

THE COMET.

Johnson City, Tenn., June 26, 1890.

Knox county is for Baxter, but the delegates go to Nashville unopposed.

At Paris, Miss Tuesday John L. Sullivan pleaded guilty and was fined \$500 for prize-fighting.

The New York members of the World's Fair Commission announce Chauncey M. Depew as their candidate for president of the commission.

The compilation of the "Blue Book," or official register for the postoffice department, has been compiled. It is a volume of 1,278 pages and contains the names of upward of 100,000 officers and employees of the government connected with the postal service.

Last Christmas Rev. Sam Jones' daughter, Miss Annie, eloped with Prof. Wm. Graham, who had been her father's private secretary. The couple were married at Chattanooga. Prof. Graham is now seeking a divorce, and the pair have separated.

Application has been made to Gov. Taylor for the pardon of Lizzie Ackerman, who killed her husband at Memphis, for which crime she was sentenced to ten years' imprisonment. The case has not, however, been looked into by the Governor.

James Laurensen, a monogamist clerk in the postoffice department, died Tuesday morning at his home in Baltimore. For fifty-seven years, without a break, he held a position in the postoffice department, a longer period of service, it is believed, than ever rendered the government by one man. He had sworn into office every postmaster-general since Jackson's administration.

Wm. Harris, son of Joel Charalier Harris, (Uncle Remus) of the Atlanta Constitution, is missing, and his father and friends are very anxious about him. He left Atlanta Sunday and was to have arrived in Washington Monday morning to spend several days before proceeding to Canada to visit relatives. He failed to appear at the hotel at which he was expected, and efforts to find him have thus far proved unsuccessful. Young Harris is fifteen years of age.

The Cincinnati Commercial Gazette published an interview with Col. Calvin S. Brice, one of the leading men in the East Tennessee and Richmond Terminal companies. Mr. Brice said that with the acquisition of the Cincinnati Southern Railroad the East Tennessee will operate its road as a great North and South line instead of an East and West system as heretofore, and asserted that the Richmond Terminal will consolidate the Louisville Southern Railroad with the rest of its parties. It will thus be seen that the Terminal people have by no means stopped enlarging their system, and are endeavoring to extend their lines over as large a portion of the country as possible.

Patterson's Chances Nil.

The Chattanooga Times, every few days runs over the ascertained and probable strength of the gubernatorial candidates. From the outset it has evidently been impressed that Jere Baxter would do to bet on, and its repeated calculations have been progressive in that direction. Its latest conclusion is that Farmer Jere's vote will increase from the first, with a strong probability that, after a few ballots, he will capture the convention with a rush. We agree with the Times that the strength of Hon. John M. Taylor has not received due consideration from the political calculators. It must be evident that so long as Taylor holds his ten or eleven West Tennessee counties solid, as they are now and are likely to remain, Patterson's chances are "nil." Unless Patterson captures Fayette, which is by no means certain, he will probably not have a West Tennessee county secured to him, except Shelby, in that division of the State. This is not a very brilliant showing for "a favorite son."

R. & D. Schemes.

Until very recently we had but little faith in the rumored new railroad from Danville to Gastonia, but we have figured out the whole plan and find it a much more extensive scheme than we had dreamed of.

The primary aim was not to save distance, but to get a satisfactory route without re-leasing the North Carolina road. Reference to the map at once suggested the plan, viz., to build a road from Danville to Winston to strike the Tennessee & Ohio, or more modestly speaking, the Statesville road, which the R. & D. practically owns, at such a point as, with the least expense of building, would give the most direct route to Charlotte. This point would probably be Mooresville, the distance being about the same as at present. But this being settled, the map showed an elbow at Charlotte, in going toward the southwest, which could be cut off by building about thirty miles of track from Mooresville or Mount Morne to Gastonia, saving a third of the distance.

Then again the Chester and Le-noir road and the road from Winston to Wilkesboro with their termini near together, both point toward Cranberry, Johnson City, E. T., V. & G. connections and northwestern possibilities in a way too suggestive to be overlooked. With these connections, it is only necessary to widen the gauge of the C. & L. to have a straight line from the South Atlantic coast to the northwest.

Quartette of Murderers. MEMPHIS, June 24.—Parker Harris, Ed Carr and Hardy Ballard (colored) and Frank Breish (white) were hanged this morning, the colored murderers taking the plunge into eternity together at 11:45 and the white man dropping alone at 12:22.

South Watauga.

