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Evening Telegraph

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AT THE EVENING TELEGRAPH BUILDING. NO. 108 S. THIRD STREET. PHILADELPHIA.

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TUESDAY, SEPTEMBER 27, 1869.

SPAIN, CUBA, AND THE UNITED

THE European journals continue to display deep interest in the diplomatic relations between the United States and Spain. They are perpetually looking forward to the time when this nation will become seriously involved in the great and petty squabbles which continually distract Europe, and they seem incapable of understanding our continued adherence to the policy established by Washington of non-intervention in the affairs of the Old World. The Cuban insurrection is an American rather than a European question, in one of the most important aspects, and our Government has very properly shown that it was not indifferent to the fate of an island so close to the shores of the great republic. And yet even the close proximity of Cuba, and the strength of her claims to friendly aid, have not induced our national authorities to relax the neutrality laws in her favor or to take any steps at Madrid which were not in reality designed to promote the interests of both parties to the Cuban conflict. America sympashizes with every nation struggling against tyranny, but she never interferes actively in behalf of any oppressed nationality; and while this policy seems selfish and cold, it has always heretofore been essential for our own safety: for the countries which have undertaken to play the part of knight-errant liberators have rarely failed to lose in such struggles their own prosperity and liberty. Bearing in mind these well-settled principles of action, the present administration has gone just as far and no farther, in its negotiations with Spain, than the circumstances demanded. American mediation has been offered and conditionally accepted; but instead of saying yes or no to the propositions authorized by the Cuban insurgents, the Spanish government submitted new proposals which the leaders of the revolt refused to entertain: whereupon the American Minister at Madrid again asked for a serious consideration of his original proposition, and at the same time declared that if this delay continued public opinion would compel the authorities of the United States to recognize the belligerent rights of the Cubans. The full text of the correspondence has not yet been published, and some of the European journals allege that General Sickles used language in communicating this idea which was tantamount to a threat. As he is not by any means a well-trained diplomatist, it is not improbable that his language was not especially guarded and careful, and that he unnecessarily aroused the haughty pride of those whom he addressed. for Spaniards are quite as averse as Americans to tame submission to a menace. But since the first ebullitions of anger have died away, the Spanish statesmen no doubt understand that Sickles had no authority to deliberately insult them, and that the whole subject may and should be considered on its merits, instead of being rashly decided in a fit of passion. They have so many difficulties to contend with now, that they may well pause before they raise up new enemies. Spain is distracted by the intrigues of the reactionary Bourbons on the one hand, and the vigorous agitations in favor of a republic on the other. If many more troops are sent from Spain to Cuba, there is great danger that the present authorities will be unable to maintain their ascendancy at home, and if frequent reinforcements are not despatched the revolutionists will steadily gain ground, for it is alleged that seventy-five per cent. of the Spanish regulars sent to Cuba heretofore have been lost in battle or by disease. Under these circumstances, it is prejudice and the aversion of the proud Spaniards to a voluntary surrender of the last of their long catalogue of American possessions, rather than reason, which make Serrano and his associates hesitate about the acceptance of the terms offered by our Government on behalf of the revolutionists. Our administration has really performed a friendly act for both parties, the only thing to dispute is whether our Minister has performed the part of a peacemaker in a discreet manner; but even if Sickles has used a few ill-chosen words, the Spanish Government will be guided in its final decision on the present complication by its mature opinion on the relative danger of a defiance of Spanish sentiment on the question of the surrender of Cuba, on the one hand, and the danger of a persistence in a desperate and exhausting foreign war, when all its energies and resources are needed at home, on the other.

THE SITUATION IN TEXAS.

