

# THE ALAMANCE GLEANER,

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NO. 4

## THE GLEANER

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**E. S. PARKER**  
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## Poetry.

### ANGELS AT DE CABIN DO.

From the N. C. Farmer.

BY W. J. OETZEL.

Don't you hear de river callin',  
Solomon like, and soft, and low;  
Sounds like massa was a callin'  
As he need to, s'long ago,  
See, de moon an' shinin' brightly,  
All de lights are in de sky,  
An' I almost hear de rustlin',  
Of de angels passin' by.

Put your han' in mine, young missy,  
All de worl' am dark an' drear,  
I am almost 'tired o' waitin'  
For de massa to appear.

Rest de banjo on y' pillow,  
For I'll teach de strings no mo',  
In de blessed summer twilight  
Sittin' by de cabin do'.

I have waited for de comin'  
Of His face for many a day,  
Since I passed in to de winter  
An' de summer fell away.

Soon I'll join de big camp meetin',  
Dere upon de heavenly plain,  
Where de tree of life is bloomin'  
An' de enshulin' never waz!

Hark! de waters still am callin',  
Don't you see de shinin' hand?  
Dey am crossin' de river  
From de blessed Canaan land.

Raise me up, I'm ole and feeble,  
I won't never grieve no mo',  
For I expect dey is a waitin'  
Here outside my cabin do'.

Put your han' in mine, young missy,  
All de worl' am dark an' drear,  
Now de fire am burnin' lower,  
Time is almost 'drawin' near!

Hark! I hear de drums a beatin'  
On de Gallilee shore,  
Till de Lord dat I am ready,  
Angels at de cabin do'.

Greenville, S. C. Jan'y, 7th 1880.

### THROUGH THE TUNNEL.

It was a bright, clear, cold morning in early December. When Kathie entered the car there was scarcely a vacant seat to be seen. To be sure there was one stout old gentleman sitting alone, but he was next to the aisle and seemed so deeply absorbed in thought that Kathie disliked to disturb him. Then there was a middle-aged woman, but she had numberless parcels and wraps in the seat beside her, and her appearance, take it all in all, was so forbidding as she looked fixedly out of the window, that Kathie passed her by. There was but one more seat unoccupied. It was beside a gentleman who sat close to the window reading a paper.

"Is this seat engaged?" asked Kathie with timid hesitancy.

"It is not," was the answer in a pleasant tone; "but, springing up as he spoke, "would you prefer the seat by the window?"

"Oh, no! Thank you! Not at all!" murmured Kathie, and she sat down beside him.

The gentleman turned his attention to his paper again, and Kathie immediately fell to wishing that she had taken the seat by the window. For the gentleman sat at her right hand, and her purse was in her cloak pocket, and had not "Aunt Kate" warned her again and again, to be on her guard against pickpockets, and declared that they were quite as likely to be young, agreeable and polite, as the reverse? And was not this person all three? Kathie stole a shy glance at him. His dark eyes were intently fixed on the newspaper. He was fine looking and well dressed, and to all intents quite oblivious of her existence. Kathie wondered demurely what sort of an expression his face would wear if he knew that any one thought that perhaps he might be a pickpocket.

She might take her purse and hold it in her hand, but that would seem ostentatious and tiresome, moreover there would be ample time for that when the gentleman—she looked like a gentleman certainly—should put down his paper and Kathie could no longer watch his hands.

Then Kathie's thoughts slipped into a more agreeable channel. She thought of

the Christmas gifts she was going to buy and of the other shopping she was going to do. It was her first trip to Boston quite alone. Aunt Kate had always been with her before, to take care of her and help her to select Christmas gifts, but this year Aunt Kate's rheumatism was so much worse than usual that she did not hope to be equal to a trip to Boston for the winter; and as it was already nearing Christmas, there was nothing to be done but to let Kathie go alone. And so it came about that Kathie feeling quite old and responsible, was on her way this bright December morning, to the city. She mentally planned her day's work, and portioned out her money for the various things that she was intending to buy. There was the book for Sunday-school teacher, the shell-comb for Aunt Kate, the engraving for Cousin Will, that must be especially fine and nicely framed, since it was to do double duty as a Christmas and wedding gift. Should it be a copy of some celebrated old picture, or some attractive group, full of modern life and interest?

While Kathie was trying to decide this question, and was reviewing with her minds eyes, all the finest and most beautiful engravings that she had ever seen, the train swept into the tunnel.