South Watauga is the new name for Carter's depot. It is an improvement on the old name, to say the least. South Watauga is owned by a syndicate of Philadelphia and Chicago gentlemen, and they claim in their prospectus that it is to be the future manufacturing town in East Tennessee. We can see no reason why it should not be. It is located on the Watauga river and only three miles from Johnson City. The city has been platted, and a large force of men are at work grading the streets. Maj. Huger told the COMET Saturday that the company was paying out on an average of \$1,500 a week on the streets alone.

The prospective town made its debut last Saturday. Friday night passenger No. 3 side-tracked a Pullman sleeper and private car "Wildwood" there. The cars contained about thirty Philadelphia and Chicago gentlemen on an inspection tour and were the guests of J. W. Hoffman and G. O. C. Potts, president and vice-president of the land company. These gentlemen were joined at South Watauga by Col. C. H. Hudson, general manager, F. K. Huger, superintendent, and Ed Fitzgerald, traffic manager, of the East Tennessee, Virginia and Georgia road. The whole party came over to Johnson City and from here went up to Cranberry to spend the day. They were delighted with their trip and returned to Johnson at four o'clock, but too late to accept an invitation to drive over the city, as a special train stood ready to take them to South Watauga as soon as they arrived.

Mayor Ike T. Jobe and THE COMET accepted an invitation from Maj. Huger to accompany the party on their return trip. We found the gentlemen enthusiastic over this section, and they expressed great faith in the future of Johnson City and South Watauga, and predicted that in a few years the two would be one great manufacturing city. It is not out of place to say in this connection that the builders of South Watauga have had this in view from the first and are building to that end. THE COMET trusts they will succeed and can wish them no greater success than that South Watauga may grow as rapidly and substantially as Johnson City.

THE ICE FACTORY.

Contract Closed and Plant will be in Operation in Forty Days.

The present warm spell and the ice famine have caused Johnson City people to enquire closely into the source of supply, and we have been often asked when the ice factory would be started here. Yesterday the COMET saw Mr. W. J. Graham and when asked about the matter said the contract for the machinery had been closed and the first payment made and by the terms of the contract the plant is to be in operation in forty days from June 24th. The contractors wanted nine months in which to build the plant, and other parties could not build it under twelve or eighteen months, but Mr. Graham was not to be delayed in such a manner and got the time cut down to forty days, and agrees to pay \$15 a day for every day it runs before that time, and it is possible we may be able to use home made ice some time in July. The plant will be located in the Proctor Land Co's addition on the Three O's road and near a large spring of pure freezone water.

THE FLOURING MILL.

Plans Now in the Hands of Contractors and Work to Commence at an Early Day.

Messrs. Brown and Biddle, of Pennsylvania, have sent plans and specifications for their roller-process flouring mill to Mr. W. W. Whiteside and requested him to receive bids for its construction. THE COMET had the pleasure of seeing the plans Tuesday. The main mill building is to be 50x75 feet and four stories high, first story to be of stone. The engine house will be separate from the main building and will be a good-sized building. The plant is to be erected at once and must be commenced not later than September 1st by terms of contract with Carnegie Land Company for the site. The mill will have a capacity of 125 barrels of flour per day and give employment to a large number of hands. The site is near the junction of the Three O's and East Tennessee, Virginia and Georgia roads and has every railroad facility possible.

RICHMOND AND DANVILLE ROAD.

Engineers now at Work Surveying the Line in Patrick County.

Patrick (Va.) Enterprise.

Last week we alluded to the change of owners of the Danville and New River road—some important changes will be developed in a short time. There is a corps of engineers now in this county encamped on the Meadows of Dan. They are at work; railroad men are usually reticent, but they can't always keep their secrets. We have gathered enough to satisfy us that at an early day work will begin, and Stuart will have a connection by rail with the great West, and that no distant day the great first class engine will whirl the heavy loads of freight through our county from the West.

Danville (Va.) Register.

This is good news, and we trust our contemporary is correct in his surmise. Patrick is undoubtedly rich in mineral resources, and nothing is lacking but railroad facilities to develop the county's wealth.

The news we published in Sunday's paper as to the proposed extension of the Danville and New River road to Johnson City is most encouraging to the Patrick county people, for if that is done old Patrick will blossom like a rose.

Railway Construction.

The Engineering News, in its last issue, presented a map of the South, accompanied by a summary of all existing roads and all those under contract in that section. From this we take the following:

Watauga Valley.—Surveyed, Johnson City to Atlantic & Danville Railroad, 50 miles.

