THE HISTORY OF A

Graphic Description of the Famous Duel Between tried to go to Washington, and the the Monitor and the Merrimac.

have

found for it.

son to doubt that she would have won.

The Monitor's turret could hardly

the Monitor, on the other hand,

had carried gons equal to those we had,

so that she could have hurled her solid shot with the greatest possible force,

projectiles would have alleed through our armor and dismounted our guns,

killed our men and wreeked our ma-

chinery. But none of these things were

CREWS IN LIKE UNIFORM.

caval battles in which both sides were

the same uniform. The men on the

Merrimac were largely from the United

Another reason for retaining this color

no satisfactory substitute had been

"The similarity of uniforms compli-

nated our plans in the event of our

boarding the Monitor and taking her

by a hand-to-hand fight, as we expected

to do. In such a mix-up there would

be little chance to distinguish friend

from foe. We prepared to board, how-

ever, and marked ourselves by tying

on white sashes or white cloths around

our left arms. I wore a sash. Once we might have boarded the Monitor.

It was when we made a feeble effort to ram her, and failed, our commander

the Merrimac's frame and stopping

oump that hurt no one. We slid apart,

firing a shot or two, but there was no

CLOSE CALL ON MERRIMAC.

"During the progress of the fight we

earned to get our bodies out of the

way of the Monitor's fire. We soon

grew expert at judging her intentions and could tell when a shot was coming

and about where it was likely to hit

pliments. Our poor old smokestack,

addition to the perforations perpetrated

by the fleet the day before-till it was

mostly holes. This interfered with our

it had stood, thrusting his head above

under cover.

ramming and no boarding.

she would have cut us to pieces.

stood the hammering.

A letter from Tiskilwa, Illionois, | as did the Monitor, there is little rea-Chicago Records says: morning of March 9, 1882. hearts of the nation north and south stood still while the Monitor fought the Merrimae to a draw in Hampton Roads. Of either crew there are few survivors. The death of Admiral Worden recently removed the last officer-and the last man but one of the Monitor, while of the 370 men on the Morrimae that day, not more than a corporal's guard are living now. One of these men is Major James C. Long of Tiskilwa. He is only | to be. 52 years old, and so was only 16 when he went through this historic battle that revolutionized the naval architecture of the world. But his recollection of the eventful day is very clear and

Major Long was born at Chattanooga, Tenn. From her doorway his mother was able to see by day and night most of the famous battle of Lookout mountain. At an early age he entered Annapolis payal academy and upon the outbrenk of the war he followed the lead of the officers who sided with the south and was placed in a midshipman's berth. In this capacity he served on the Merrimac. A large proportion of the officers at Annapolis refused to fight the old flog, though some of them were men of southern birth; but most of the southerners there espoused the cause of the confederacy.

MERRIMAC ONLY A BATTERY.

The Merrimae was the old United States frigate of that name rebuilt. She was remodeled so that she was really only a fliating battery, declares Major Long. She was armored to the waterline, but not below it. She drew twen-ty-three feet of water, but she had such a load on her upper works in the armor that she carried that she was topheavy and could never have lived a rough sea. She was a steam vessel, of course, but inclined to be unwieldy and slow and awkward in the handling.

"she did not enjoy the unlimited confidence of her crew," says Major Long, "We were afraid she might get a ram or a shot below the armor belt and in that event we understood that our chance of escape would be small. We should have had no more chance of making land than had the crew of the Cumberland, which we sunk the day before, and which went down with her flag up, her guns firing at us and her erew cheering to the last. If the Monitor had rammed us there, or had been able to depress her guns so as to land a shot or two there, it would have been no drawn battle.

"There are some singular misappre-hensions about the fight," says Major Long. "It is a general belief that these two ships steamed about in Hampton Roads, each maneuvering to find the other at disadvantage, sometimes grappling, almost, and firing all the time; that, in fact, their guns kept up a continuous roar. This was not so.

FIGHT WAS SLOW.

