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BY
M. S. WOODCOCK.
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The Corvallis Gazette.

VOL. XIX. CORVALLIS, OREGON, NOV. 10, 1882. NO. 46.

SOCIETIES.
A. F. AND A. M.
Corvallis Lodge, No. 14, A. F. and A. M., meets on Wednesday evening, on or preceding full moon.
JOHN REEDMAN, Jr., K. R. S.
Rocky Lodge, No. 75, A. F. and A. M., meets Wednesday evening after full moon.
S. E. BELKNAP, W. M.
R. A. M.
Ferguson Chapter, No. 5, R. A. M., meets Thursday evening on or preceding full moon.
WALLACE MALDWIN, M. P.
K. O. F.
Valley Lodge, No. 11, K. O. F., meets every Monday evening.
W. H. MARSHFIELD, C. C.
JAS. REEDMAN, Jr., K. R. S.
I. O. O. F.
Barnum Lodge, No. 7, I. O. O. F., meets every Tuesday evening.
E. C. ALEXANDER, N. G.
A. C. U. W.
Friendship Lodge, No. 14, A. O. U. W., meets first and third Thursdays in each month.
E. R. McLELLAN, M. W.
W. C. T. U.
Regular business meetings first Saturdays in each month, at the residence of Mrs. M. S. Woodcock, at 2:30 P. M. Prayers every Sunday at 11 o'clock. A cordial invitation is extended to all.
Mrs. T. GRAHAM, Sec.

CHURCH DIRECTORY.
BAPTIST CHURCH SERVICES.—Preaching every second and fourth Sabbath in each month at the College Chapel, by the Rev. F. Davidson. Services begin at 11 A. M., and 6:30 P. M. All are invited.
PRESBYTERIAN CHURCH.—Regular services every Sabbath morning and evening. Sunday school at the close of the morning service. Prayer meeting Thursday evening at 7 o'clock. Public cordially invited.
Pastor, F. DENNING.
EVANGELICAL CHURCH.—Services regularly every second and fourth Sabbath in each month, at the College Chapel, by the Rev. F. Davidson. Prayers every Sunday at 11 A. M., and 6:30 P. M. All are invited.
Rev. J. BOWEN, Pastor.
M. E. CHURCH.—Regular services every Sunday 7 P. M. Sunday school at 10 o'clock with Bible classes for all ages. Prayers every Wednesday evening at 7 o'clock. A cordial invitation and cordial welcome.
F. ELLIOTT, Pastor.
M. E. CHURCH SOUTH.—Services every Sabbath at 11 A. M., and 7 P. M., at the college chapel. Sunday school at 9:30 A. M. Prayers every Friday evening at 7 o'clock. Public cordially invited.
J. R. N. BELL, Pastor.

ATTORNEYS.
M. S. WOODCOCK,
Attorney-at-Law,
CORVALLIS, OREGON.
KELSA & KEESSE,
Attorneys-at-Law,
CORVALLIS, OREGON.
A. CHENOWETH, F. M. JOHNSON,
CHENOWETH & JOHNSON,
Attorneys-at-Law,
CORVALLIS, OREGON.
C. MADDEN,
Attorney at Law,
CORVALLIS, OREGON.
Will practice in all of the Courts of the State.
E. H. GATE,
Attorney-at-Law,
CORVALLIS, OREGON.
SPECIAL attention given to collections, and money collected promptly paid over. Careful and prompt attention given to Probate matters. Conveyancing and settling of records.
LOANS NEGOTIATED.
Will give attention to buying, selling and leasing real estate, and conducts a general collecting and business agency.
Office on Second Street, one door north of Irvin's shoe shop.
PHYSICIANS.
F. A. JOHNSON,
Physician, Surgeon,
And Electrician.
Chronic Diseases made a specialty. Catarrh successfully treated. Amputation and other operations in Fisher's Block, one door west of Dr. P. A. Vincent's dental office. Office hours from 9 A. M. to 12 P. M., and from 1 to 6 o'clock.
T. V. B. EMBREE, M. D.,
Physician & Surgeon.
Office 2 doors south of H. E. Harris' Store, CORVALLIS, OREGON.
Residence on the southwest corner of block, north west of the Methodist church.
G. R. FARRA, M. D.,
Physician & Surgeon.
OFFICE—OVER GRAHAM, HAMILTON & CO'S Drug Store, Corvallis, Oregon 19:35y1