As it grew dark the gentleman beside her put down his paper, turning slightly towards Kathie as he did so. And then Kathie was sure she felt a stealthy motion towards her cloak pocket. Quick as thought her hand went down to seize her purse when—oh, horrors!—there was the man's hand in her pocket! Kathie did not withdraw her hand, on the contrary being determined to protect her property at all hazards, she felt about with her fingers as well as she could for her purse, but could not find it. It was already gone. Then Kathie seized the intruding hand with the firmness of desperation, fully determined to make an alarm as soon as the cars emerged into daylight again. If he did not have the purse in his pocket, there at least was his hand in her pocket, and some of the passengers would see her righted and her purse restored. Fortunately her purse had her name printed on the inside. How long the minutes seemed before the train came out into light! Then Kathie still grasping firmly the man's hand looked up and down the aisle, with sparkling eyes and flushed cheeks, for the conductor.

"I beg your pardon," said her captive in a low tone that Kathie could scarcely catch the words, "but have you not made a mistake in the pocket?"

Kathie gave one swift glance. Good heavens! Her hand was in his pocket! If she had touched a burning coal she could have relinquished her hold and withdrawn her hand more promptly. She ventured one deprecatory glance at the gentleman. His expressive face wore a mischievous smile.

"I thought"—began Kathie tremulously, but she could get no further. The revelation of feeling was too great. The brightness of her eyes was suddenly quenched by gathering tears, and her lip quivered ominously.

"That it was your pocket, of course," said the gentleman, completing her sentence. "I understand perfectly. Pray do not let the mistake disturb you," he continued with imploring earnestness.

In the midst of her distress Kathie could not help thinking how musical his voice was. Then, with much tact, he took up his paper, and devoted himself with great assiduity, to reading an article, which, if Kathie had but known it, he had read twice already since she sat beside him, without knowing in the least what it was about.

Kathie became outwardly composed after awhile, but her mind was still in a tumult. Suppose he had turned the tables upon her, and denounced her as a pick-pocket as he might have done! She shivered at the mere thought of it.

Once or twice, as they neared the city, the gentleman glanced at her as if he would speak, but Kathie's resolutely averted face and downcast eyes gave him no opportunity, and not another word was spoken till they reached the station, where he left her with a courteous bow and "Good morning!"

"Fateful thing," said Kathie to herself, "I hope I shall never get eyes on him again; and then she watched him, with admiring eyes, as long as she could distinguish his line form in the hurrying crowd.

Her purse, it is scarcely necessary to say, was safe in her pocket, and she soon set about diminishing its contents. Notwithstanding the inauspicious beginning of her trip, her day proved quite successful and satisfactory. Her own errands and Aunt Kate's commissions were all executed, and there was still a half hour to spare for a call at Cousin Will's office and when the time drew near for her

train he escorted her to the station. The train was in readiness when they arrived, and, as they walked along to reach the right car, a form approached them from a side entrance, a glance at which sent a thrill through Kathie's veins and the hot blood to her cheeks and brow.

"Ah! here's Harry Thorn, going down on your train, Kathie," said her cousin Will.

"He will be agreeable company for you, and will see to your parcels," and then, before Kathie was at all prepared for it, came the inevitable introduction.

Kathie could hardly force herself to meet the glance of the mischievous dark eyes bent upon, or to touch the proffered hand. It was utterly impossible for her to speak a word, but the gentlemen talked on till Will left them at the entrance of the car.

"You will take the seat by the window this time?" said Mr. Thorn, and Kathie silently took it.

After he had arranged her parcels in the rack, and seated himself, Kathie remarked, with a frank smile, "I really hoped that I should never see you again."

"Did you think I deserved eternal banishment?" he asked, lightly.

"Oh, no! It was rather I who merited it," said Kathie. "So long as you did not know me, it did not matter what you thought of me; but now,—ah, where were Katherine's words leading her?—" "but now, if you should tell Cousin Will," she continued quite illogically, "he would tease me unmercifully, and I should never hear the last of it."

"I assure you," was the earnest answer, "that I will never mention the mistake to which you refer to Will or to any one else. No one beside ourselves need ever know aught of it." And then he skillfully turned the conversation, and Kathie was soon quite at her ease, and they were conversing like two old friends.

That memorable ride through the tunnel occurred some years ago, and Kathie's relations with Mr. Thorn have changed so greatly, that now, instead of suspecting him of taking her money, she appropriates with great coolness, funds from his pocket book for her Christmas shopping.

Mr. Thorn sometimes laughingly declares, that instead of his wife's waiting for him to offer his hand, as ladies usually do, she took possession of it the first time that she ever saw him; but his most intimate friends ask in vain for an explanation of his jest.