THE letter of General Reynolds, who has command in Texas, affords a clear and impartial insight into the political situation in that State. He shows conclusively that "Jack" Hamilton is still the unscrupulous demagogue that the Democratic press of the whole country declared him to be until he engaged in his present effort to break up the Republican party in the State for the sake of advancing his own personal interests. As General Revnelds says, "the platforms of the two wings of the Republican party are precisely the same. There does not appear to be even any side issue on the suffrage and amnesty question, as was the case in Virginia and Tennessee; and the only diverging point between the two factions would seem to be the desire of the Davis or radical branch to comply strictly with the terms of the reconstruction laws, by New York Central. 20734 " ... " 36,436,606.

presenting as candidates for office men who are qualified under these laws, while the so-called conservatives, under the lead of Hamilton, crowd their tickets with men who are disqualified. Before the breach became as wide as it now is, the friends of Davis endeavored to prevent it, and for the sake of harmony offered to accept of Hamilton as the candidate for Governor, provided Davis were placed on the ticket as candidate for Lieutenant-Governor. As General Reynolds clearly shows, all these proffers of peace were rejected, and upon Hamilton and his followers must rest the responsibility for the split. There is every reason to believe that the success of Hamilton will be brought about, if at all, through the instrumentality of Democratic votes, and that his election will result in turning over the State Government to the unrepentant and unreconstructed Rebels. In this view of the case, it becomes the duty of the administration to lend a helping hand to the true Republican party of Texas.

GENERAL JORDAN has offered to surrender his whole filibustering command to Captain-General De Rodas, in return for a stipulated sum. But De Rodas, with true Spanish virtue, indignantly refuses to become a party to such a disgraceful bargain. Such, at least, is the startling story that the Spanish censor at Havana suffers the Cuba cable to tell. It is about on a par with the recent official publication in the Diario of the losses of the two high contending parties since the 13th of October, 1868. The Spanish loss footed up a beggarly regiment of 1073 men, while the patriots and filibusters had suffered to the extent of 38,642, of whom full 14,691 were actually dead and buried!

STARTLING News greets us from the New Dominion. A tremendous thunderstorm visited a portion of her British Majesty's domain on Saturday, and a stray and reckless thunderbolt had the audacity to barely miss the head of the royal carpet-bagger who is now straggling about the Dominion. We can imagine the consternation and indignation of the members of "the Queen's Own," but to realize it fully a visit to Canada would be

A GRAND BAILROAD CONTEST. THE RACE TO THE PACIFIC-FOUR RIVAL RAILROAD LINES—HOW FAST TIME IS MADE AND BY WHOM—HOW THE COMPANIES ARE MANAGED—SWORN STATE-

MENTS OF THEIR OFFICERS. The rivalry between the four great Trunk Railway lines of New York, Pennsylvania, and Maryland has reached a crisis worthy of public attention. The "common point" for the departure of westwardbound trains is New York city, and from that place four different locomotives, like nimble racers, plunge towards the setting sun. One of them crosses the central part of the State of New York; another (the Erie) follows the northern boundary of Pennsylvania: another (the Pennsylvania) strikes boldly across our Allegheny Mountains; and still another (the Baltimore and Ohio) glides through the Cheat river wilderness in Maryland. As New York is the common place of departure, so Chicago and St. Louis are the common places of arrival, and the efforts to reach these points "on time" are the struggles of iron giants. There is reality as well as romance in this contest. The "heats" of the engines (to use a sporting phrase) average about thirty miles in length, and they not unfrequently run forty miles without any stoppage except for wood and water. Conductors, engineers, and brakesmen are, like Othello, "perplex'd in the extreme," and the reality of the contest consists in the hard work accomplished by the companies and their executive officers. The romance of the matter is the fact that the traveller appears almost endowed with wings. When a man can eat his supper in New York and his breakfast in Pittsburg (as is now the case), there seems little more to desire. In a single night's dream he can span nearly five hundred miles!!

The cause of this rapid running, and of the struggle between the companies, was the opening of the Union Pacific Railway to California. The man who is destined for the shores of the Pacific does not want to loiter between the Atlantic and the great prairies. The four trunk lines realized this fact, and forthwith arranged "schedules," between New York and Chicago, which put them all "on their metal." Now it is an easy thing to make a schedule, but it is cometimes a hard thing to keep it, and this is where the great victory which the Pennsylvania Railroad has gained is apparent. It makes its advertised time! And this is where its three competitors show their weakness. They strain every nerve, and yet miss their connections. There is a reason for this, as there is for everything else in the world, and the reason simply is, that the Pennsylvania trains have the shortest distance to run, as will be seen by the following table showing the number of miles from New York to Chicago by the different routes pursued by the respective companies. These figures are stern, hard Gradgrind facts:-

NEW YORK TO CHICAGO.