The Monitor arrived in Hampton Roads on the night of March 8. On that day the Merrimac had been de molishing the federal wooden ships at pleasure. She was proof against their projectiles and could shatter them with shot and ram at will. On that day she sunk the Cumberland, burned the Congress and left the Minnesota aground, a picked prey for the following day. On moving out to re-new her work the next morning she found herself opposed by the Monitor and the battle ensued; the wooden shirs, the helpless victims of the day before, being simply spectators.

"The fight lasted six hours, but it was not melodramatic cannonading. In the six hours the Monitor fired only forty-one shots and the Merrimac only forty-six, a total of eighty-seven. The Monitor carried two guns, the Merrimac eleven, so that the pieces averaged less than seven shots each. There were times when several reports came within the space of a few minutes, but this did not often happen.

We had orders to fire whenever we could bring a gun to bear, regardless of other circumstances. The only qualification of this order was that the shots be delivered at the shortest possible range. Much time was consumed in maneuvering the ships, each trying to get as much advantage as possible while allowing the least to its adver-The Monitor's two guns were placed side by side, but were never fired simultaneously, no matter how good the opportunity. The Merrimac's eleven guns were placed four on a side. two at the bow and one commanding the stern. She might have fired broadsides, but never did during the whole engagement, principally because the Monitor was so small a target that the broadsi le guns could not be brought to bear on her at once.

BOTH VESSELS HANDICAPPED.

"Providence, or fate, or blind luck, or man's lack of foresight, so arranged the ammunition and armament of both ships that neither one could win on that day. The Monitor had two smoothbore shell guns, not adapted to the high pressure produced by the use of solid shot, and which possibly would have been dangerous if solid shot were used, unless the powder charge were modi-fied. She was under ctrict orders from the ordnance department not to exceed fifteen pounds of powder, but she used

"The Merrimac had a fine armament of large caliber rifles, and could burn any amount of powder in them, but had not expected to do battle with another ironclad, and as shells were far more effective against wooden ships than were solid shot, she carried noth-

The result of those inadaptations was a singular inefficiency in both ships. The Monitor could peg solid shot at the Merrimae, but at only about half the proper velocity.* Some of these shot started our seams, and we had some bent armor-plates, but none of these injuries were serious. It happened that the Monitor's lightning never struck as twice in the same place. On the other hand, the Merrimac, while able to load powder enough to give her shells the higher muzzle velocity, could not steeke a telling blow with them against the Monitor's smooth iron turret, because they were deficient in weight. They bit the mark, but they shattered as barmlessly as snowballs would break against a barn. were percussion shells and broke on contact. The one that burst outside the grated port through which Com-mander Norden was looking, was the only one that inflicted damage of any consequence, and it hurt the man, not

If the Merrimae had used solid shot,

MEMORABLE FIGHT

reached any of them. She dared not try the short ocean voyage and she drew too much water; besides, which she must have eventually succumbed to the pounding she would have got from the federal fleet. She could never have lived through the punishment of the guns of Fortress Monroe if she had her get there. She would have failed in the same manner to reach New York,

MONITOR'S CHANCE LOST. "She could not even have defended the confederate capital against the Monitor if the Monitor had chosen to go there. The Monitor's light draught would have permitted her to proceed up the James river and to shell Richmond into ruins. For some reason she did not embrace this chance and in the meantime the confederates blocked the river with obstructions and torpedoes and that movement thereafter became impossible. The Merrimac was a terror to wooden ships, but she was not a ship herself, in the full sense of the term-nothing more than a float-

ing battery." Major Long was in the blockade-run-ning service of the confederacy and "This was one of the world's great did duty in its navy in other capacity -part of the time in engineering work till he was captured near the close of the war. Soon after his release at the close of hostilities he took a place States navy, and still wore the blue, in the engineer corps of the United was the fact that it alone seemed to States and he is there still. He is now stand the action of salt water; at least assistant engineer in charge of the construction of the eastern section of the Hennepin canal.

TO CONSTRUCT A HOTBED.

Flower-growers who enjoy bringing into loom different varieties of flowers earlier in the season than their less ambi-tious friends will find in a hotbed of moderate size a great help. In it seed may be sown direct, and the plants allowed to remain until sufficiently large and matured to transplant into the open ground or to pot.