MISCELLANEOUS.
J. H. NORRIS,
WAGON MAKER,
Philomath, Oregon.
Blacksmithing and Wagonmaking a specialty. By constantly keeping on hand the best materials and doing superior work, I expect to merit a share of public patronage. 22nd St. Philomath, Oregon.
F. J. HENDRICHSON,
Boot and Shoe Maker,
Philomath, Oregon.
I always keep on hand superior material and warrant my work. I ask an examination of my goods before purchasing elsewhere.
F. J. Hendrichson.
F. J. ROWLAND,
Blacksmith & Wagonmaker,
Philomath, Oregon.
Mr. Rowland is prepared to do all kinds of wagon-making, repairing and blacksmithing to order. He uses the best of material every time and warrants his work.
\$5 per day at home. Samples worth \$5 free Address Stinson & Co., Portland, Me.

W. C. Crawford, JEWELER.
KEEPS CONSTANTLY ON HAND A LARGE assortment of Watches, Clocks, Jewelry, etc. All kinds of repairing done on short notice, and all work warranted.
19:35y1

H. E. HARRIS,
One Door South of Graham & Hamilton's,
CORVALLIS, OREGON.

Groceries, Provisions, AND DRY GOODS.
Corvallis, June 24, 1882. 19:15y1
CORVALLIS Photograph Gallery.
PHOTOGRAPHS FROM MINATURE TO LIFE SIZE.
First Class Work Only!
Copying in all branches. Uses of all kinds and firewood taken at cash prices. E. HESLOP.
C. W. PHILBRICK,
GENERAL Contractor and Bridge Builder,
AT Corvallis, Oregon.
Will attend promptly to all work under his charge. 19:37y1
E. H. TAYLOR,
DENTIST
The oldest established Dentist and the best outfit in Corvallis.
All work kept in repair free of charge and satisfaction guaranteed. Teeth extracted without pain by the use of Nitrous Oxide Gas. E. HESLOP.
Dentists up-stairs over Jacobs & Neugans' new brick store, Corvallis, Oregon. 19:27y1
HUTTON & HILLIARD,
BLACKSMITHING AND Carriage and Buggy Ironing,
Done Neatly.
HORSE-SHOING A SPECIALTY.
Corvallis, Oregon.
19:27m

OCCEIDENTAL HOTEL.
Corvallis, Oregon.
CANAN & GIBLIN, PROPRIETORS.
THE OCCEIDENTAL is a new building, newly furnished, and is first class in all its appointments.
RATES LIBERAL.
Stages leave the hotel for Albany and Yachina Bay Mondays, Wednesdays and Fridays.
Large Sample Room on First Floor for Commercial Men. 19:35y1
THE YAQUINA HOUSE!
Is now prepared to accommodate travelers IN FIRST-CLASS STYLE. MEALS AT ALL HOURS FOR ONLY 25 CENTS.
HORSE FEED Constantly on hand, at the LOWEST LIVING RATES.
Situated on the Yaquina Road, half way from Corvallis to Newport. 19:12y1. P. BRYANT.

J. W. HANSON, MERCHANT TAILOR.
Next door North of Post Office, CORVALLIS, OREGON.
Pantaloons made to order of Oregon Goods for \$7.50.
English Goods, \$11. French, \$14
Suits from \$30 to \$60.75
Cleaning and Repairing done at Reasonable Rates.
19:35y1
A week. \$12 a day at home weekly made. Only 10 cents free. Address True & Co., Augusta, Me.

Real Estate for Sale.
Will sell a farm of 475 acres for less than \$18 per acre, being one of the cheapest and best farms in Benton county, situated 4 miles west of Monroe, 1 of a mile from a good school, in one of the best neighborhoods in the state with church privileges handy. About 150 acres in cultivation, and over 400 can be cultivated. All under fence, with good two-story frame house, large barn and orchard, has running water the year around, and is well suited for stock and dairy purposes. This is one of the cheapest farms in the Willamette Valley.
Also, two improved lots on the main business street with small stable, woodshed and a good, comfortable dwelling house containing seven good rooms. These lots are nicely situated for any kind of business purpose.
For further information enquire at the GAZETTE OFFICE.

