THE CHRONICLE.

R. M. YANCEY, Editor.

Clarksville, Tenn., Nov. 1, 1884.

TERMS: $2.00 IN ADVANCE.

NATIONAL DEMOCRATIC TICKET.

FOR PRESIDENT,
STEPHEN GROVER CLEVELAND,
Of New York.

FOR VICE PRESIDENT,
THOMAS A. HENDRICKS,
Of Indiana.

STATE DEMOCRATIC TICKET.

For Governor,
Wm. B. BATE, of Davidson.

For Congressman of the 6th District
Hon. A. J. CALDWELL,
Of Davidson.

For Senator from Montgomery and Stewart Counties,
ALEX. BAGWELL.

For Representatives,
A. H. MUNFORD,
C. P. WARFIELD.

For Floterial Representative of Cheatham, Montgomery and Houston counties,
L. L. SKELTON.

For Electors for the State at Large,
J. D. C. ATKINS, of Henry.
ROBT. L. TAYLOR, of Washington.

For District Electors.
1—Robert Burrow, of Carter.
2—S. G. Heiskell, of Knox.
3—C. Marchbanks, of White.
4—M. S. Elkin, of Sumner.
5—Ernest Pillow, of Marshal.
6—J. W. Judd, of Robertson.
7—L. P. Padgett, of Maury.
8—R. P. Cole, of Henry.
9—W. P. Caldwell.
10—J. Harvey Mathes, of Shelby.

THE DUTY OF DEMOCRATS.

The genuine Democrat who has the real interest of the party at heart will not vote for Railroad Commissioners.

This Commission scheme is an effort of professional politicians to put through a measure for their benefit by fastening it on the party. Such tactics are an insult to the intelligence of the Democratic masses who should have the manhness to resent it.

These politicians seem to consider Democratic voters nothing more than pawns on the chess board, to be moved at their will. A set of dummies to be dressed up and set about according to their liking—a herd of spiritless idiots who will be ready to lower their thumbs whenever these political Simons say wig wag.

A man of any independence of thought will not be thus drummed into the support of a side issue that he does not believe in, and the ultimate tendency of making such measures the text of party fealty can be nothing less than party disintegration.

For this reason we say that the well wishers of Democracy will do the party a service by emphatically discountenancing such proceedings. The principles of Democracy are well known and it is only on such principles that party lines can be drawn. The schemes of these would be bosses must be frustrated.

THE OUTLOOK.

The individual who occupies the editorial tripod in the CHRONICLE sanctum is neither a political Vennor nor a lineal descendant of the Hebrew prophets.

If he had any reputation for foretelling the outcome of elections he wouldn't risk it on the result of the pending contest, but would rather observe the proverb which says "even a fool who holdeth his peace is accounted wise," or else frame his vaticinations after the fashion of some modern speeches on the tariff.

Being a very candid creature, however, he humbly acknowledges that he don't know which way the cat is going to jump, and he believes everybody else is in a like darkness concerning the direction of the prospective feline movement.

He can, however, say with all fairness: "A calm survey of the field justifies us in the most hopeful anticipation as to the result." It is certain that the outlook in New York is now very favorable to Cleveland, but those who remember that the last election was bought and the previous one stolen, are apprehensive of the actionof a powerful and unprincipled foe that fights with the energy of desperation for its existence.

The battle lies in New York. Without that State the Democrats have no reasonable hope of victory. With it and the Solid South, which is conceded to them, they will lack only twelve votes, and these may be counted on from several sources.

Indiana will furnish three more than enough; New Jersey and Connecticut will give a surplus of four; New Jersey and Nevada will furnish the exact requisite; California and New Jersey will afford an ample surplus, and California and Connecticut will give two more than is needed.

The hitherto Republican States, Wisconsin and Michigan, are now set down by some as doubtful. The latter, added on to New York and the Solid South, will secure a Democratic victory and the former will come in one vote of effecting such a result.

All of the Northern States are doubtful to the Democrats and the most of them are secure to the Republicans. It may turn out a Solid North against a Solid South, and in that event Cleveland will be snowed under by a very decisive majority.

New York, New Jersey and Indiana all three have gone Democratic oftener than they have gone Republican. They belong to the Democracy and the Republicans will have to fight to win them. In the first mentioned State the Butler movement and the apprehended treachery of Tammany are against Democratic success, and the Independent bolt and St. John's candidacy in its favor. In the two last States there may be some Democratic disaffection on account of the tariff.