First select a location where the surface of the soil is well drained, and where the bed may have a southern, sunny exfearing the effect of a hard shock on posure. Then a frame must be constructed of dimensions to suit the maker, but governed largely by the size and number of sash to be used on top. The height of the frame at the back should be third against the Monitor with a gentle ty-six inches, and at the front, thirty inches, the sides sloped to suit, so that the sash, when laid on the top, will fit the edges closely and be at a good slant to shed the rain. This frame may be constructed of very ordinary, cheap, rough lumber, as little or no part of it is ex-posed to view. When the frame is completed, from a stable haul a quantity of good, fairly dry manure, and fill the bed with it. After the bed is filled, trod the us. We cleared our ports whenever she was about to pay us one of those commanure down as solidly as possible, which should reduce the pile to a depth of about eighteen inches. If necessary add more however, couldn't dodge and it was riddled with shot, large and small-in manure to make the pile in the bed eighteen inches all over, and level it as well as possible. It is quite necessary that the manure be packed solidly in the bed, mostly holes. This interfered with our furnace draught considerably, but did and it is better to have it moderately dry, as the heat will be of a most lasting character and not so florce if put in in that state. The bed is then ready for pilot-house, well forward on our low freeboard, had been taken away as a fairly rich, and somewhat porous nature. needless and cumbrous affair, and the commander occupied a hatchway where about four inches deep, not more, and smooth the surface over evenly.

Bank manure around the bed on the outside to help hold the heat and keep the deck now and then to keep a survey of the scene. I crept out of a port out the cold, and then place the sash on and carried word of some kind to him. top. After a few days the temperature will begin to rise, and the bed will be A Yankee gunner on one of the ships came near saving me the trouble of a ready for operation. The seed may be sown directly into the soil in such a eturn to my station, missing me not over four feet with a small piece at good long range. I had been feeling manner as may suit the operator. Th good long range. I had been feeling temperature must be regulated by raising and lowering the sash for ventilation, and this part must be closely watched, especially on bright sunny days when the heat generated through the glass will be "It is another erroneous impression that the Monitor was all that saved considerable. Keep the temperature as near sixty degrees as possible, which is Washington and New York and the other federal scaports from the Merria good mark for most plants.-Woman mac. The Merrimae could never have | Home Companion

THE PROBLEM SOLVED

THE NEW MEDICAL DISCOVERY TESTED.

Results of the Test in Various Forms of Dyspepsia.

Chronic indigestion or dyspepsia, while a very common trouble, has for some time been looked upon by able physicians as a serious thing, and that no time should be lost in treating it properly at the start, because recent researches have shown that the most serious, fatal and incurable diseases have their origin in simple dyspepsia or indigestion.

Diabetes is simply one form of indigestion, the sugar and starchy food not being assimilated by the digestive organs. In Bright's disease the albumen is not properly assimilated.

While consumption and dyspepsia are twin diseases, and it is beyond question that dyspepsia makes a fertile soil for the seeds of consumption. But the trouble has been to find a

remedy that could be depended upon to cure dyspepsia, as it is notoriously obstinate and difficult to cure. This has been the question which has puzzled physicians and dyspeptics alike, until the question was solved three years ago by the appearance of

a new dyspepsia cure in the medical world known as Stuart's Dyspepsia Tablets, which it was claimed was as a certain, reliable cure for every form of stomach trouble. Physicians, however, would not ac-

cept such statements without first giving the new remedy many tests and carefully observing results. For three years the remedy has been

thoroughly tested in every section of the country and with surprising and satisfactory results.

