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STRAW HATS.

We are doing wonders in the straw hat line. New fresh goods of the very latest styles in immense quantities and at the usual low rate of Bargain Corner selling.

Boys' Blouses and Blouse Suits

in Cotton, linen and serge. The balance of these goods will be cleared out at a sacrifice on our part.

MEN'S PANTS

We claim to be able to do better for the men and boys in odd pants than ever before. We have

A TREMENDOUS STOCK

A Beautiful Assortment, and Special low price.

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Farmers you will have corn free of duty now, but you still require implements to sow and clean it with.

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Our Planter sows from 18 to 50 lbs. per acre, with an alarm bell to tell when the seed is running short. A man can sow with one horse about 8 acres per day.

OUR PERFECTION WEEDER cleans 3 drills at once and thoroughly takes the weeds out of corn, potatoe or turnip patch; it is the best weeder yet made for root crops. Perfect working guaranteed.

Your inspection of these machines is desired as they are something entirely new.

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HASZARD'S IMPROVED TURNIP SEED

We have the genuine seed, imported direct from London this spring. Also Purple Top Swede and large White Globe Turnip seed. Buy from us and you will be sure to get the best.

BLATCHFORD'S AND EWING'S CALF MEAL.—Is especially adapted for rearing of calves, lambs, foals, and pigs, a highly concentrated and easily digested food. The only genuine substitute for milk on the market.

OLD PROCESS GROUND OIL CAKE.—It is the general verdict of experts and all experienced feeders of stock or milch cows that this article contains over double the nourishment of other feed, and when mixed with ground grain, shorts, bran or other feeds, it will produce more milk and better quality, and will keep the stock in better condition. We guarantee it to give the most satisfying results.

ALSO.—Bran, Middlings, Chopped Feed, Cornmeal, Flour, Rolled Oats, etc., selling at greatly reduced prices by

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But buy cheap for cash. Doing business all for cash with small expenses we can do with a small profit; consequently you can buy cheap for cash.

R. B. NORTON & CO.,

J. F. NORTON, PROPRIETOR

50 SHIPS CANNOT SINK.

A Scheme to Keep Them Afloat With Bags of Gas.

There is an instance on record of a ship going down in midocean before the eyes of her crew and those of a rescuing vessel, and yet of her having been towed into port a few weeks later. The reason for this was that the cargo of salt had melted out of her and she came to the surface by reason of her own buoyancy.

Now, however, comes along a man who claims that he can not only do this with an iron steamer, but that with the adoption of his patent ships of all kinds will be rendered unsinkable. He does this by means of carbonic acid gas.

The inventor's name is M. L. Levasseur, and he has a large working model in his office in London. This model is a bulk floating in a tank.

He fills the bulk with sandbags and bricks until her waterline is submerged. Meanwhile there are two gaping holes in her sides, covered over with collision mats and supposed to have been knocked in by another craft.

As soon as the mats are removed the vessel begins to sink. At this point in his demonstration the experimenter turns on a cock in his model, there is a hissing sound, and the gallant little ship floats proudly on the surface.

Allowed to sink to the bottom, she rises at once the moment these cocks are opened. The model is five feet in length.

The invention consists of a number of independent collapsible reservoirs, airtight and waterproof, which, when not in use, hang under the deck of a ship, or, indeed, in any space not required for use, as the ceilings of cabins, engine rooms, etc. These bags fold up like concertinas, and when not needed lie quite flat against the ceilings and under the decks. It matters not where they are placed.

On deck or wherever most convenient are also placed a number of small cylinders filled with liquid carbonic acid. These, by means of pipes, are connected with the various balloons or air bags, each of which is independent, and in case of one being damaged the others are not injured.

As soon as a collision occurs the mere pulling of a lever by the officer on the bridge causes the gas to rush into any of the air bags at will. The character of the air bags is such that by the pressure of the gas they fit themselves automatically to the contour of the cargo or whatever place they may occupy.

The inventor claims that there is very rarely a collision which would necessitate the filling of all the bags on a ship fitted with his appliance. But he says no matter how serious may be the damage, even if the ship were cut into two parts, as has sometimes happened, either end of the vessel could be kept afloat by means of his bags of carbonic acid gas.

So long as the bags remained uninjured the inventor claims that the ship could be kept afloat, as the gas would not escape. The deeper the bags are inserted in the hold, the greater would be the lifting effort they would exert on the ship.

This invention, says M. Levasseur, is based upon the well known principle of the fish bladder. It was first devised by M. G. Dubois, an engineer of the Paris Ecole Central, and after 18 months of experiment and study the scheme was finally perfected.

The metal cylinders are charged with liquid carbonic acid at the beginning of the voyage, and, once placed in their position on the ship, they are to remain there. The bags, however, can be moved around at will to conform to the open spaces that are left when the cargo has been placed.

on passenger ships, where this invention would be especially valuable, its owners say that there would be plenty of room for the bags in spare staterooms. All of this adds, it is claimed, but little to the initial cost of a ship.

M. Levasseur claims that so large a ship as the Paris or Lucania could be fitted up with his appliance for about \$5,000. Yachts and small boats could, he says, be easily fitted with the appliance at small cost.—New York World.

A Coincidence.

It was a curious coincidence that the day upon which the first intimation of the Turkish declaration of war against Greece was published was the seventy-third anniversary of the death of Lord Byron, who died at Missolonghi, where he had been made commander in chief. In the previous year he had been elected a member of the Greek committee which had been formed in London, and he soon set sail for Cephalonia, where Trelawney fancied him "impressed by the possibility of receiving a crown." Evading the Turks, he reached Missolonghi, where he took into his pay 500 disorderly Suliotas. It was a rabble regiment that he had gathered round him, and he had to disband it very soon. Missolonghi was peculiarly unhealthy, but Byron declined to leave his post, and he succumbed to an attack of fever.

The City of New York.

It ought not to be necessary to say that the designation Greater New York has been and is used simply for convenience in referring to the city of New York as it will be constituted under the new charter. Yet numerous out of town journals, like the Chicago Tribune and the Boston Herald, seem to think that Greater New York is the charter name of the consolidated city. The metropolis will continue to be known as the city of New York unless its charter should be amended, and if another name should be given to it Greater New York will certainly not be that name.—New York Tribune.

—AT THE—

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DR. J. H. AYERS

Cedar Shingles

Now landing from schooners "Julia Franklin," "Mina Page," "Mary Star of the Sea," and "Hare." 1200 M Saw Cedar Shingles, of the following grades, viz.:— 200 M Extras. 200 M Clear. 520 M 2nd Clears. 180 M X No. 1. 100 M XXX White.

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HORACE HASZARD.

Ch'town, 17th May, 1 mo. 135.

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