NERVOUS DEBILITY. A Sure Cure Guaranteed.
R. E. C. WEST'S NERVE AND BRAIN TREATMENT, a specific for Hysteria, Neuritis, Convulsions, Nervous Headache, Mental Depression, Loss of Memory, Spermatorrhea, Impotency, Involuntary emission, self-abuse or over-indulgence, which leads to misery, decay and death. One box will cure recent cases. Each box contains one month's treatment, one sent by mail prepaid on receipt of price. We guarantee six boxes to cure any case. With each order received by us for six boxes, accompanied with five dollars, we will send the purchaser our written guarantee to return the money if the treatment does not effect a cure. Guarantees issued only by
WOODARD, CLARK & CO., Wholesale and Retail Druggists, Portland, Oregon. Orders by mail at regular prices. 19:15y1

CONSUMPTION CURED
An old physician, retired from active practice, having had placed in his hands by an East India Missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma, and all Throat and Lung affections, also a positive and radical cure for general Debility and all nervous complaints, after having thoroughly tested its wonderful curative powers in thousands of cases, feels it his duty to make it known to his suffering fellow-men. The recipe with full particulars, directions for preparation and use, and all necessary advice and instructions for successful treatment at your own home, will be received by you by return mail, free of charge by addressing with stamp or stamped self-addressed envelope to
DR. M. E. BELL, 161 N. Calvert St., Baltimore, Md. 19:27y1

Good Brick
kept constantly on hand at
Mrs. L. A. Dennick's
Brick Yard, near the Flouring mill, on the new ferry road South of Corvallis. 19:35m

A HOME FOR SALE.
Four lots nicely situated in Corvallis, Oregon, with—
A GOOD DWELLING HOUSE.
Barn and out-houses. Will sell all or only two lots. Call at the Gazette office or on 28-m
W. H. WHEELER.

NEW FIRM! AGRICULTURAL IMPLEMENTS
We have in stock the
Deering Twine Binders,
Deering and Standard Mowers,
Minnesota Chisel Plows,
Morrison Plows,
Minnesota Gun and Siftwater Engines, Elwood mounted Horse-Power, Centennial Farming mill, celebrated Buckeye line of Seeders and cultivators. We also keep the celebrated Whitewater and Ketchum wagons.
W. H. MILLHOLLAND, June 1st

PORTER, SLESSINGER & CO.,
Manufacturers and Jobbers of
THE CELEBRATED
IRON CLAD BOOT & SHOE.
These Goods are Warranted not to Rip.
All Genuine have the trade mark "IRON CLAD" stamped thereon.
117 Battery Street, San Francisco, Cal.

GOODS FOR SALE AT MAX FRIENDLY'S
Corvallis, Oregon.
PORTLAND BUSINESS COLLEGE.
OLD "NATIONAL," Established 1866.
126 Front St.,
Between Washington and Alder,
PORTLAND, OREGON.
An institution designed for the practical business education of both sexes.

Students!
Admitted on any week-day of the year. No vacation at any time, and no examination on entering.
Scholarship, for Full Business Course, \$60
PEN WORK
Of all kinds executed to order at reasonable rates. Satisfaction guaranteed.
The College Journal, containing information of the course of study, when to enter, time required, cost of board, etc., and of ornamental penmanship, from the pen of Prof. Wasco, sent free.
A. P. ARMSTRONG, Lock Box 104, Portland, Oregon. 19:31m

Old Friends.
The old, old friends! Some changed, some buried; some gone out of sight; some enemies, and in this world's swift flight No time to make amends.
The old, old friends— Where are they? Three are lying in one grave; And one from the far-off world on the daily wave No loving message sends.
The old, old friends! Another, long estranged, cares not to seek Where careless sugar ends.
The dear old friends, So many and so fond in days of youth! Alas! that Faith can be divorced from Truth, When love is severed ends.
The old, old friends! They hover round me still in soothing shades; Surely they shall return when sunlight fades And life on God depends.