Morrisvont & Cumberland Gap.—Under contract, Morrisvont to Cumberland Gap, 30 miles. Contractors, Allison, Shafer & Co., Chattanooga.

Charleston, Cincinnati & Chicago.—Under construction, Blacks to Newberry, 70 miles. Projected, Newberry to Augusta, 81 miles.

Cranberry & Linville.—Surveyed, Cranberry to Linville, 13 miles. President, Hugh MacRae; Chief Engineer, J. R. Irvin, both of Linville.

East Tennessee, Virginia & Georgia.—Johnson City & Carolina Railroad.—Under construction, Johnson City to Embreeville, 10 miles. Contractors, Purdy & Rexford, New York City.

Southern & Western Air Line.—Partly graded, Shelby, North, 23 miles. Under contract, end of grade to Linville, 77 miles. President, S. McD. Tate; Chief Engineer, S. W. Wilson, Morgantown.

Kentucky Union.—Track laid in 1889. Dodge to Winchester, 675 miles; Clay City to Kentucky River, 30 miles. Track laid since Jan. 1, 1890. Winchester to Lexington, 20 miles. Under construction, Kentucky River to Lost Creek, 28 miles.

Charleston, Cincinnati & Chicago.—Track laid since January 1, 1890, Johnson City, Tenn., north, 14 miles. Graded end of track to Minneapolis, Va., 76 miles, Rutherfordton to Marion, 25 miles. Under construction, Johnson City to North Carolina State line, 20 miles. Surveyed, Tennessee State line to Marion, 70 miles; Minneapolis to Ohio river, 160 miles; Johnson City to State line, 50 miles. Chief Engineer, A. N. Molesworth, Johnson City, Tenn.

Richmond & Danville.—North-western North Carolina R. R.—Track laid in 1889. Bathania, west, 13 miles. Track laid since Jan. 1, 1890, end of track west, 33 miles. Under construction, end of track west 10 miles. High Point, Randleman & Asheboro R. R.—Track laid in 1889, end of toward Murphy, 13 miles. Under construction, end of track to Murphy, 13 miles. North Carolina Midland R. R.—Under construction, Winston to main line, 55 miles. Under survey, Danville, Va., to Winston, 70 miles. Yadkin R. R.—Under construction, Salisbury to Norwood, 42 miles.

THE JOLLY FOURTH.

Johnson City Merchants Will Observe it in Great Shape.

At a meeting of the business men of Johnson City held in the Y. M. C. A. hall on June 24th, 1890, at 7:30 o'clock, for the purpose of appointing committees and making the necessary arrangements for a "Merchants' Picnic" to be held July 4th, 1890, F. P. Baxter was elected chairman and L. A. Calvin, secretary.

Moved and seconded that the picnic be held at Austin's Springs. Motion carried.

Moved and seconded that the chair appoint the following committees, viz: arrangements, finance, invitations, and amusements. Committees were appointed by the chair as follows:

On Arrangements—James Crumley, S. F. Hickey, Harry Lyle, and C. W. Hood. On Provisions—L. A. Calvin, W. A. Trustow, W. W. Kirkpatrick and R. A. Wood, and the wives of all the merchants in town.

On Finance—W. J. Thomas, Robert Penland, J. E. Crandall, Wm. Hart, and J. E. Crandall. By suggestion, C. K. Lide and G. Kirkpatrick were added to the finance committee.

On Invitation—T. E. Horst, A. F. Hoss, I. D. Fayette and C. H. Lyle.

On Amusements—Harry Gump, E. D. Dunham, Paul Wofford, Mr. Armstrong. Committees were authorized to commence work at once and be prepared to report at the next meeting to be held on Monday evening, June 30, 1890. Adjourned.

We, the undersigned merchants of Johnson City, do hereby agree and bind ourselves to close our places of business during the entire day, July 4th, 1890. We do this in order that our employees together with ourselves may enjoy a day's rest and recreation at the "Merchants' First Annual Picnic" to be held at Austin's Springs.