Over it all hangs the probability that the fraud of 1876 may be again attempted. Powell Clayton has gone to New Orleans and will organize an army of U. S. Marshals to terrorize the voters of Louisiana and Mississippi. Spencer rifles and revolvers from the Government arsenals have already been sent him for the purpose. This undoubtedly means that disturbances will be created in these States in order that a pretext may be had for another theft of the Presidency, if it prove necessary.

We have stated all the facts at our command and our readers can form their own opinion of the outlook.

THROUGH FREIGHTS.

A favorite theme of the Railroad Commission advocates is that trunk lines of road, in order to compete with rival lines, put down their through rates to a figure on a level with or below the actual cost of carriage, and make up the deficiency on local rates.

If this be true it is a poor argument for the Commission. Fully ninety per cent. of all the traffic moved by rail in Tennessee either comes from or goes beyond the borders of the State. All of our farm produce is sent away to find a market, and all of the goods which that produce purchases come from the Northern and Eastern cities. It is easy to see, therefore, how much more we are affected by through than by local freights. The cost of carriage is added by the merchant to every article that his customers may buy. When through freights are cheapened this cost is of course made smaller in a proportionate degree. A farmer's crop and everything he buys is largely affected by through freights, whereas there is not one farmer in a hundred who spends a dollar a year on local shipments.

If the putting up of through freights is to be the result of the Commissioners' action, the Commission is indeed a thing to be gotten rid of. We submit the following table which accurately shows how the rates adopted by the Commission in Tennessee would increase the charges already made by ralroads to points outside of the State if so applied:

GRAIN PER 100 lbs.

From Clarksville, Tenn., To—	R. R. Rate.	Com. Rate.
Atlanta, Ga.	28½	44½
Augusta, Ga.	33½	57½
Charleston, S. C.	31½	66½
New York	45	81½

FLOUR PER BBL.

Atlanta, Ga.	57	87
Augusta, Ga.	83	1 15
Charleston, S. C.	55	1 38
New York	90	1 70

LIVE STOCK, PER CAR.

Nashville, Tenn.	$22	$ 32
Louisville, Ky.	32	53
Cincinnati, O.	51	85
St. Louis, Mo.	76	92
Chicago, Ill.	75	117

LEAF TOBACCO PER 100 LBS.

Louisville, Ky.	20	47
Cincinnati, O.	28	78
New York	42	2 61
New Orleans	30	1 78

If the table of rates which the Commission proposed could have been put in operation it would have necessitated the raising of through freights to the figures indicated in the above table and the taxes of the people would thereby have been greatly enhanced. The price of their produce would have been decreased and the price of all they buy enhanced.

Local rates, which the Commission proposed to reduce, and thereby increase through rates, are of little consequence: It is the through rate system which has enabled Clarksville to build up a grain and flour trade with the South; it is the through rate plan which has sustained our tobacco market. In fact, all of the surplus products of the farmers of Montgomery and adjoining counties go beyond the limits of the State; consequently through rates are an essential feature, in fact, an absolute necessity.

But we do not intend to admit by what goes before that local rates in Tennessee are unjust and exhorbitant. To the contrary, they are less than the roads are allowed to charge by their charters and the tendency has all the time been to reduce them. The following shows the difference between the rates in force and what the charters allow:

Heavy freight per 100 miles, actual charge 20c. Chartered right, 35c.

Light freight, per cubic foot, actual charge, 6c. Chartered right, 10c.

Average fare per mile, 3c. Chartered right, 5c.

It is easy to see from the above how hurtful the action of this bungling Commission would have been while it was proposing to do such great things in "humbling the giant monopolies." Aside from these considerations it has already damaged the State to an untold extent by retarding the building of railroads and general material progress, while costing $7,500 a year for its maintainance.

The question is will the people continue this concern that has been fastened upon them by the politicians and that has proved so detrimental to their interests, or will they wipe it out of existence by their action at the ballot box?

Strike the names of Savage, Gordon and Turley off of your ticket and you vote against the Commission.

GROVER CLEVELAND.

Cleveland is a statesman. That fact begun to dawn upon the country some time ago, it has steadily grown in effulgence and it broke forth in full splendor when he made that masterly speech at Newark, New Jersey, last Monday.

There is no denying the fact that certain considerations of expediency went largely towards securing Gov. Cleveland's nomination for the Presidency and that circumstance led some people to put faith in the New York Tribune's sententious assertion that he was "a small man except on the hay scales."

But no Presidential candidate that has ever been before the country has conducted himself with more discretion and uniform good sense. His every utterance has been sound and well considered with a gratifying absence of garish display and tricks at rhetoric. He has introduced himself to the American public as a solid man, a man of good judgment and fine common sense, and his speech at Newark proves him to be, as we said at the outset, a statesman.

