REPRESENTING

FIRST CLASS COMPANIES

ÆTNA INSURANCE COMPY,

HARTFORD, CONN.

Assets, - - - $5,224,045.08.

The Largest Capital,
The Largest Assets,
And Largest Income,
Of any Insurance Co. in the country.

HAS STOOD THE FIRES FOR 54 YEARS.

Losses paid at Lexington, Missouri. Agency in 13 years, $72,435.98.

E. WINSOR & SON, Agents.

HARTFORD FIRE INS. CO.,

HARTFORD, CONN.

Assets, - - - - $2,204,396.45

Having passed successfully the financial revolutions and great calamities for sixty-four years of the present century, the commercial world may be safely challenged for any HIGHER GRADE OF SECURITY than its Policies afford. More than Sixteen Million Dollars paid to Claimants.

E. WINSOR & SON, Agents.

FIRE ASSOCIATION,

OF PHILADELPHIA.

Assets, - - - - $2,063,068.02

This old and reliable Insurance Company continues to insure buildings, Household Furniture and Merchandise generally against loss by fire. All losses sustained by the Association since its organization have been promptly paid. Has stood the fires successfully for fifty-three years.

E. WINSOR & SON, Agents.

FIREMEN'S FUND INS. CO.,

SAN FRANCISCO, CAL.

Assets, (GOLD) - $675,000.00

The only Insurance Company on the Pacific slope that went through the Chicago Fire safely, and paying its losses dollars for dollar. With such a prestige it is worthy of the patronage of the insuring public.

E. WINSOR & SON, Agents.

MUTUAL LIFE INS. COMPANY

OF NEW YORK.

Assets, - - - - $58,550,059,42

The Largest Company in the World.

Will insure your Life on any plan. Call for Book of Rates and Plans.

E. WINSOR & SON, Agents.

With the above line of Insurance Companies we can satisfy the most critical. Will write Policies on any class of property subject to Insurance, from the modest dwelling of the laboring man to the palatial mansion of the wealthy, from a huckster's stock to a dry goods emporium, from the stove building of a green grocer to the granite edifice of the merchant prince, churches, school houses, public buildings, warehouses, barns, &c. Will insure the lives of men, from infancy through youth and manhood to hoary age.

Secure a policy on your dwelling, storehouse, barn, church, school house, warehouse, or if you have none of these, insure your life, before it is everlastingly too late. "Procrastination is the thief of time." Having been in the business for twenty-five years, we are fully posted on all policies of Insurance. "Experience teaches all things;" we commit no errors nor blunders leading to void policies. Your patronage is solicited.

OFFICE NO. 84 MAIN STREET.

Commonly known as Winsor's Corner.

E. WINSOR & SON.

nov29-1y

Vehicles.

D. RUSSELL & CO.,

Established, 1849.

FRANKLIN STREET, OPPOSITE MARKET HOUSE.

BEING ONE OF THE OLDEST Carriage Manufactories on the Upper Missouri, and having a reputation unsurpassed by any, we would call the attention of citizens and customers especially to our large stock of

Carriages, Buggies, Rockaways and Light Spring Wagons,

Which we will sell at the lowest market price

ORDERS FOR NEW WORK

Put up in every style to suit,

And of the very best material and workmanship

ALL WORK WARRANTED.

We have on hand

Second-Hand Buggies and Rockaways.

Which we will sell very low.

Special attention paid to all kinds of repairing. Jan1-1y

CLOWDSLEY, WOTAWA & CO.

Carriage Makers

MAIN ST., LEXINGTON, [opp. Baptist Ch).

THANKFUL for past favors, would announce to the public that they are prepared to manufacture all kinds of

BUGGIES AND CARRIAGES,

of the best material and workmanship. They have on hand and are finishing up, Rockaways and all descriptions of Buggies.

☞ They have on hand SECOND-HAND Buggies and Rockaways, which will be sold low.

☞ Special attention paid to all kinds of REPAIRING. ap26 3m

LAFAYETTE INSURANCE COMPANY

Lexington, Mo.

CAPITAL AND ASSETS,

JANUARY 1, 1874.

$126,052.47.

INSURES ONLY AGAINST THE PERILS OF NAVIGATION AND INLAND TRANSPORTATION.

John W. Waddell, President.

Edward Winsor, Secretary.

William Morrison, Treasurer.

DIRECTORS:

JOHN W. WADDELL,
ROBERT HALE,
JOHN H. ARDINGER,
BENJ. MARSHALL,
WM. MORRISON,
A. V. ROBINSON,
ROBERT RUXTON, Malta Bend,
L. W. WERNWAG, Berlin,
ARNOLD T. WINSOR, Waverly.

INSURANCE DEPARTMENT STATE OF MO.,
St. Louis, Jan. 21, 1874.

E. Winsor, Esq., Secretary Lafayette Insurance Company, Lexington, Missouri.

DEAR SIR: The annual statement of the condition and affairs of your company, for the year ending December 31st, 1873, has been filed in this office and has been approved.

Very Respectfully,
FRANK P. BLAIR, Supt.

feb14-9m

NEW TIN AND STOVE STORE.

GEORGE KING. OAKLAND C. GRAHAM.

KING & GRAHAM,

MANUFACTURERS AND DEALERS IN

COOKING & HEATING STOVES,

TINWARE, TIN ROOFING & Guttering, made and repaired in neat workmanlike manner. Also have the well known

CHARTER OAK STOVES

All work done, and all stoves sold warranted to give