## WESTERN N. C. RAILROAD.

### PRESIDENT WILSON'S REPORT.

MORGANTON, March 8th, 1880.

To His Excellency THOS. J. JARVIS, Gov. of N. C.

DEAR SIR—I have the honor to acknowledge your favor of the 6th inst., in which you say:

"I desire to place before the Legislature, when it assembles, the fullest and most accurate information as to the condition of the Western N. C. Railroad, so that the members may know all about the property with which they will have to deal. For this purpose I herewith send you a series of questions, which I wish you to answer in detail and as fully as possible."

"Of course through your regular quarterly report made to this office, and by actual inspection of the road as you know, I am already in possession of much of the information asked for, but it is not in a convenient shape to lay before the General Assembly, and I therefore ask for this special report. I will thank you to return your answers as soon as convenient, together with any other suggestion or information you may have, not embraced in these questions."

In accordance with your request, I herewith append my answer to each of your questions, first repeating the question for convenience.

1st. What is the length of the road from Salisbury to Asheville by actual survey?

Answer. 145 miles.

2d. How many miles of that part of the road is completed and now in operation?

Ans. 138 miles.

3d. How much of the track on this part of the road was laid before the war? How much since the war, and prior to 1875, and how much since 1875?

Ans. Before the war 71 miles were laid, during the war 7 miles, with old iron, after the war and prior to 1875, 36 miles, reaching Old Fort, and since 1875, 24 miles additional, extending to the present terminus, 7 miles west of Asheville.

4th. Of that laid before the war, what amount of new rails will be necessary in the next two years to replace the old and worn rails?

Ans. The entire track from Morganton east, a distance of eighty miles, has been in use from 20 to 23 years, and must necessarily be greatly worn, besides being laid with the old chairs now out of use. If the company had the means it would be desirable to relay it all, but perfect safety would not require, during the next two years, an outlay for more than 20 miles.

5th. What is the condition of the road bed, including cross ties, ditching, &c., and what amount will be needed in the

next two years to put the same in good repair? Here state what amount of cross-ties has been put in and what amount of ditching done in the last two years on what is known as the old part of the road, with any explanations you may desire to make?

Ans. During the last two years 95,000 cross-ties have been replaced, fully as many more are now needed. No ballasting has ever been done on the road, and for several years but little ditching, from the fact that we had no engine for this purpose and no means to pay a ditching force, and at the same time supply tools and material for the convicts engaged on construction. From worn iron and for want of proper ditching the road-bed is not in a condition to ensure both safety and dispatch.

6th. What amount of money, if any, would be needed for the repairs of the bridges in the next two years?

Ans. A sheet iron cover for the bridge over the Catawba at a cost of \$2,000 would be all that is absolutely required.

7th. Give the condition of the depots and buildings and what amount will be needed, if any, in the next two years to put them in good repair, with any remarks you desire?

Ans. All in fair condition; no repairs of importance needed.

8th. Have you a sufficiency of shops and tools for the wants of the company? What is their condition and what will be the probable cost of any addition thereto, in the next two years?

Ans. Our shops have been recently rebuilt at a considerable expense, and are ample for present purposes, but we are greatly deficient in machinery. An outlay of \$3,000 is as little as can possibly serve our immediate wants.

9th. How many locomotives have you on the road, and what is their condition and size?

Ans. We have six locomotives—one large freight engine, new, another old one with new boiler, in good condition, just purchased from the R. & D. railroad, and not paid for, and four others, which have been in use about 23 years, and now requiring new boilers and other repairs amounting to about \$2,500 each.

10th. How many passenger, baggage, express and mail cars, and their condition? How many box and flat cars, and their condition?

11th. What additional locomotives and rolling stock will be necessary in the next two years for the business of the company, and the probable cost of the same?

Ans. We have three coaches, three 2nd class cars, two mail cars, fourteen box cars and thirteen flats in good condition. This number was not sufficient for the business of the road, but the Richmond & Danville road kindly let us have the use of seven box cars and two flats, and Raleigh & Augusta Air-Line and Carolina Central allow their cars to go over our road free of charge. The immediate wants of the company require the purchase of two engines at a cost of \$18,000, and near double our present number of freight cars, at a cost of about \$12,000, to enable us to transact our business without asking favors from other corporations.

12th. What is the length of incomplete road to Asheville and the cost of its construction?

Ans. Three miles of grading is yet to be done, the cost, with labor furnished, cannot exceed \$5,000.

13th. What is the distance by actual survey from Asheville to Paint Rock and what will be the cost of construction and equipping that part of the road?