C. K. Lide & Co., Penland, Hurst & Co., Crumley & Gilmer, Gump, Weaver & Summers, McNeil & Wolf, W. A. Trustow, Peter Tinsley, Johnson City Tin & Brass Co., H. W. Westler, R. J. West, Agent, W. J. Graham & Co., Kirkpatrick & Co., W. W. Kirkpatrick, E. F. Winger & Co., L. N. Becker, Hoss, Hodge & Co., Hart, Armbrust & Co., Denton & Hamilton, W. T. Hill, Hunter & Brown, Miss Annie Bradley, Mrs. J. Brunner, H. Willbourn, Earnest & Barr, Rhea, Wood & Co., Campbell & Ponder, Rhea, Sechorn & Co., J. D. Panettie & Co., First National Bank, by J. E. Crandall, President, Geo. W. Hickey, W. F. Cooper & Co., Citizens Bank, by J. E. Bradley, cashier, Calvin, Waggoner & Co., J. E. Harkins & Co., Thas. B. Fine & Bro., Watauga Bank, by Wm. Hart, cashier, A. P. Henderson & Co., W. L. Taylor & Bro., F. M. Christman.

F. P. BAXTER, President. L. A. CALVIN, Secretary.

Telephone Exchange.

The town is being canvassed with a view of establishing a telephone exchange. It is believed that 75 or 100 telephones can be placed for a starter and that in a short time the advantage of telephone communication will be so apparent that the private dwellings will all be subscribers.

New Buildings.

Maj. A. Cantwell has commenced his new dwelling on the corner of Sixth avenue and North Main street.

Joe Gilmer has let the contract for a residence in Highland Park to W. W. Carroll and the material is now being placed on the ground.

J. A. Cargile has contracted with W. W. Carroll for a dwelling on Holliston avenue. Work will be commenced Monday.

The Merchant's Picnic.

In another column will be found the full proceedings of a meeting of the merchants of Johnson City at the Y. M. C. A. hall last Tuesday night. It was decided that the stores be closed on the fourth of July and that the merchants with their wives, daughters and sweet hearts and clerks should take a "day off" and have a big family picnic at Austin's Springs. We are sorry that circumstances are such that we cannot announce particulars as to conveyance, &c., but will do so later.

Washington Letter.

Washington, D. C., June 22, 1890. What has become of the principle of protection so prominent in the Chicago platform in 1888?

The hardest blow yet received by the tariff, and the tariff ring, heretofore the sole issue and source of sustenance, respectively, of the republic party, has just been delivered by the President. He has had occasion to be seriously provoked by the manner in which his suggestions were both during the present session, by both houses of Congress.

In fact, the old Republican ship is at sea, and in a heavy gale of wind. She has drifted among dangerous rocks that threaten her with destruction. The pilot has ordered "hard a port," and the G. O. P. is now drifting before the wind, directly out of the course that it has pursued "from such a time that the memory of man runneth not to the contrary."

The constitution authorizes and encourages the President to frequently offer advice to Congress. But the tariff and silver questions were so occult, and the intricacies and interests of his political position so great and various that the President chose to refrain from any public expression on the subjects. Nevertheless, he managed to have his exact ideas on both questions conveyed to the prominent Republican members. But, in spite of that caution, his own party has made the present administration appear ridiculous and contemptible.

When that body of illustrious and conservative statesmen in the Senate flew off on a wild tangent, and departing from every sound principle of political economy passed the Silver Bill, the ill-tidings of its action nearly took away the Harrison's breath. He certainly deserves forgiveness, blue-blooded Presbyterian though he is, if he made some remarks emphatic enough to bring a blush to the cheeks of Mr. Wanamaker.

As the matter stands, a few men who own silver mines in the West, propose to arrange the whole business of the country for their personal benefit. It is natural that they should want a steady market for their product. The bill, which they have just succeeded in passing through the Senate, makes the government their regular customer, which is obliged to pay them an exorbitant price for their ore—a price that it would not command in the market.

The President has been pricked to heroic measures to recover from the blunder. It is a broad departure for his party to make, in traveling from the position it has held so long, to Free Trade. But to make the journey easier, as the first stage the President proposes to extend commercial liberty only to the countries to the Western hemisphere.

The document, which was sent to Congress through the medium of the Secretary of State, is very long and with it was transmitted a report of the Pan-American Congress recommending treaties of reciprocity with American countries.

The increase of the duty on wool is protested as restricting trade, and utterly useless and unnecessary. The McKinley tariff bill is sternly attacked generally and in detail. The finance committee of the Senate acknowledges that a personal assault has been made upon it by the President and Secretary of State.

An amendment to the tariff bill was offered and introduced into the Senate by Mr. Hale, of Maine, the intimate friend of the Secretary.