With this advantage of forty-six miles in favor of our own road, the opposing companies under any pos-

sible state of affairs, are sure to be beaten. But just now they are struggling desperately, the New York Central and the Erie being the most exercised. The Central has the better track, but the Erie has the shorter line. Their schedule time is necessarily so fast that when they are delayed from any cause and then endeavor "to make up time," their speed is tremendous. They are taxed to the extent of their capacity. Meanwhile the Pennsylvania, with its heavy rails (well joined), stone ballast, and short route could easily make quicker time than at present. It is not only master of the situation in this respect, but in another, viz., that it controls the whole route be tween Philadelphia and Chicago, and works in the most perfect sympathy with the first-class line between this city and New York. It need consult nobody about its business, while the other competing routes are formed of fragmentary companies which

cannot act without the consent of each other. It is time,in fact, that the public had a better appre ciation of the magnificent enterprise of the Pennsylvanta Railroad. Perhaps not five men in a hundred know that it will in a short time control a new and independent route (the shortest of any) direct to Omaha. In its present position it controls rails from Rochester on the North to Chicago and St. Louis in the West and Louisville on the South. It has made aggressive warfare on the other routes by tapping their own cities. Its cars leave Jersey City and Baltimore three times daily for the West, and take freight and passengers direct from the clutches of the rival corporations. In the language of a Quaker gentleman who made a thorough investigation of the financial affairs of the company, "Its enterprise is won-derful, and thee can form no idea of the foresight of its

But one of the objects of this article was to compare the three Great Trunk lines, not by mere ex parte statements, but by the sworn statements of their own officers. These sworn statements have been made to the Legislatures of New York and Pennsylvania, and are now before us. They are tabulated a in form to show the reader all the points

LENGTH AND COST. Pennsylvania......354 9-10 miles....cost \$29,761,532

Pennsylvania 352 9-10 miles. Erie 371 New York Central, 45936 " LOCOMOTIVES AND CARS (PIRST CLASS.) PREIGHT CARS. Pennsylvania.... New York Central.... INDEBTEDNESS, Pennsylvania, \$14,915,568 funded and \$50,000 Erie, \$25,398,300 funded and \$4,503,735 floating. New York Central, \$11,458,904 funded and no float-STOCK ACTUALLY SUBSCRIBED AND PAID IN. Erie 14,376,872 New York Central 14,881,393 EXPENSES IN 1868. Erie 14,364,290 New York Central 12,478,226 ACCIDENTS IN 1868. Pennsylvania-66 killed and 207 injured. Erie—104 killed and 157 injured. New York Central—42 killed and 48 injured. AVERAGE RATES OF SPEED (PASSENGER).

Pennsylvania—25 miles per hour. Erie—30 miles per hour. New York Central—30 miles per hour. PASSENGERS CARRIED IN 1868. Pennsylvania-\$56% for \$50 par. Erie—\$39% for \$50 par. New York Central—\$201% for \$50 par.

INTEREST ON FUNDED DEST. Pennsylvania, 6 per cent. Erie, 7 per cent. New York Central, 6 17-100 per cent.

DIVIDENDS IN 1868, Pennsylvania, 13 per cent. (10 per cent. cash and 5 per cent. stock). New York Central, 7 per cent. (cash).

DEDUCTIONS FROM THE ABOVE. First. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

Second. That the annual receipts bear a better proportion to the annual expenses than those of either

of the other companies. Third. That the Pennsylvania carries more passen-gers, has a greater tomage, and pays better dividends than either of the other companies.

SPECIAL NOTICES.

HEADQUARTERS REPUBLICAN IN-VINCIBLES, FIFTH and LIBRARY Streets. SEPTEMBER 25, 1869.

ORDER No. 3.

I. Members will assemble at Headquarters, MONDAY, September 27, 1869,

at To'clock P. M., for Parade, and to attend the grand Republican rally at BROAD and CHESNU & Streets. II. Equipments can be had at the Hall day and evening. III. Members are urged to return all torches belonging

GEORGE TRUMAN, JR.,

Chief Marshal. JOSEPH K. McCamnon, Ass't Marshals.