This address was in marked contrast with the demagogic utterances of his scheming opponent. It was concise but full of matter, and will outweigh the hundreds of frothy orations which the Republican candidate has delivered while "making a fool of himself at thirty miles an hour."

We are particularly well pleased with the Governor's position on the tariff question and the interpretation he gives the Democratic platform in that regard. His remarks in this particular were as follows:

It is quite plain, too, that the people have a right to demand that no more money should be taken from them, directly or indirectly, for public uses than is necessary for the purpose. [Cheers.] Indeed, the right of the Government to exact tribute from the citizen is limited to its actual necessities, and every cent taken from the people beyond that required for their protection by the Government is no better than robbery. [Cheers.] We surely must condemn, then a system which takes from the pockets of the people millions of dollars not needed for the support of the Government, and which tempts to the inauguration of corrupt schemes and extravagant expenditures. [Applause.]

The Democratic party has declared that all taxation shall be limited by the requirement of economical government. This is plain and direct, and it distinctly recognizes the value of labor and its right to governmental care, when it further declares that the necessary reduction in taxation and the limitation thereof to the country's needs should be effected without depriving American labor of the ability to compete successfully with foreign labor and without injuring the interests of our laboring population. At this time when the suffrages of the laboring men are so industriously sought, they should by careful inquiry, it seems to me, discover the party pledged to the protection of their interests and which recognizes in their labor something most valuable to the prosperity of the country and primarily entitled to its care and protection. [Applause.]

This is Democratic doctrine with no tinge of Frank Hurd foolishness. It abhors the Republican plan of giving bounty to favored classes, but recognizes the necessity of placing our industries on a safe competing basis with those of foreign countries.

The sentence with which Gov. Cleveland closed his address was eminently characteristic of the man, and shows a fine conception of the ends of government. It was as follows:

In a Government of the people no political party gains to itself all the patriotism which the country contains. The perpetuity of our institutions and the public welfare surely do not depend upon unchanged party ascendancy, but upon a simple business like administration of the affairs of the Government, and the appreciation by public officers that they are the people's servants, not their masters. [Applause.]

THAT ENDORSEMENT.

A circular is floating over Montgomery county, endorsed by the Democratic Executive Committee, saying that the Democrat is the only democratic paper published in Clarksville. We are constrained to say that the Committee, when it excludes the Chronicle, furnishes proof that it doesn't know what an able, staunch, consistent Democratic newspaper is. The Democrat may be a good Democratic journal—as we don't see it, we can't say—but we do say the Chronicle is one.—*Fayettville Observer.*

The "endorsement" seems to have been "in the eye," so to speak, of the party who issued the circular. The Democrat has failed to answer our interrogatory as to when and where such endorsement was made, and we have interviewed some members of the Executive Committee who say they know nothing about it.

The Observer is one of those staunch old Tennessee papers that has for long years done yeoman service in the Democratic cause, and we are glad that it entertains such a good opinion of the CHRONICLE.

The Nashville American, which has been keeping the names of the Railroad Commissioners at its "mast-head' for "ornament," took them down recently with the following explanation: "Information is brought to us that keeping up the names of the candidates for Railroad Commissioners is accepted in some parts of the State as evidence that the American favored their election. We do not intend to be misunderstood on this question. We have explicitly and emphatically declared that not to vote in this election would lead to the repeal of the law. This we earnestly desire, because the law has been declared unconstitutional, and to pay large salaries for a name, under a law which cannot be executed, is an absurdity as well as a great wrong. Besides, we do not entertain a doubt but that the commission, if continued, will materially affect our industrial growth. That nobody may be deceived about what we mean, we take down the names of the candidates, and suggest that we indicate our desire for a repeal of the law by refusing to vote at all.

ONE of the arguments on which the advocates of the Railroad Commission most rely is that twenty-three States in the Union have commissions. The fact is there are only four States wherein the commissions have power to regulate tariffs, in all the other States they are of a different nature. In Massachusetts for instance it is the purpose of the Railroad Commission to compel the roads to use such signals, car cupler, &c., as will insure safety and to look after the soundness of bridges, &c., to prevent accidents. In Illinois by the charters granted some of the leading roads all over a certain percent of their net earnings go to the State and it is the duty of the Commissioners to look after this surplus, which has been very large and saved the property of the state from taxation for a number of years. But it is folly to compare the needs of Tennessee in this regard with those of States like New York that are a perfect net work of railroads.

SAVAGE, Gordon and Turley have never explained satisfactorily why they discriminated against farmers and favored Mr. Cherry's penitentiary produce in fixing up their table of rates. In the mean time Mr. Cherry's World and Mr. Cherry's agent and attorney, John J. Vertrees, interest themselves powerfully in trying to induce the people to sustain the commission.