It provided that the ports of the United States shall be declared free and open to the products of any country in America, whenever such country shall admit free breadstuffs, provisions, and other food products, petroleum, and other articles from the United States.

Census Returns.

The first estimate of the population of the District of Columbia, as made by Superintendent Porter on the 22d inst., is 225,160. The population in 1880 was 177,624. The increase during the last ten years is, therefore, about 29 per cent. The population in 1870 was 137,700, and in 1860, 75,080.

The census gives New York City a population of 1,028,227. In 1880 the return was 1,206,299; the gain is now 420,928, almost 35 per cent. in ten years.

Cincinnati's population pans out a round 300,000 in 1890, a gain of about 19 per cent. in 1880.

The census enumerators concluded their work in Baltimore a few days ago. The population of that city is now 482,095 against 332,100 in 1880.

JOHNSON CITY LAND AND IMPROVEMENT CO.

200 BUSINESS AND 200 RESIDENCE LOTS FOR SALE.

Titles Perfect. High, Level and Well Drained. Streets and Side Walks Newly Graded.

TERMS: One-half Cash, and six, twelve and eighteen months.

Business Lots on West Main and Fulton Streets.

Residence Lots on Hamilton and Lamont Streets.

SIZE: 25x145 feet, and 50x145 feet

FOR PRICES, MAPS, & C. APPLY TO

T. W. BARNETT, & Co., PARKER & FICKLIN, EARNEST & Co., McFARLAND & Co., FISHER'S AGENCY, Real Estate Agents

—FOR—

JOHNSON CITY LAND AND IMPROVEMENT CO.

The Picnic of the Season.

The young folks of our city met in a picnic on Thursday, 19th inst., at Austin Springs, and in all coming time that day will stand out in bold relief, in the memory of all who participated, as a bright picture of grand scenery, lovely girls, gallant men, happy voices and pleasant incidents.

The picnic was given in honor of some young ladies who were visiting Miss Carrie Heuser: Misses Estelle and Mollie Holbrook, of Wytheville, Va., and Miss Marguerite Seneker, of Bristol, Tenn. The Misses Holbrook are two of Wytheville's most charming and interesting young ladies. Miss Marguerite Seneker, the acknowledged belle of Bristol, by her winning ways and matchless beauty, won many friends and admirers.

The beauty and civility of Johnson City lent their presence and influence to make the day a pronounced success. The mention of the names is enough to have insured the occasion: Misses Estelle and Mollie Holbrook, Marguerite Seneker, Carrie Heuser, Mattie Chandler, Effie Wood, Neena Chandler, Nella Miller, Lizzie Wood, Fannie Lipscomb, Leonora Faw, Miss Harris and Mrs. Heuser, Messrs. Charlie Seehorn, Dr. J. H. Press, Phil Barnett, Ralph Boyd, Charlie Wofford, Joe Summers, Charlie Olsen, George Wofford, Whitney Wood, Will Campbell, Tom Hurst, Mr. Exam, Paul H. Wofford.

The site chosen is an old summer resort, renowned in by-gone days. The old hotel still rears its massive proportions in stately dignity. Though time-worn and ancient, it stands as a reminder that it sheltered the invalid and invited the young and gay to its hospitable halls that resounded to music's voluptuous swell and to the answering tread of the old-time dance. All these days, voices and faces are gone; but the wildly grand scenery holds its own, and mountains and ravines, tall trees, clinging vines, sunlight and shade, wild flowers and the clear, flowing river combine to enchant the soul and proclaim it the very place for such a gathering as this picnic was. A PARTICIPANT.

Summer Troubles. Dysentery, diarrhoea and the other bowel troubles are becoming quite universal. This is shown by the largely increased demand for Dr. Lytle's Elixir. This remedy is becoming widely known as the best for all kinds of bowel complaints.



The importance of purifying the blood cannot be overestimated, for without pure blood you cannot enjoy good health. At this season nearly every one needs a good medicine to purify, vitalize, and enrich the blood, and we ask you to try Hood's Sarsaparilla. It strengthens and builds up the system, creates an appetite, and tones the digestion, while it eradicates disease. The peculiar combination, proportion, and preparation of the vegetable remedies used give Hood's Sarsaparilla peculiarly effective and curative powers. No other medicine has such a record of wonderful cures. If you have made up your mind to buy Hood's Sarsaparilla do not be induced to take any other instead. It is a Sarsaparilla, and it is worthy your confidence. Hood's Sarsaparilla is sold by all druggists. Prepared by C. I. Hood & Co., Lowell, Mass. 100 Cents One Dollar

Hoss, Hodge & Co

Are now prepared to furnish the Ladies with

Complete Outfits!