Stuart's Dyspepsia Tablets can be honestly claimed to be a specific, a radical lasting cure for indigestion in the various forms of acid dyspepsia or sour stomach, gas or wind on stomach too much bile, undue fullness air pressure after eating and similar symptoms resulting from disordered diges-Stuart's Dyspepsia Tablets were not placed before the public until this three years' trial left no doubt as to their value and they have recently been placed in the trade and can be found on sale at all druggists at the nominal price of 50 cents per package No extravagant claims are made for the remedy. It will not cure rheumatism, pneumonia, typhoid fever nor anything but just what it is claimed to cure and that is every form of stom

No dieting is necessary, good wholesome food and plenty of it and you may rest assured that Stuart's Dyspepsia Tablets will digest it.
Druggists claim for it that it is a

pleasure to recommend it to dyspeptics, because it gives such universal satisfaction. Little book on stomach diseases sent

free by addressing Stuart Co., Mar-shall, Mich.

From the Chicago Daily Tribune.

Juneau Jake-How about that mine of salt some of the boys found up the guich the other day?
Sitka Sam-Turned out to be nothin ut a gold mine. The thievin' scoundrels

Erie and Wyoming Valley.

In Effect Sept. 12, 1897.
Trains leave Scranton for New York and intermediate points on Erie railroad, also for Hawley and local points at 7.05 a. m. and 2.25 p. m. at 10.23 a. m., 3.15 and 9.38 p. m.

Our Kid Glove Dept. On a New Basis

We have just acquired the Agency for Scranton of the celebrated "H. T. E. JOUVIN GLOVES."

This glove is known the world over as being made from the finest skins obtainable, and the most perfectly fitting glove that is manufactured. We place these on sale for the people of Scranton and vicinity in all the new spring shades, with 3 clasp fasteners,

At \$1.50 Per Pair.

We also direct your attention to our extensive line of One Dollar Kid Gloves for Ladies.

We have these in all the staple and fancy shades with 2 clasp fasteners, and we recommend them, as they are the very best one dollar gloves that can be had.

> If you buy your Easter Gloves here, you are assured of entire satisfaction.

onnolly & Wallace

127 and 129 Washington Avenue.

RAILROA) TIME TABLES

and Philadelphia; and for Sun-bury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West.

3.12 p. m , daily, for Sunbury, Harris-burg. Philadelphia, Baltimore, Washington, and Pittsburg and

5.00 p. m., week days, for Hazleton and Pottsville. J. R. WOOD, Gen't Pass Agent. B. HUTCHINSON, General Manager.

Del., Lacka, and Western. Effect Monday, Nov. 21, 1897.

Trains leave Scranton as follows: Express for New York and all points East, 1.40, 3.00, 5.15, 8.00 and 10.05 a. m.; 12.55 and 3.33 p. m. 1.40, 3.00, 5.15, 8.00 and 10.05 a. m.; 12.55 and 3.33 p. m.

Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 19.20 a. a., 12.55 and 3.33 p. m.

Washington and way stations, 3.45 p. m. Tobyhanna accommodation, 6.10 p. m. Express for Binghamton, Oswego, Filmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.10, 2.35, 9.00 a. m., and 1.55 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Binghamton and way stations, 1.05 p. m. Nicholson accommodation, 5.15 p. m. Binghamton and Elmira express, 5.55 p. m. Express for Utica and Richfield Springs, 2.35 a. m., and 1.55 p. m.

Ithaca. 2.35, 9.09 a. m., and 1.55 p. m.

For Northumberiand, Pittston, Wilkes-Barre. Plymouth. Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.

Northumberland and hitermediate stations, 6.00, 10.05 a. m., and 1.75 and 6.09 p. m.

Nanticoke and intermediate stations, 8.08 and 11.10 a. m. Plymouth and intermediate stations, 8.08 and 11.10 a. m. Plymouth and intermediate stations, 8.08 and 11.10 a. m. Plymouth and intermediate stations, 8.08 and 11.10 a. m. Plymouth and intermediate stations, 8.08 and 11.10 a. m. Plymouth and intermediate stations, 8.08 and 11.10 a. m. Plymouth and intermediate stations, 12.45 p. m.

Pullman parlor and sleeping coaches on all express trains.

For detailed unformation, pocket timetables, etc., apply to M. L. Smith, District Passenger Agent, depot ticket of-fice. p. m.

Express for Utica and Richfield Springs, 2.35 a. m., and 1.55 p. m.

Ithaca. 2.35, 9.00 a. m., and 1.55 p. m.