HEADQUARTERS REPUBLICAN IN-VINCIBLES, FIFTH and LIBRARY Streets,

ORDER No. 4. Members will assemble at Headquarters on

TUESDAY EVENING, September 28, 1869.

at 7 o'clock, sharp, for Parade, and to attend the Mass Meeting at Broad street and Girard avenue. GEORGE TRUMAN, JR., By order of Chief Marshal

JOSEPH K. MCGAMMON. Ase't Marshals.

BEN ATTENTION, TANNERS

The TANNERS will attend promptly, sharp seven o'clock P. M., TUESDAY, September 38th, at PARSONS' HOTEL, to attend meeting at Court House.

By Order of Committee. JACOB STANGER, Marshal.

CALVIN T. LYNCH. MILTON COPERTHWART,

Adjutants.

TO THE CITIZENS OF THE FIF-TEENTH WARD.—Some Fool or Knave has posted my name as a candidate for Select Council. For more than forty years I have resided in this city, but have never been a candidate for office. W. W. BURNELL, the Gas-Copperhead candidate, has in less than half that time been forty times a candidate.

9 27 3t

THOMAS W. PRICE.

OLOTHING.

EQUINOCTIAL.

The Windows of Heaven are Opened AND SO ARE THE DOORS OF THE

GREAT BROWN HALL,

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Now ready for you, gentlemen, Or ready to be made to order, According to your measure.

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PHILADELPHIA.

SPECIAL NOTICES.

For additional Special Noticewere the Inside Pages. BED THE FOLLOWING COLLECTORS TAXES from citizens whose names are on the regular HARLES SMITH, South Broad and Yellowhouse road,

Divisions.

FIFTH WARD.

JAMES McSHANE, No. 502 S. Fifth street, for the 1st, 2d, 3d, and 4th Divisions.

Algerman W. W. DOUGHERTY, No. 405 Walnut street, for the 5th, 6th, 7th, and 8th Divisions.

SIXTH WARD.

Alderman E. WILLIAMS, No. 420 Race street.

SEVENTH WARD.

Alderman WILLIAM BELSHAW, No. 420 S. Touth street, for the 1st, 2d, 3d, 4th, 5th, 6th, and 7th Divisions.

H. McILHENNY, No. 518 S. Eighteenth street, for the sth, 9th, 10th, 11th, 12th, 13th, and 14th Divisions. HUBERT RIDDLE, No. 518 South Eighteenth street, for the 5th, 5th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, and 14th Divisions.

Alderman PETER HAV, No. 535 N. Sixth street, for the Alderman PETER HAY, No. 325 N. Sixth street, for the 1st. 2d. and 3d Divisions.

HENRY J. DRYSDLE, N. E. corner Fourtn and Coates streets, 4th, 5th, 6th, and 7th Divisions.

THIRTERNTH WARD.

HENRY WAGNER, N. E. corner Callowhill and Rugan, for the 1st. 2d. 3d, and 4th Divisions,

GEORGE MEGEE, Jr., N. E. corner Seventh and Coates, for the 5th, 6th, 7th, and 5th Divisions, for the 5th, 6th, 7th, and 5th Divisions.

SAMUFL VANSTAVOREN, No. 1121 Ridge avenue, for the 1st. 2d. 3d, and 4th Divisions.

SAMUFL VANSTAVOREN, No. 1121 Ridge avenue, for the let, 2d, 3d, and 4th Divisions.

WM. EVANS, No. 1327 Ridge avenue, for the 6th 7th, 8th, 9th, and 19th Divisions.

FIFTEENTH WARD.

JAMES DOUGHERTY, No. 1529 Callowhill, for the let, 2d, 3d, 4th 14th, and 16th Divisions.

E. B. McC 'RMICK, No. 1910 Buttonwood, for the 5td, 6th, 19th, 12th, 18th, and 17th Divisions.

WM. J. MURRAY, No. 2317 Spring Garden, for the 6td, 7th, 8th, 19th, 13th, 18th, and 18th Divisions.

SIXTEENTH WARD.