Dresses all matched in the Newest Trimmings Out.

Suits going off RAPIDLY!

Call early to get First Choice.

Very truly, HOSS, HODGE & CO.

THE DEMOREST

IS ALL RIGHT. READ WHAT A LADY OF UNDOUBTED VERACITY SAYS ABOUT IT:

JOHNSON CITY, TENN., June 18, 1890.

Having had a "DEMOREST SEWING MACHINE" for more than a year, I take pleasure in stating that it is as represented by the

Company. I have used the "Domestic," "Singer," "New Home," "Davis" and other machines, but much prefer the DEMOREST

for lightness in running, convenience and simplicity, and can recommend it to any one wishing a good machine.

Signed:

SOPHIA MOLESWORTH.

This standard machine can be found at W. M. CHRISTIAN'S

SPOT CASH

BARGAIN STORE,

and the price is far below that of other machines. A No. 3 Machine, only \$19.50, shipped from the factory, you paying the freight, or \$21 in Johnson City. The reason these machines are sold so low is because the factory sells only for cash and ships direct to the purchaser, and no agents' salaries, horse-feed or other expenses to come out of the profits. Machine warranted for five years.

Johnson City wants eatables. Just now, although large quantities of vegetables and other produce are brought to town, the supply does not equal the demand.

Try the RED OIL,

found only at

W. M. CHRISTIAN'S,

PICKLES! PICKLES!

at W. M. CHRISTIAN'S.

NOT MUCH, AFTER ALL.

An Englishman came to America, visited New York, Boston, Philadelphia and Washington, was then preparing to go home, thinking he had seen the new world, but was persuaded to go West and see something of the West. He had traveled for three days and nights, and stopping at a town on the broad plains of the West, and viewing the country as far as the eye could penetrate, exclaimed: "Well, halfter hall the great hado habout Columbus discoverin' H America, bi do not think 'e did hany get this halfter hall. Why, 'e couldn't 'elp but find 'it."

Neither can a man help finding bargains at

WILEY M. CHRISTIAN'S

SPOT CASH

BARGAIN STORE,

Best stock of Hamburgs with lowest prices on same can be found at

No. 8, Market St.

All you bare-headed fellows and you that are going to be soon, and you whose feet admonish you that a new pair will be required soon, call on or send to W. M. Christian and get supplied at prices below the market.

India Linens, 8 1/2, 10, 12 1/2, 15, 16 1/2 to 20c.

X-Barred India Lawns, 12 to 15c.

Don't forget to call on W. M. Christian for the best Coffee, and when you want a Dress of good material for a small sum of money.

Figured Lawns for 3 1/2c.

LOST!

A lot of second hand furniture which it is reported we have in stock. But the people have been unable to find it.

We ask you all to Join in the Search. COME AND SEE US!

We have the Largest, Cleanest and Cheapest stock of Furniture, Carpets, Window Shades, etc., in the city.

THE INSTALLMENT HOUSE.

Calvin, *Waggoner & *Co., EVANS BLOCK, - WEST MAIN STREET.

B. F. CHILDRESS & CO., REAL ESTATE AGENTS,

Handle Choice Property in all parts of the city, and have the exclusive Sale of the

Mountain View Land Company's Addition

The finest residence property in the city, occupying an elevated position and affording a grand view of the mountains in all directions and lying near the center of the city, within a few minutes walk of the business portion.

Property can be bought on easy payments.

WILSON & DEAN Have Exclusive Sale of the

Finest Lots on Watauga, Unaka and Holston Avenues.

— ALSO —

All of W. S. Campbell's Addition. The Cheapest and on the Best Terms of any Property offered.

Call and See Us --- Near Citizens Bank.

WILSON & DEAN, JOHNSON CITY, TENN.

W. C. SMITH, REAL ESTATE.

PROPERTY OF ALL KINDS HANDLED. Be sure to see me before Buying or Selling.

OFFICE:—In Piedmont House.

JOHNSON CITY, TENN.

J. M. CARR & SONS, MANUFACTURERS OF

FLOORING, CEILING, Siding, Mantles, Brackets, MOULDINGS,

— AND —

Builders' *Supplies *Generally.

JOHNSON CITY, TENNESSEE.

W. J. GRAHAM