For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South, Northumberland and intermediate stations, 6.90, 10.05 a. m., and 1.55 and 6.06 p. m.

all express trains.

For detailed information, pocket time-tables, etc., apply to M. L. Smith, Dis-trict Passenger Agent, depot ticket of-fice. Central Railroad of New Jersey (Lehigh and Susquehanna Division.) Stations in New York-Foot of Liberty street, N. R., and South Ferry Whitehall atreet. Anthracite coal used exclusively, insur-Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN EFFECT FEB. 20, 1808.

Trains leave Scranton for Pittston.

Wikes-Barre, etc., at 5.29, 10.10 a. m., 1.29,
2.35, 3.29, 7.10 p. m. Sundays, 3.90 a. m.,
1.00, 2.15, 7.10 p. m.

For Lakewood and Atlantic City, 8.20
a. m. 1.00. 2.15, 7.10 p. m.

For Lakewood and Atlantic City, 8.20 a. m.

For New York, Newark and Elizabeth, 8.20 (express) a. m. 1.20 (express with Buffet parlor car), 3.29 (express) p. m. Sunday, 2.15 p. m. Train leaving 1.20 p. m. arrives at Philadelphia, Reading Terminal, 7.17 p. m. and New York 7.05 p. m. For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.20 a. m., 1.20, 3.20 p. m. Sundays, 2.15 p. m.

For Baltimore and Washington and points South and West via Bethlehem, £20 a. m. 1.20 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.20 a. m. and 1.20 p. m.

For Heading, Lebanon and Harrisburg, via Ailentowa, 8.20 a. m., 1.20 p. m. Sundays, 2.15 p. m.

For Pottaville, 8.20 a. m., 1.20 p. m. Sunday, 2.15 p. m.

For Pottaville, 8.20 a. m., 1.20 p. m.

Returning, leave New York, foot of Liberty street, North River, at 4.00, 9.10 (express) a. m., 1.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.

Leave New York, South Ferry, foot Whitchall street, at 2.08 a. m., 1.25 p. m.

Passengers arriving or departing from this terminal can connect under cover with all the elevated railroads, Broadway cable cars, and ferries to Brooklyn and Staten Island, making quick transfer to and from Grand Central Depot and Long Island Railroad.

Leave Philadelphia, Reading Terminal, 9.00 a. m., 2.00 p. m. Sunday, 6.25 a. m.

Through tickets to all polats at lowest rate may be had on application in advance to the ticket sgent at the station.

H. P. BALDWIN, Gen. Sug., Delaware and Hudson.

PENNSYLVANIA RAILROAD

Schedule in Effect Nov. 28, 1897.

Trains Leave Wilkes-Barre as Follows:

7.30 a. m., week days, for Sunbury Harrisburg, Philadelphia, Baltimore, Washington, and for Pittsburg and the West.

10.15 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sunsand Philadelphia; and

11.39 p. m.

For Pennsylvania R. R. points—6.45, 9.38 a. m.; 2.21, 4.41 p. m.

For western points via Lehigh Valley R. R., 7.59 a. m., 12.55, 3.33 (with Black Diamond Express), 10.28, 11.39 p. m.

Trains will arrive at Scranton as follows:

From Carbondale and the north—6.40, 7.45, 8.40, 9.34, 10.40 a. m.; 12.00 noon; 1.20, 2.18, 3.25, 4.37, 5.45, 7.45, 10.25, 11.27 p. m.

From Wilkes-Barre and the south—6.15, 7.50, 8.50, 10.19, 11.55 a. m.; 1.16, 2.14, 3.48, 5.29, 6.21, 7.53, 9.06, 10.05 p. m.; 1.13 a. m.

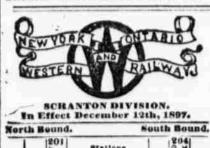
Complete information "egarding rates to all points in the United States and Canada may be obtained at the ticket office in the depot.

Spectal attention given to Western and Southern resort business.