Worthless Bills of Lading.
In the business intercourse of the country there is no document of greater importance and yet more generally misunderstood than a bill of lading representing merchandise. No matter how great or how small the value at stake, there is something about a bill of lading that gives it importance in the mercantile world. It is therefore all the more remarkable that a document of such consequence and in such general use should not be better understood. It is safe to say that nine-tenths of the mercantile community have heretofore looked upon a bill of lading as unquestionable evidence, not only that the goods mentioned in it had been received at the point of shipment, but that if the goods were not delivered the carrier was liable for their actual value. Perhaps the apology for a better understanding on the part of the business community is the infrequent tests that are brought to light under this head. Minor claims for short delivery are often settled by the carriers on equitable grounds in some cases to preserve the reputation of the freight line before the public. A question of vital importance to our manufacturing interest has lately been put to the test, which cannot fail to interest the entire business community. It seems that a certain agent representing the White Line Transit Company in the state of Mississippi and appointed by the Louisville & Nashville Railroad, which is part of the White Line system, suddenly disappeared and is found to have signed bill of lading and drawn against a considerable amount of Cotton which the Louisville & Nashville Railroad claim was never shipped and consequently not delivered. The holders of these bills of lading are now seeking redress from the White Line Transit Company, but no liability is admitted on their part so long as the proof is wanting that the cotton was delivered into their possession. The question is now likely to go to the courts, and the result will be anxiously awaited. On the part of the railroad company it is claimed that the decision in the United States court has released the common carrier from all liability, and it was shown the property was not delivered into their possession. On the other hand, the decisions in New York and some other states have held the carrier responsible for the acts of their agents, and it would seem as if the ruling is but equitable. The question has also been raised as to the liability of the banks through whom the drafts and bills of lading were presented. This is also likely to be tested, and may be carried to the United States court for a final decision. In the meanwhile the mercantile community in general, and our cotton manufacturers in particular, are likely to be held in suspense awaiting these important issues and for the present, at least, all bills of lading must be more or less looked upon with suspicion.—Boston Advertiser.

That Six Feet.
NEWTON, Oct. 30, 1882.
ED GAZETTE.—I notice in your issue of the 27th an article stating that there is considerable controversy going on about an excess of six feet of ground in the block on main street, between Max Friendly's and Rosenthal's corners. This article referred to is written as though the excess was just discovered and brought to light; but it has been known to several for some time, and any one can learn just how much land he or she is entitled to by referring to the plot of the city made and recorded in 1876. In explanation I will say, that in 1876 I made a re-survey of the city of Corvallis, and found that the description of the length of lines between the original claim corners fall short of the old corners in the neighborhood of 25 feet, for this particular tract or claim, other additions have their particular excesses too. There is none of the blocks or lots that fall short of the required size throughout the city. The streets are all full width, and as in many places to have cut each block down to its exact size would have occasioned great trouble in moving buildings and other improvements, and would have left narrow strips of land running back from the river through the town unclaimed and unowned, as the original owners had deeded away their rights in blocks and lots, supposed to be of a certain size, but upon investigation they were found in reality to be larger than was intended by the originators of the town plot, or else, there was ground unaccounted for, the matter was brought before the city council, under whose instructions and authority I was making the survey, and after considering it to its fullest extent it was advised that the survey should be made to conform as nearly as possible to the improvements on main street, they being of a more substantial character than elsewhere in the city, and that this street should be made a base to work from and that each tier of blocks running back from the river should be in uniformity with the front on the aforesaid base, then the excess of each block, where such existed, was to be divided up equally between lots, giving in this particular instance referred to an additional width to each lot throughout the tier of blocks to the back portion of the city. This can be seen by property holders by referring to the plots made by me, and on record in the city office and in the county clerks office. No one individual had purchased or acquired this extra amount of land, hence it was considered as acting with nothing but fairness to all persons interested to adjust the matter in this way, as the said parties would at the time and even now deem it great injustice to be forced to move their improvements on to the 50 feet allowed by the original plat. As it is, no one is the loser of one inch, while several have gained something to their advantage if size of lots are taken into account, and the man that does not want his extra foot can give, sell or convey it to his neighbor, get rid of it in any way so as to keep peace in the family, and no one should cry because the boy in the next seat has the "biggest red apple" as all have red apples out of the same sack.
Respectfully yours,
WILL T. WEBBER
American Woolen Industries.