Ans. The distance from Asheville to Paint Rock is 45 miles; the original estimate on this line was \$968,000; about one third of the grading has been done, and the estimate for engineering and contingencies was extravagant. I regard \$650,000 as a fair amount for the completion and equipping of this line.

14th. What length of time to complete the same under existing laws?

Ans. Under existing laws, \$70,000 is yearly appropriated for the purchase of iron, chairs, spikes and superstructure; eight thousand dollars per mile will be required for this purpose at present prices, so that only nine miles each year can be finished. The present legislation in addition, provides that this appropriation shall be equally divided between the Paint Rock and Ducktown lines, thereby finishing 4 1/2 miles per annum on each; the Paint Rock line (45 miles) will take ten years to complete.

15th. What is the distance by actual survey from Asheville to Ducktown, and what will be the cost of construction and equipping this part of the road?

Ans. The distance from Asheville to Ducktown is 135 1/2 miles, and the estimated cost is \$5,330,000.

16th. What length of time will it require to complete the same under existing laws?

Ans. The use of the \$70,000, divided as above, would complete the Ducktown line in 19 years. But the present legislature ascertaining that the earnings of the road were not sufficient to employ 500 convicts, and at the same time keep in good condition the finished portion, enacted that \$20,000 of the appropriation might be applied to purposes of construction. If this provision is adopted 10 years would be required to complete to Paint Rock, and 30 years to Ducktown.

17th. What were the gross earnings of the company for the year 1879?

Ans. \$85,423.57.

18th. What were the operating expenses for the same period?

Ans. \$60,354.57.

19th. What were the net earnings of the company for the same period and to what purpose were they applied?

Ans. The net earnings were \$25,156.60, and were expended for purposes of construction.

20th. What is the indebtedness of the

company, if any, outside of the \$650,000 mortgage bonds, and why and for what purpose contracted?

Ans. When the present administration took charge of the road there was a floating debt of about \$20,000, made for the extension of the work. Our earnings were forced to use in the construction of the road instead of liquidating this debt: we had also to buy two locomotives and three coaches and to build one new coach which is about completed, and rebuild the shops, thereby increasing our floating debt to \$30,000, which amount is due to employees of the company for work and labor done, for the purchase of ties and other material, and to the R. & D. Railroad for purchase of engine.

The road having about reached Asheville, for the further progress of the work we are confronted with these facts and figures which candor and a proper sense of public duty require me to again refer to:

|                              |           |
|------------------------------|-----------|
| The floating debt is         | \$30,000  |
| 2 engines now required,      | 18,000    |
| Rolling stock now required,  | 12,000    |
| Repairing old engines,       | 10,000    |
| Machinery for shops,         | 3,000     |
| Covering for Catawba bridge, | 2,000     |
| 100,000 cross-ties,          | 20,000    |
| 20 miles new iron,           | 160,000   |
| 50 hands ditching 2 years,   | 26,000    |
|                              | \$281,000 |
| Less worth of old rail,      | 60,000    |
| Total,                       | \$221,000 |

To meet this requirement and to build a road estimated to cost \$5,330,000, we have yearly earnings amounting to \$221,777 and an appropriation of \$70,000 per annum. I can however, of the opinion that our net earnings will be very greatly increased as soon as the connection is made at Paint Rock. By a mortgage upon the completed part the line to Paint Rock could be finished and a few miles in the direction of Ducktown, but any attempt to mortgage the right way beyond this could result, even with any increased earnings we are likely to have only in failure and a sale of the road with no guarantee for its completion.

My answers to your inquiries have, I believe, given all the information possessed by me, which would aid the General Assembly in determining what is best to be done in regard to the property the State holds in the W. N. C. R. R. Should anything have been omitted, it will afford me pleasure, at any time to furnish it.

I have the honor to be,  
Very respectfully your ob't serv't,  
JAMES A. WILSON,  
President.

## Gleanings.

It was wittily said of a beautiful French literary lady, that she had but one fault—a husband.

A case of domestic scandal was under discussion at a tea-table. "Well let us think the best of her we can," said an elderly spinster. "Yes," said another, "and say the worst."

Mamma—Well, Johnny, I shall forgive you this time, and its very pretty of you to write a letter to say you're sorry. Johnny—Yes, mamma, don't tear it up, please. Mamma—Why not? Johnny—Because it will do for the next time.

A man will wipe on a towel as filthy as rot at his office, and smel the furniture at home if he has to use one which is the least bit soiled. This is one of the inconsistencies of the race.