AN article from the American on the first page of this paper shows that a very large majority of the Democratic papers in Tennessee are opposed to the Railroad Commission. Added to these may be very prominently mentioned the Courier-Journal which, although published outside of the State, has always devoted much attention to Tennessee politics.

MONTGOMERY county is full of independent voters. There are very few citizens in this neck of the woods who are controlled by the machine, and they are going to vote as they please on the Railroad Commission.

IF you scratch Savage, Gordon and Turley you vote against paying these worthless $2,000 a year each and expenses for doing nothing. That's all of it.

Subscribe for the Election CHRONICLE—25 cts.

CAMPAIGN POINTERS.

Every Democratic vote is needed. Don't stay away from the polls.

If you desire the prosperity of the State, scratch Savage, Gordon and Turley.

The able-bodied scratcher will put an end to the Savage & Co. pension scheme Tuesday.

THE Tullahoma Guardian rises to remark that scratching the Railroad Commissioners will be a labor of love in that part of the moral vineyard.

If you don't want to be taxed to pay a pension to Savage, Gordon and Turley, scratch their names off of your ticket when you go to vote.

The more railroads we have in Tennessee the more lands will be worth and the more farm produce will be worth. Down with the commission.

"A Democratic Voter" who's letter to the Pulaski Citizen we publish elsewhere, estimates that Savage & Co. will run 50,000 votes behind Bate.

Cleveland's reception in New Jersey, his native state, was the grandest and most enthusiastic outpouring of the masses that the campaign has witnessed.

The CHRONICLE's kinship to the late sky-blue cause justifies it in adjuring its friends of that faith to lay aside all feeling engendered by the contest of two years ago and vote for Bate.

Tennessee has had railroads for thirty years and the commission was not thought of till the politicians wanted more offices; more feed from the public crib.

Cleveland is eminently a man of the times. He has that practical good sense which the American people so highly esteem and eschews the frothy gush which they hold in contempt.

Bate's election next Tuesday will crush the sickly hope the Republican's have of carrying Tennessee, and we hope forever wipe out that party's organization in this State.

The Courier-Journal's New York correspondent who is very impartial and reliable, estimates the vote of New York City for President: Cleveland, 125,000; Blaine, 90,000; Butler, 15,000, and St. John, 10,000.

It does look strange that any sensible man would throw away his vote on a buffoon aspirant for the Presidency like Butler, who's candidacy has no present or future significance but his personal advertisement.

The late Judge Guild, of Nashville, is credited with having said, "the only way to improve a razor-backed hog is to cross him with a railroad." The truth of this pythy remark throws light on the commission question.

The States of Iowa, Wisconsin and Minnesota tried the Mandatory Commission plan and found it so detrimental to their material interests that it was abolished in all of them.

The Democrats have issued a tabular statement showing Bate's administration much more economical than that of Hawkins, and the Republicans have published a similar document proving the reverse. Yet some people contend that figures won't lie.

Memphis Appeal: It has been forcibly said that George Washington was first in war, first in peace and first in the hearts of his countrymen, and that James G. Blaine is first in fraud, never in war, but always in the pockets of his countrymen.

As a result of recent conferences the Stalwarts of Utica have prepared an address giving their reasons for opposing the election of Blaine, among which are the defeat of Folger and Blaine's public record. It is said that this address has nearly seventy signatures, and more are to be added.

Trenton Globe: If we remember correctly, Col. Savage spoke here Monday, or rather recited his tirade against the railroads. There was no enthusiasm and no interest. We will not bore our readers by mentioning the facts at length. Suffice, he was here and did no good.

Nashville Banner: The railroad commission is costing the state $7,500 a year and it makes no returns in labor, and cannot do so because the courts have pronounced against the law. Shall we continue to throw away this money just to support these politicians?

Nashville Banner: Messrs. Savage, Gordon and Turley are flocking all over the state trying to check the tide of popular disapproval which is to sweep the useless and hurtful offices they hold out of existence. The spectacle of three men pleading pitifully with the people to keep up an office which only affords the holders salaries without any equivalent in labor is pathetic. They ought to drop their commission and take up a collection.