J. W. BURDICK, G. P. A., Albany, N. Y. H. W. CROSS, D. P. A., Scranton, Pa.

Lehigh Valley Railroad System

Anthracite Coal Used, Ensuring Cleanliness and Comfort.
In Effect Feb. 29, 1898.
TRAINS LEAVE SCRANTON
For Philadelphia and New York via D. & H. R. R. at 8.45 a. m., and 12.65, 221, 441 (Black Diamond Express) and 11.30 p. m.
For Pittston and Wilkes-Barre via D., L. & W. R. R., 6.90, 11.10 a. m., 1.55, 2.35, 600 p. m. L. & W. R. R., 8.W, 11.20 6.00 p. m. For White Haven, Hazleton, Pottsville, and principal points in the coal regions via D. & H. R. R., 645, 12.05, 2.21 and 4.41 p. m. For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45 a. m., 12.05, 2.21, 4.41 (Black Diamond Express), 11.30



Stations (Trains Daily, Ex-P MArrive Leave 7 25 N.Y. Franklin St. 7 10 West 42nd street 7 00 Weehawken P Marrive Leave Weehawket
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Cadosia
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Starlight
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- coure rates via Ontario a Western before purchasing tickets and save money. Day and Hight E press to the West.

J. C. Anderson, Gen. Pass. Agt.

T. Fittorofs, Div. Pass. Agt. Sorentan. Pa.



E. GREWER Old Post-Office Building, Cor. Spruce St. and Penn Ave., Scranton, Pa lias returned from his Western Trip,

and will now remain permanent-ly at his home office. THE DOCTOR IS A GRADUATE OF
THE UNIVERSITY OF PENNSYLVANIA, FORMERLY DEMONSTRATOR OF PHYSIOLOGY AND SURGERY AT THE MIDDICO-CHIRURGICAL COLLEGE AT PHILADELPHIA, 108 SPECIALTIES ARE CHRON C. NERVOUS, SKIN, HEART
WOMB AND BLOOD
DISEASES,

The doctor and his staff of English and German physicians make a specialty of all form of Chronic Nervous Diseases, Skin, Womb, Blood Diseases. Including Epileptic Fits. Conversions, Hys

teria, St. Vi us' Dance, Wake ulness.
BRAIN WORKERS, both men and women, whose nervous systems have been broken down and shattered from overwork, no matter from what cause, can be restored by my method.

All who call upon the Doctor from new on will receive advice, examination, service and examination free. Dr. Grewer aligh standing in the State will not allow him to accept any incurable cases. If they cannot cure you they will frankly tell you so. teria, St. Vi us' Dance, Wake ulness.

Diseases of the Nervous System,

Diseases of the Nervous System,
The symptoms of which are dizziness, tack of confidence, sexual weakness in men and women, ball rising in the throat, spots floating before the eyes, loss of memory, unable to concentrate the mind on one subject, easily startled when spoken suddenly to, and dull, distressed mind, which untits them for performing the actual duties of life, making happiness impossible, distressing the action of the heart, causing flush of heat, depression of spirits, evil forebodings, cowardice, fear, dreams, melancholy, tire easy of company, feeling as tired in the morning as when retiring lack of energy, nervousness, constipation, weakness of the limbs, etc. Those so affected should consult us immediately and be restored to perfect health.

Lost Manhood Restored, Weakness of Young

Lest Manhood Restored, Weakness of Young
Men Cured.

If you have been given up by your physician call upon the doctor and be examined. He cures the worst kind of Nervous Debility, Scrofula, Old Sores, Catarrh, Piles, Female Weakness, Affections of the Eye, Ear, Nose, Throat, Asthma, Dearness and Cripples of every description. Tumors, Cancers and Golters removed without the use of knife or painful caustics by our newly devised absorbent method known as the "ELECTRO-GERMI-CIDE."

And our OZO-NITE GAS cures Catarrh

CIDE."
And our OZO-NITE GAS cures Catarrh and Catarrhal Deafness.
Consultation free and strictly sacred and confidential. Office hours daily from 19 a. m. to 8. 20 p. m. Sunday from 12 p. m. to 2 p. m.



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The United States of America

National Volunteer Reserve.

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