Material, but these are small. The capital employed provides buildings, machinery, water works, &c. The running expenses are very nearly covered by the items of material and labor after providing the mills with the equipment furnished by the capital invested. It becomes a matter of some interest to know how wages compare with profits—what proportion capital keeps for itself and what proportion is allowed to labor. We find that 100,000 laborers receive annually \$47,180,618, which is \$290 a year. The wages are less than six dollars a week. Nearly one-half the labor force is composed of adult males, the proportion of children being about one to four. The conclusion is that while capital pays itself about thirty per cent. profit, it pays labor considerably less than one dollar a day. This is not a result to be proud of. We place a higher tariff on foreign woolen goods to protect the home manufacturer that he may pay the American standard of wages. But these figures indicate a disposition on the part of the manufacturer to put the profit in his own pocket. He does not divide with labor. He could not get labor down much lower if there were no tariff. He demands a tariff which enables him to obtain high prices for his goods, but he does not pay corresponding wages to his laborers, who have to buy his high-priced goods. So far as the progress of our Woolen manufacturers is concerned, the showing is, favorable. Under the operation of a tariff, we are coming to do our own work. We made \$21,782,302 worth of Carpets 1880 and \$28,613,729 of Hosiery and knit goods. On the Tariff Commission there is a representative of the Wool manufacturing interest, and it will become a matter of some interest to know how he will handle the facts the census presents. The country will say that either the item of labor should be increased or the prices charged for goods reduced.

School Report.
Standing of the primary school in district No. — of Benton county, Oregon, for the month ending Oct. 27, 1882.

Name	Att'n	Dpt.	Read.	Spel.
Ida Ray	20	94	72	80
Minnie Graham	20	95	75	81
Charles Collins	18	88	68	79
Helen Holgate	20	95	80	74
Mary Drumm	20	99	85	75
Sue Jacobs	19	93	75	63
Lizzie More	14	61	43	36
Jolin Huffnast	19	97	69	58
Eda Belknap	17	84	72	58
Stella Cressy	12	60	56	55
Frank Griffith	18	60	61	61
Luther Smith	19	96	75	85
Solly Smith	19	89	65	77
Nannie Brown	20	98	73	81
George Weber	17	81	72	70
Charlie Graham	13	47	38	50
Eda Snow	9	45	29	43
John McFadden	20	93	78	91
Charlie Roland	19	87	79	78
Bertha Jacobs	20	99	65	77
Fannie Halbert	20	100	52	62
Willie Kern	18	87	82	82
Bessie Collins	20	95	92	93
Ethel Gray	20	89	88	20
Elsie Grubbs	20	100	75	34
Harrie Parsons	15	63	79	49
Zelma Snow	9	43	35	41
Charlie Swick	19	94	89	90
John Drumm	20	100	85	84
Nellie Cameron	17	81	73	60
George Drumm	20	100	91	90
Fannie Thompson	19	88	76	81
Anna Garretson	17	77	72	72
Gussie Cress	20	99	77	77
Ella Washington	18	94	72	63
Jennie Stillson	11	55	55	55
Laurance Myers	18	90	81	91
Lilly Kern	20	100	81	81
Mattie Alphin	19	98	81	81
Rosa Drumm	20	100	81	81
Olive Witham	15	75	75	75
Georgia Powers	19	95	81	81
Birnie Buford	20	100	81	81
Gennie Grubbs	19	98	81	81
Mertie Clark	10	50	50	50
Clyde Emery	20	99	81	81
Jacob Hulbert	20	100	81	81
George Gordon	9	45	45	45
Jennie Gordon	8	40	40	40

MRS. S. A. N. TERWILLIGER, Teacher.