We understand that John H. Savage delivered his usual abuse on railroads yesterday at the Court-House to about a dozen men. We have such a contempt for a man that will try and widen a gap in the Democratic party, that we did not care to go to hear him. He is aware of the fact that nine-tenths of the voters of Tennessee oppose the railroad commission, and he is afraid that the matter will be settled by the next Legislature, (and it will) and he will be out of a job and will have to find something else to try and divide the party on; consequently he is doing all in his power to widen the breach in the party.—*Waverly Times-Journal.*

Baltimore Manufacturer's Record: A correspondent of the Knoxville, Tenn., Tribune, shows, as the Manufacturers' Record has so often done, the great folly of driving capital away from the Southern States by railroad commissions intended to deprive railroad owners of the right to manage their own property. The progress of the South in the future as in the past must depend almost wholly upon transportation facilities. Wherever a new road is built, there follows an increase in population, in manufactures and in all other interests, and especially noticeable are the advantages secured to the farmers. Some time ago we mentioned how greatly to the advantage of farmers in Southwest Virginia the building of railroads within the last few years had been, giving facts from our personal knowledge, and quoting prices of farm products in that section now, as compared with only two or three years ago, and statements of the same kind are now presented by this correspondent.

The following act of the Tennessee Legislature of 1865 is still in force: Be it enacted, That any railroad company receiving aid under this act or the act that is intended to amend, or any amendment thereto, who shall discriminate in their freight or passenger tariff against the business of any city, town or place in this State, or carry freight lower in one direction than another, or refuse to give the citizens of this State equal facilities for transporting their freight to or from any point they may desire to or from, with the citizens of any other State, whether the act be committed within this State or not, shall, upon conviction, be fined in the sum of not less than one thousand dollars, nor over five thousand dollars, for each and every offense, the same to be collected as other fines and forfeitures are collected, one-half of the same to go to the State, and the other half to the party aggrieved." The Railroad Commissioners are not enjoined from enforcing this law and if it is so much violated as they say, why don't they see to its enforcement and thus earn some of their salary?

RAILROAD BUILDING.

How It Is Affected By Commissioners.

Nashville American.

"I notice that you are still building your road, the Indiana, Alabama & Texas, from Clarksville northwest notwithstanding the severe financial depression through which the country is passing," said an American reporter to Maj. E. C. Gordon, last night.

"Yes, we have completed it nearly to the Tennessee and Kentucky State line, and have a number of miles additional graded in Kentucky ready for the surface structure, and expect to complete the road to Princeton, Ky., about the first of February next—a distance of 57 miles from Clarksville. Of this distance, about 45 miles will pass through Kentucky."

"When do you propose to extend south from Clarksville?"

Answer—"That is somewhat indefinite. It is impossible to build railroads without money. It takes a great deal of it, and we are largely dependent upon Eastern and European capital to build up these great highways of commerce—these developers of the country's resources, and I state to you what I know to be a fact, that capitalists who would otherwise gladly invest large amounts in this state in the construction of railroads, and in developing and fostering our vast mineral, agricultural and timber interests, are held back by the existence of a Railroad Commission, which means that when an invester puts his means in railroads constructed in this State then and there he ceases to control his own property. It means that the virtual power of confiscation and wreck and ruin to private interests, to the amount of many aggregated millions, shall be lodged in the hands of these citizens of the State, whose edict is law, however irresponsible, inefficient or designing such officers might be. You think I speak earnestly on this subject. Well, that is true, I speak earnestly because I realize the fearful mistake the people of Tennessee are making on this subject. For years my best endeavors have been expended in efforts to develop our Southern country and to bring our resources to the attention of Eastern capital. If I have succeeded, even to a limited extent, it has not been without unceasing effort. I may be also allowed to say that I, to some extent, have had the ear of capitalists, and either directly or indirectly have induced the investment of large amounts of money in railroad construction in Tennessee, Alabama, Georgia and Mississippi within the last five years; but now when I go to a capitalist and propose for him to put money in a railroad in Tennessee, the reply is, 'We don't want to put money into a state where they propose to control by a board of their citizens our property and dictate how it shall be managed and limit its earnings."

"Do you find capitalists more disposed to invest in Kentucky than in Tennessee?"

"Undoubtedly. It was only this very day that I had a communication from a man of means, who has had extensive experience in railroad construction, stating that one of the most encouraging features of our Clarksville Railroad enterprise was that most of the distance between Clarksville and Princeton was in Kentucky, the people of which State having wisely concluded that the Railroad Commission was detrimental to the public welfare and have practically dispensed with it."

"But why is it that so many miles of railroad have been built in Georgia since the establishment of the Railroad Commission in that State?"