H. KINNEY, at Alderman Ridsle's, No. 1131 North Third.

H. KINNEY, at Aderman Edgass, No. 1131 Novemental Colors of the lat. 2d. 3d. 4th. and 5th Divisions.

Alderman JOHN DEVLIN, No. 1251 N. Second street, for the lat. 2d. 3d. 4th. and 5th Divisions.

JAMES CLARKE, S. W. corner Fourth and Master, for the 6th, 7th. 8th. 9th. and 10th Divisions.

JOSEPH RITERSON, No. 1259 Mariborough street, for the 1st. 2d, 3d, 4th. 5th. and 8th Divisions.

JOHN POWELL, No. 398 Richmond street, for the 6th, 7th. 9th. 10th. 11th. and 12th. Divisions.

NINETEENTH WARD.

THOMAS H. FL9OD, at H. Runl's, Frankford road, above York, for the 2d, 3d, 5th. 6th. and 14th Divisions. Stons.
STUART FIELD. No. 2052 N. Fifth street, for the 1st, 7th, 9th, 1tth, and 12th Divisions.
EDWARD BUCKLEY. No. 511 Otis street, for the 4th, 8th, 10th, and 13th Divisions.
TWENTIETH WARD.
P. CUMMINGS, at Alderman Allison's, Eleventh and Girard avenue, for the 1st, 2d, 4th, 5th, and 6th Divisions.

sions.

C. PULLINGER, N. W. Corner of Eleventh and Oxford streets, for the 3d, 7th, 11th 12th, 13th, 14th, 18th, and 18th Divisions.

JOHN S. PAINTER, S. W. Corner Fifteenth and Thompson streets, for the 8th, 16th, and 16th Divisions.

JOHN M. LARKIN, N. E. Corner of Girard and Ridge avenues, for the 9th, 10th, 17th, and 20th Divisions.

TWENTY FIRST WARD.

Alderman J. B. GIBSON, Manayunk, for the 1st, 2d, and 2st Divisions.

WILLIAM LEISTER, Shoesmith's Hotel, Main street, for the 4th, 5th, and 6th Divisions.

JOHN RITTENHOUSE, Rexberough, for the 7th and 8th Divisions.

NEW DESIGNS IN MOQUETTE. 8th Divisions.
TWENTY SECOND WARD.
ELI RORER, Branchtown Hotel, for the 1st and 2d Divisions.

O. M. HOCKER, Jr., Railroad Hotel, adjoining Depot, for the 3d, 4th, 5th, and 10th Divisions.

ANDREW GODFREY, Germantown avenue and Carpenter street, for the 6th, 7th, 9th, and 11th Divisions.

HENRY C. READER, Chesnut Hill, for the 8th Divi-FREDERICK GERKER, Holmesburg, for the 1st Divi-Alderman JOHN LINGERMAN, Smithfield, for the 3d ALFRED GENTRY, Frankford, for the 2d, 6th, 7th and

8th Divisions.

E. L. BENDER, Seven Stars Hotel, Frankford, for the 4th, 5th, 9th, and '0th Divisions.

"WENTY-FOURTH WARD.

JOHN CHASE, No. 17 State street, for the 1st, 2d, 3d, 4th, and 14th Divisions.

Alderman THOMAS H. CLARKE, Lancaster avenue, above Forty first, for the 5th, 10th, 11th, 12th, and 13th Divisions. WILLIAM COOPER, Hestonville, for the 6th, 7th, 8th and 6th Divisions.

and 9th Divisions.
TWENTY FIFTH WARD.

RUDOLPH BOCKIUS, No. 3830 Frankford road, for the 2d, 3d, 5th, and 7th Divisions.

CHARLES F. JONES, Rising Sun, for the 1st and 8th Divisions.
Aiderman McDONALD, No. 1568 Richmond street, for the
4th and 6th Divisions.
TWENTY-SIXTH WARD.

JAMES PEOPLES, Seventeenth and Carpenter, for the
1st, 2d, 3d, 5th, and 12th Divisions.

THOMAS MAGEE, northwest corner of Twenty-first
and Catharine, for the 7th, 8th, 9th, 16th, and 11th Divisions.

and Catharine, for the 7th, 8th, 9th, 10th, and 11th 1stvisions.

JOHNSON MAJOR, No. 724 South Broad, for the 4th,
6th, 12th, 14th, and 15th Divisions.