Now James L. Wells found himself set down as a married man in the official list of the Assembly. He lost no time in writing to the compiler of the manual: "In proof-sheet of manual I see you say I am married. Please correct or send the woman around, and oblige."

One of the lady teachers in a Reno public school a few days since was laboring with an urchin on the science of simple division. This is what came of it: "Now Johnny, if you had an orange which you wished to divide with your little sister, how much would you give her? Johnny—"A suck."

Life is put together considerably like a set of harness. There are traces of care, lines of trouble, bits of good fortune, breaches of good manners, bridled tongues, and every body has to tug to pull through.

A check for fifteen hundred dollars was sent a few days ago by a business man at St. Louis, to a neighbor whom he had wronged some years before of that amount. He had listened to the preaching of Mr. Moody, and the first thing he did after to return his ill gotten gains. That was probably a case of genuine conversion. They ought to be more common.—*Baptist Weekly.*

A correspondent avers that this took place in Connecticut:

Mrs. A., a close-connection Baptist, lives near Mrs. B., a Methodist. Making a call one day, Mrs. A., in speaking of her country, of which she had a large number, complained that she had one hen that she could not prevail upon to eat with the other hens, and had to give her a dish of food by herself, which caused Mrs. B., to laugh. Mrs. A., wanted to know what there was in the circumstance that pleased her so much. Mrs. B. stated that Mrs. A., might take offense if she told her thoughts. Mrs. A., promised that she would not. "Well," said Mrs. B., "I was thinking that probably your impracticable hen is a firm believer in close communion."

### SUPERIOR COURT.

Alamance County.  
G. D. Cobb, as admr. of Ives Cable, dec'd.  
Against  
Heirs at law of Cynthia Young, Melinda Job, Elizabeth Linnens, Abi Hobbs, Samuel Hobbs, Lewis Hobbs, Susan Barriss, Robert's Cause, Emanuel Ingie, Susan Ingie, Anthony Ingie & wife Laura, Elizabeth Lamb, Heirs of Franky Thomas, Heirs of Vincent Ingle, Lewis Cable, Polly Job, Hannah W. Hieck, Alexander Cable, Isabelle Cable, Emily Gant, Rachel Holt, Daniel Cable, Fernella Tieke, Susannah Stone, Edna Law, Valentine Cobb, Elizabeth Cobb, Israel Cobb, James A. Phipps, Isabelle Robertson, Melissa Andrews, William Wyrick, Newton Wyrick, Israel Cable, Elizabeth Cable, Jane Cable, Wilkins Cable, Catherine Cable, Saml. Cable, Milton J. Cable, William Cable and Ed Cable.

This is a special proceeding to sell land fit assets by G. D. Cobb, admr., of Ives Cable, and it appearing to the satisfaction of the court that the heirs of Cynthia Young, names and sexes unknown, Elizabeth Linnens, Abi Hobbs, Samuel Hobbs, Lewis Hobbs and Elizabeth Lamb, heirs of Franky Thomas, names and sexes unknown, heirs of Masha Job, Lizzie and John, G. van Ingle, heirs of Vincent Ingle, Daniel Cable, Susannah Stone, Newton Wyrick and William Cable, are all necessary parties to said proceeding, and are non residents of this State, it is therefore ordered: That publication be made for them in THE ALAMANCE GLEANER, a newspaper published weekly, in the town of Graham, for six consecutive weeks, in lieu of personal service of summons, and that if they fail to appear and answer or demur within twenty one days, a decree pro confesso will be entered as to them.

Done at office in Graham  
Jan. 20 1880.

A. T. C. R. C.  
Alamance County

### North Carolina Presbyterian.

No efforts are spared to make this organ of the North Carolina Presbyterians both attractive and useful. To do this we present such a variety of moral and religious reading as will be read by old and young, rich and poor, clergy and lay, learned and unlearned. Our special aim is to publish a free paper.

It numbers among its contributors Rev. Dr. Drury Lacy, J. Henry Smith, J. R. Adams, and A. W. Miller; Rev. Messrs. J. M. Adkins, E. H. Harding, D. E. Jordan, J. Campbell, E. F. Rockwell, P. H. Dalton, L. C. Van, H. G. Hill, W. S. Lacy, W. W. Plarr, F. H. Johnston, F. T. Penick, R. E. Johnston, S. H. Chester, J. W. Prinson, S. M. Smith, R. G. Reed, J. M. Whaley; Prof. J. R. Fisher; Mrs. Cornelia Phillips Spencer; Mrs. H. H. Lewis, and many others.

Price \$2.50 a year. Address, James McLaughry, Editor and Proprietor, Wilmington, N. C.

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1880

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