"Well, I am glad you ask that question. It gives me an opportunity to state the true cause, which has been not at all understood. The only roads of any consequence which have been built in Georgia for many years are first, the Geor- & Cincinnati, running from Macon via Atlanta to Rome, and built by the East Tennessee, Virginia & Georgia. This line was absolutely essential to the success of the East Tennessee system to enable them to reach the Atlantic, other connecting lines leading to the seaboard being controlled by rival lines. The road from Macon to Brunswick on the Atlantic was purchased from the State; the purchase was coupled with an obligation imposed by enactment of the Legislature requiring the company to build from Macon and to Atlanta and so great was the necessity of the East Tennessee to get an outlet to the seaboard that they bought the Macon & Brunswick and built the intervening gap between Rome and Macon, not as an independent road, but as a necessary outlet to a big line already built. Secondly, the Georgia Pacific was built virtually by the Richmond & Danville system as an outlet westward for the 2,000 miles of road eastward belonging to that system. Neither of these would or could have been built as independent lines, with the Railroad Commission threatening virtual confiscation by an absolute control of rates. As a further proof of the correctness of my position, you cannot point out a hundred miles of road built in the State since the creation of the commission except such as have been necessary extensions of long lines already established. I feel very sure that very few, if any, additional roads will be constructed in Tennessee until a majority of people consent to allow stockholders of railroads to control their own property by abolishing the Railroad Commission."

THE Nashville World excitedly exclaims that Democratic tickets are being printed with Savage & Co.'s names left off. Glad to hear it; it will save pencil wear and the trouble of scratching.

PEOPLE of Clarksville and Montgomery county, remember that the hope of building up this city and enhancing the price of lands that surround it, depends on increased railroad facilities. You will never have them if you turn all of the railroads in the State over to the tender mercies of three pot house politicians.

FRESH ARRIVALS.

New Oatmeal,
New Grits,
New S. C. Hams,
New Rice,
New S. C. Breakfast Bacon,
New Dried Beef Tongues,
New Dried Beef Hams,
New Pickles in Barrels,
New Pickled Tripe,
New Pickled Pigs Feet, split.

Don't forget that we have a Shipment Choice N. O. MOLASSES.

Yours truly,

KEESEE & NORTHINGTON.

HORACE H. LURTON, President. JAMES H. SMITH, V. President.
JNO. W. FAXON, Cashier.

THE FARMERS & MERCANTS NATIONAL BANK,

Clarksville, Tennessee.

AUTHORIZED CAPITAL, $500,000. PAID UP CAPITAL, $100,000

Awaiting the completion of our new Banking House, we have located temporarily at the Office recently occupied by the Dayton Hedge Co., under Elder's Opera House.

With superior facilities for the transaction of every legitimate branch of the Banking business, accounts of farmers, merchants and individuals are solicited.

☞Collections on all parts of the country promptly and economically made.

MILLINERY!

We have now in store the Finest Stock and the Latest Styles in the city. Hats, Bonnets, Ribbons, Silks, Velvets, and Plushes is great variety. Ostrich Plumes, Wings and Fancy Feathers, Gloves, Laces, Corsets, Buttons, Chenille Fringes, Fur and Feather Trimmings, Plush and Leather Bags, and Fancy Goods.

CLOAKS

We keep the handsomest in the city. Seal Plush Sacques, Newmarkets, Russian Circulars, Raglans, Children's and Misses' Havelocks. Our stock of Jerseys is Large, Style Exclusively our own, and Prices Low.

MRS. HODGSON & MAGUIRE.

New Grocery and Bakery.

We wish to call the attention of the citizens of Clarksville and vicinity to our fresh, new and selected stock of

Family Groceries,

and also that we have started

OUR BAKERY!

and are ready to supply our customers with

All Kinds of Bread, Rolls & Cakes.

Our BREAD WAGON is ready to deliver Bread and Cakes at your houses, fresh every day. So call and leave your orders. We will guarantee satisfaction in every respect. Rice, Broaddus & Co.'s old stand opp. Postoffice.

L. WEILL & CO.

Holstein Cattle.

We understand that Messrs. A. V. and W. H. Goodpasture are arranging for their second importation of Holstein cattle. They expect to sail from New York about the 14th of February, 1885, and will return with their cattle about the 1st of May. Their agent in Holland has made, for their especial use, a list of all the prize winners at the great International Cattle Exhibition at Amsterdam. Their purpose is to import nothing but the best, and they expect to bring this time a lot that would not only do credit to our county but in any county in the Union.

They will also bring a limited number of Holsteins and a few Jerseys on commission. They cannot now state how many animals they will bring on commission, but as they will have to obtain government permits to land their cattle at the quarantine station before their departure, those desiring to intrust orders to them will have to do so at once, to enable them to know just how many they will need accommodation for in quarantine.