JOHN J. GALLAGHER, Seventeenth and Carpenter
streets, for the 1st, 3nd, 3d, 4th, 5th, 6th, 7th, 8th, 9th,
and 10th Divisions.

R. PHILIP DGNAHUE, No. 3230 Market street, for the
1st, 2d, 3d, 4th, and 6th Divisions.

WILLIAM SMILEY, Fitty-first street and Darby road,
for the 5th and 7th Divisions.

GEORGE DANENHOWER, Darby Road, near Blue
Bell, for the 8th Division.

TWENTY-EIGHTH WARD.

JAMES NAULITY, sast side Broad, below Dauphin, for
the 1st, 2d, and 3d Divisions.

E. A. DRESSLER, Sixteenth and Venango, for the 4th,
5th, and 6th Divisions.

5th, and 6th Divisions. THOMAS DELAHAUNTY, Ridge road, opposite Laurel THOMAS DELAHAUNT, Missions.
Hill, for the 7th and 8th Divisions.
JAMES M. DAVIS, Broad and Tioga streets, for the 4th, 5th, and 6th Divisions.
JOHN M. MELLOY,
Receiver of Taxes.

OFFICE RECEIVER OF TAXES. TO TAXPAYERS.—Notice is hereby given that a penalty of TWO PER CENT, will be added to all city taxes unpaid after October 1. JOHN M. MELLOY. Receiver of Taxes.

LEGAL PAPERS LOST .- THE velope, endorsed "Jonas Miller and W. B. Miller, ads. John S. Morton," etc., supposed to have been left in one of the West Jersey ferry-boats, on Friday last, will be liberally rewarded by returning it to the office of A. BROWN-ING, No. 137 MARKET Street, Camden, N. J.

Dated Sept. 27, 1869.

PHILADELPHIA UNIVERSITY, NINTH Street, south of Locust. Medical Department. Session 1869-70 commences October 6, at 736 o'clook, with a General Introductory by JOHN O'BYRNE, Esc. Free to the public. Students desirous of attending College will call upon the Dean, W. PAINE, M. D., at the University, from 9 to 4.

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FIRE AND BURGLAR PROOF SAFE

HERRING'S CHAMPION SAFES.

THE BURNING OF EARLES' ART GALLERY.

PHILADELPHIA, September 1, 1869.

MESSES, FARREL, HERRING & CO., No. 629 Chesnut street. Gentlemen :- We have just examined, with the very greatest satisfaction, our Safe, purchased of you some years ago, and which passed through our destructive fire of last night.

We find the contents, without exception, entirely unharmed, merely slightly damp, and we feel now in a condition to commence our business again, having every book perfectly safe.

We shall in a few days require a larger one, and will call upon you. Very respectfully.

JAMES S. EARLE & SONS.

FARREL, HERRING & CO.,

No. 629 CHESNUT STREET.

PHILADRLPHIA.

CHAMPION SAFES.

PHILADELPHIA, August 27, 1869.

MESSES. FARREL, HERRING & CO. Gentlemen:-In the year 1856 I unfortunately was in business in the Artisan Building, which was destroyed by fire on the 10th of April. I had then in use what I supposed was a Fire-Proof Safe, but upon opening it I found everything destroyed, and fire burning therein.

You will recollect, gentlemen, there was several of your Safes in that fire, also several in the fire at Sixth and Commerce streets, the next May, five weeks afterwards, all of which upon being opened proved they were fire-proof indeed, for I witnessed the opening of the most of them, and in every case the contents were preserved, while Safes of other makers were partially or entirely destroyed. I at once concluded to have something that I could depend upon, and purchased one of your Safes.

The safe I purchased of you at that time was subjected to a white heat (which was witnessed by several gentlemen that reside in the neighborhood) at the destruction of my Marke Paper factory, 921 Wallace street, on the afternoon and evening of the 24th inst. After digging the safe from the ruins, and opening it this morning, I was much pleased to find everything, consisting of books, papers, money and silverware, all right. I shall want another of your safes as soon as I can get a place to continue my business in. I could not rest contented with any other make of safes,

CHARLES WILLIAMS. Marble Paper Manufacturer.

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