The Rights of Travelers.
The decision, just reported, of the New York Court of Appeals in the Auerbach case is full of interest for those travelers by rail who avail themselves, as so many do in summer, of "limited" or excursion tickets. The plaintiff, Mr. Auerbach, of St. Louis, brought a coupon ticket to New York, which bore upon its face the condition that the purchaser should "use it on or before September 26, 1877." In the course of his journeying Mr. Auerbach used up one coupon after another until he found himself, on the afternoon of the 26th, on the New York Central train at Rochester with the coupon from that city to New York. The coupon was accepted and punched where that duty is performed, until the train reached Hudson, shortly after midnight. The conductor then declared that the ticket was no longer valid, demanded fare for the rest of the trip; and upon Auerbach's refusal, put him off. Thereupon he brought suit for damages, and it is the final decision in his favor the report of which has just been published. The court holds that the "use" of the ticket on the afternoon of the 26th, when he offered it to the conductor, was the "use" contemplated by the restriction. When this evidence that he had paid his fare was presented the ticket had performed its office. If the company meant by its limitation that the passenger must finish his journey before the expiration of the day fixed they should have said so.
The chief interest in this decision is, of course, that it settles the law—so far, at least, as New York is concerned—and apprises ticket buyers what their rights are. It is interesting, however, in another aspect. It tends to revive the confidence of the people in the old fashioned theory concerning which they have been driven into doubt, that "the law is the perfection of common sense." The decision is so palpably a common sense one that it is not easy to see how an intelligent railroad conductor could have created any occasion for making it.

Florida's Growth.
A correspondent of the Florida Tribune makes the following statement of the growth of business in that state:
Six years ago the writer landed at Tampa from the schooner Dill, having made the trip from New Orleans in little less than a month. That was before the days of a steamboat line from Cedar Keys. In fact, steamers only visited Tampa semi-occasionally in those days. That winter were shipped from this county 40,000 oranges, most in the little schooner from the Clearwater side, and they were crated at Cedar Keys. I am told that 6,000,000 is the estimate of the present year. The Dill and Delia could then carry all the freight to and from Tampa. Two steamboats making semi-weekly trips are incompetent for the task now.
One week later I had bought and moved to Limons, and found the road little more than a trail—a wagon passed me about twenty times during the year, and I have gone to Tampa without passing even a man on foot. All the roads, then as now, from the East, centered at Bunchville, then English's, and not more than one wagon a day for the year passed over it. Twenty is not too low for an average at present. The population has more than doubled, the improved lands have tripled. In place of the few orange trees then growing near the houses, they may be counted in the orchards by the millions, and the work of planting goes on. Guavas were almost unknown, now they can be counted by the thousands. Everybody eats guavas. Hogs and hens eat them at first, as did Sir Walter Raleigh's with his potatoes. Now they have a market value, and will have a better one. Mangoes, sugar apples and other custards are coming into use, and even pine-apples are spoken of as a crop plant. We have summer fruits now as well as winter. Lemons and limes are more than talked about now as market crops, and some have been shipped. More will be. Corn, cotton and sugar-cane have not decreased in quantity. Sweet potatoes have gained; and the truck farm is looking up. It will be one of the giants soon.

Elevation of the Central Pacific Railroad of California.
The following shows the elevations of the Central Pacific Railroad and lengths of tunnels at different points on the road:

Station	Elevation
Sacramento	54 feet
Arden	116 "
Antelope	187 "
Juniper	200 "
Rocky Hill	250 "
Pine	420 "
Newspaper Hill	520 "
Chippewagon	575 "
Atburn	580 "
Chippewagon	575 "
Collins	520 "
Secret Tunnel	520 "
Gold Tunnel	520 "
Dutch Flat	520 "
Alta	520 "
Shady Run	575 "
Tunnel No. 1	575 "
Blue Diamond	575 "
Emigrant Gap	575 "
Tunnel No. 2	575 "
Chrystal Lake	575 "
Tunnel No. 3	575 "
Summit Valley	575 "
Summit Tunnel	575 "
Tunnel No. 7	575 "
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Tunnel No. 100	575 "

Wanted.
A good canvassing agent wanted to do general canvassing business. For information inquire at the GAZETTE OFFICE.

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A good canvassing agent wanted to do general canvassing business. For information inquire at the GAZETTE OFFICE.

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