Messrs. Goodpasture brought to Montgomery county last season the first importation of Holstein cattle ever made to the South, and they deserve abundant success in their second adventure.

Speaking in New Providence.

To the Chronicle:

Messrs. A. H. Munford and C. P. Warfield, candidates for the Legislature from this county, spoke by appointment in New Providence Thursday night. A very small crowd was out to hear them discuss the issues of the canvass. The iniquities of the Rebublican party, the tariff and the good of the Tennessee Railroad Commission were the points most discussed. We think these gentlemen loose sight of some of the most important facts concerning railroad transportation as relates to local and through freights. The strong point Mr. Munford seemed to make in regard to supporting Col. John Savage for Railroad Commissioner was that if he didn't do any good he "couldn't do the people any harm." We respectfully dissent from this proposition and if it is true we don't see the necessity of paying a man $2,000 a year for such a reason. ***

Tobacco Board of Trade Meeting.

The regular annual meeting of the Tobacco Board of Trade, for the election of officers and such other business as may come before it, will be held on Monday, November 10th, at 10 o'clock, a. m., at the Tobacco Exchange. By order of the President.

M. H. CLARK, Sec'y.

October 30, 1884.

Taxes For 1884.

I will be at the following Districts on the dates below for the purpose of collecting the State, County, School, Railroad and Road Taxes for 1884:

No. 14—Humphrey's School-House, November 3d.
No. 15—Grantville, November 4th.
No. 12—Clarksville, November 5th.

All persons owing Taxes are earnestly and respectfully requested to meet me at the above times and places. Office in the Clarksville National Bank where I can be found at all times. Time for collecting expires December 31st.

R. H. PICKERING, Trustee.

September, 13, 1884.

NEW FALL AND WINTER GOODS.

A. R. HALL & SON

Now have an Immense Stock of

NEW GOODS.

They have everything that is NEW AND DESIRABLE in

Dress Goods, Staple Goods, Clothing

BOOTS AND SHOES, HATS, CARPETS.

Everything that is new in

MILLINERY.

THEIR DRESS-MAKING DEPARTMENT!

is now prepared to make up Dresses in the latest style.

Orders for WEDDING OUTFITS will be filled with the latest styles and best material.

CHARGES MODERATE. oct. 2-2m

Tornado, Fire, Lightning

—AND—

LIFE INSURANCE.

G. N. BYERS

Represents the following well-known companies:

FIRE AND LIGHTNING INSURANCE.

North British and Mercantile, England, | Insurance Co. North America, Phila.,
Queen, of London, England, | Fire Association, Philadelphia,
Western American, Toronto, Canada, | German American, New York,
North Western National, Milwaukee, Wisconsin.

TORNADO AND CYCLONE: Western, Chicago Ills.

LIFE INSURANCE.

Mutual Life, New York, | Equitable Life, New York,

The two largest and best in the world.

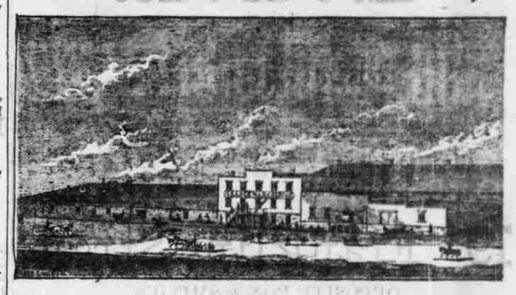
☞Rates as low as can be made for First-class Insurance.

OFFICE: At Residence, opp. Episcopal Church, and at C. L. Cooke's Jewelry Store. 104,84

T. HERNDON. C. T. YOUNG. J. T. EDWARDS. TOM. P. MAJOR.

Herndon, Young & Co.

TOBACCO SALESMEN,



Grange Warehouse,

CLARKSVILLE, TENN.

Cash advanced on Tobacco in store, or in the hands of responsible farmers and dealers. All Tobacco insured while in store at the expense of owner, except where there is no advance, and then without written orders not to insure.

E. GAISSER & SON,

Ornamental

IRON WORKERS,

Iron Fences, Iron Doors, Shutters, Sheet-Iron and Jail Work.

House and Other Blacksmithing

Done to Order.

Awnings and Awning Frames Made and Put Up. Reapers, Mowers, Scales, &c., Repaired. Key Fitting and Lock Repairing, Etc., Etc.

Agents for "Champion" Patent Fences!

ORDERS SOLICITED.

Shop on First Street Between Franklin and Commerce,

Clarksville, - Tenn.

Aug. 30, 1884

WE ARE RECEIVING

NEW CROP

ROYAL ROLLER FLOUR.

IT IS NOT EXCELLED.

Send a Sample Order.

CRUSMAN & HOWARD.

Important Notice!

Our principal fall purchase is now in, and we can assure our patrons that it is the most extensive one ever made by us. Our house is terribly crowded and we are determined to offer our stock at prices that will move it.

We have more *CARPETS*, and cheaper carpets, more *Oil Cloths, Rugs, etc.*, than we have ever shown, and it will pay you to buy them of us. Our stock is immense.

SHOE DEPARTMENT

is replete with everything new and desirable, and represents the best factories in the country. We have a particularly large line of Children's *SCHOOL SHOES*, with good *Protection Toes.*

A very complete line of *JERSEYS, CIRCULARS, CLOAKS, SHAWLS, CORSETS, FINE DRESS GOODS, VELVETS, etc.*, all at

ROCK BOTTOM PRICES.

A splendid selection of Mens', Boys' and Childrens'

Suits, Overcoats, Hats, Underwear, etc., etc.,

that it will pay you to examine.

To Country Merchants we offer same advantages as other wholesale markets and solicit a call.

Respectfully,

BLOCH BROS.

STOCKHOLDER'S MEETING!

A meeting of the Stockholders of the Indiana, Alabama & Texas Raidroad Company is called to meet at the office of the Hon W. B. Wood, Vice-President of said Company, in Florence, Ala., on

NOVEMBER 15th, 1884,

For the purpose of considering the question of changing the guage of said road from a narrow to a standard guage, and for the purpose of authorizing the Company to execute a mortgage on that portion of said Company's road lying between Clarksville, Tennessee and Princeton, Ky., at the rate of twenty thousand dollars per mile, and such other business as may come before said meeting.

E. C. GORDON, President
I. A. & T. R. R. Co.

Clarksville, Tenn., Nov. 1.—3w

STRAWBERRIES!

A large lot of Yates' Extra Early strawberry plants. I consider this the most desirable strawberry grown. It is ten days or more earlier than any other. From now until the 15th December will be a good time to plant to get a good stand. I can supply any other variety. Send orders to care R. S. Broaddus.

J. M. RICE.

Nov. 1—2w.

Public Sale!

AT AUCTION.

On Saturday, Nov. 15, 1884,

I will sell at public auction my personal property, at my residence near Idaho Springs, consisting of 4 Mules, 4 head Horses, Cattle, Hogs, about 15,000 lbs. Tobacco, several hundred barrels Corn, Farming Implements, Household and Kitchen Furniture.

Terms made known on day of sale.

MRS. ANNA C. SYPERT.

T. H. Hyman, Auctioneer. 10,1,84-3w

Public Sale!

HOUSE AND LOT.

By virtue of a mortgage executed by Wm. H. Turnley and wife A. W. Turnley, on the 25th day of February, 1881, which is registered in the Register's office of Montgomery county, in Trust Deed Book, No. 6, pages 214 and 235, and by authority vested in me by said mortgage, I will, on

Monday, December 1st, 1884,

Sell at public auction on the premises, the following described House and Lot, formerly occupied by said Turnley and wife as a family residence, situated on south side of Commerce in the city of Clarksville and bounded as follows: Beginning on said street northeast corner of lot owned by W. M. Daniel, thence along said Daniel's line southward to Munford street, thence eastward with said street 72 feet and thence northward to Commerce street, and thence westward with said street 60 feet to the beginning.

TERMS:—One third cash and remainder in two equal installments at six and twelve months with interest from date. Lien retained to secure the deferred payments and policy of insurance on house required, payable in case of loss to Trustee. The property is sold to satisfy a debt due the First National Bank of Clarksville. Title perfect. No redemption. B. M. MACRAE, Trustee.

Nov. 1, 1884.—tds.

COUNTY COURT SALE.

Jacob Ramey, Administrator, vs. J. W. Wilkerson and others.

Pursuant to an order made in this cause at this term of the Court, directing me to sell the land in the pleadings mentioned, I will sell to the highest bidder at the Court House door in Clarksville, on

Saturday, November 15th, 1884,

the following described tract of land lying in civil district No. 15, of Montgomery county, Tennessee, being the home place of Jacob Powers, on which his widow now lives, and bounded on the east by J. W. Wilkerson, north by J. W. Wilkerson, West by Wall and Powers and south by Powers and Johnson.

This land will be sold subject to the homestead and dower rights of the widow of Jacob Powers.

TERMS—One-half cash, balance on a credit of six months, note bearing interest from date and a lien retained for the deferred payment. No redemption.

R. D. MOSELEY, Clerk.,
By C. H. BAILEY, D. C.

Oct. 21, 1884—tds.