

THE RAILWAY ADVOCATE

SUCCESSOR TO THE WEEKLY ADVOCATE AND TIMES.

PUBLISHED SEMI-WEEKLY BY W. L. MERRISON & CO.,

OFFICE—37, 39 AND 41 CLINTON STREET.

NEW VOL. XLII—No. 22.

RAHWAY, N. J., WEDNESDAY, MAY 3, 1882.

ESTABLISHED 1822

BUSINESS CARDS.

EDWARD WOODRUFF,
Attorney and Counselor at Law, Rahway, N. J.
Office No. 10 Broadway, New York.

GUST SCHEIDER,
Lumber Dealer, PINE CREEK AND
PINE BLISS, Rahway, N. J.

VAIL & WARD,
Attorneys at Law, Rahway, N. J.
Office No. 10 Broadway, New York.

CHAMBERLIN'S HOTEL,
RAHWAY, N. J.

LUNCH ROOM
Where meals are served at all hours.

ROOMS FOR FAMILIES.
100 Richard Street and Stable connected with the Hotel.

WM. S. CHAMBERLIN, Prop.

CHARLES AVERY,
Dealer in Ladies' Gent's and Children's

BOOTS AND SHOES.
100 Richard Street, Rahway, N. J.

CHRISTIAN EIRLICH,
No. 100 Richard Street, Rahway, N. J.

MANUFACTURER OF BEARS.
No. 100 Richard Street, Rahway, N. J.

D. C. MAISH,
HOT AIR FURNACES.

Fire Place Ranges, Tin Roofing, &c.
P. M. Main Street, Rahway, N. J.

EDWARD CROSLAND,
Purchasing Agent.

ORDERS PROMPTLY ATTENDED TO.
No. 100 Richard Street, Rahway, N. J.

ESTABLISHED 1830.

LINUS HIGH,
Successor to J. A. H. High.

LOHMEYER,
Manufactures and Dealer in

FEATHERS, MATS, RUGS & FURNITURE.
No. 100 Richard Street, Rahway, N. J.

WEAVER,
INVESTMENT

MISCELLANEOUS SECURITIES.
BOUGHT AND SOLD

LOANS NEGOTIATED.
Office—Room 30, South Building, Rahway, N. J.

LESLIE LUYTON,
ATTORNEY AT LAW.

LEWIS & AYE, D.D.S.
DENTAL SURGEON.

MARSH & RYNO,
No. 100 Richard Street, Rahway, N. J.

SURVEYING AND LEVELING
IN ALL ITS BRANCHES.

W. B. CLARK, CITY ENGINEER.
Office—City Hall Building, Rahway, N. J.

OFFICES TO LET—BEST LOW.
Over 1000 ft. in every respect, suitable for any business.

THOMAS KELLEY,
MILTON AVE., RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

W. L. MERRISON & CO.,
RAHWAY, N. J.

PENNSYLVANIA RAILROAD.

On and after Saturday, April 1st, 1882, trains will leave Rahway as follows:

For Philadelphia, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For Trenton, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New Brunswick, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For Camden, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For Atlantic City, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For Washington, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For Boston, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New England, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

For New York, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00, 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.

WILLIAM WESTERVELT,

Carpenter and Builder,

Shop on Bridge St.,

NEAR RAILWAY, N. J.

Jobbing Promptly Attended To.

Business, Residential, or any other work.

Estimates given on application.

Work guaranteed.

Address: Bridge St., Rahway, N. J.

Telephone No. 100.

Office Hours: 9 a.m. to 5 p.m.

Residence: 100 Richard Street, Rahway, N. J.

For more information, call on Mr. Westervelt.

He will be glad to assist you.

Address: Bridge St., Rahway, N. J.

Telephone No. 100.

Office Hours: 9 a.m. to 5 p.m.

Residence: 100 Richard Street, Rahway, N. J.

For more information, call on Mr. Westervelt.

He will be glad to assist you.

Address: Bridge St., Rahway, N. J.

Telephone No. 100.

Office Hours: 9 a.m. to 5 p.m.

Residence: 100 Richard Street, Rahway, N. J.

For more information, call on Mr. Westervelt.

He will be glad to assist you.

Address: Bridge St., Rahway, N. J.

Telephone No. 100.

Office Hours: 9 a.m. to 5 p.m.

Residence: 100 Richard Street, Rahway, N. J.

For more information, call on Mr. Westervelt.

He will be glad to assist you.

Address: Bridge St., Rahway, N. J.

Telephone No. 100.

Office Hours: 9 a.m. to 5 p.m.

Residence: 100 Richard Street, Rahway, N. J.

For more information, call on Mr. Westervelt.

He will be glad to assist you.

Address: Bridge St., Rahway, N. J.

Telephone No. 100.

Office Hours: 9 a.m. to 5 p.m.

Residence: 100 Richard Street, Rahway, N. J.

For more information, call on Mr. Westervelt.

He will be glad to assist you.

Address: Bridge St., Rahway, N. J.

Telephone No. 100.

Office Hours: 9 a.m. to 5 p.m.

Residence: 100 Richard Street, Rahway, N. J.

POND'S EXTRACT

THE WONDER OF HEALING!

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

It is a cure for all diseases.

GENERAL NEWS.

Application was made on Monday to the

Commissioner of the Central Railroad of New Jersey.

RAHWAY ADVOCATE

Published Semi-Weekly by
W. L. MERSHON & CO.
97, 99 & 41 CLINTON ST.
RAHWAY, N. J., MAY 3, 1882.

Subscription, \$1.00 Per Year.
Single Copies, 5 Cents.

COMMON COUNCIL.
The new Council failed to effect an organization on Monday, at the time fixed by law for that purpose, owing to an attempt of the Democratic members to use their power, which may prove but temporary. In electing permanent officers of the Council, the tie in the Fourth Ward gives the Democrats, for the present, a majority of one in the Council. Should a Republican be chosen in that ward at the election to be held May 9th, the Council will be evenly divided. Under the circumstances the Republicans proposed that an organization should be effected by electing Councilman Denike temporary President of the Board, to hold office till the result of the election on May 9th shall be known. Should the Democrats be successful at that time there will be nothing to prevent their electing whom they please should a Republican be chosen the proposed arrangement would leave the rights of the members of that party unimpaired. Nothing could be fairer than this. The Republicans concurred the President to the Democrats for the present, and asked only that they should not be required to surrender in advance rights which they might subsequently obtain.

To this equitable proposition the Democratic members refused to accede. They proposed to use their present advantage to its utmost by appointing to every office of the Democratic candidates, thus leaving the Republican members no alternative but to assent to a surrender of their rights, or the adoption of the course they pursued, which was to refuse to accede to the demands by their presence. This left the Council without a quorum when, of course, no business could be done. The Republican members were there, ready and desirous for an organization, but the refusal of the Democrats to accede to the terms of the proposition made it impossible for them to do so. The responsibility of a failure to effect an organization rests with those who, with a knowledge of what would be the result, refused to entertain the equitable propositions of their fellow Councilmen.

It is only just to add that these Democratic Councilmen assented to the fairness of the proposition made by the Republican members and, in conversation, expressed their willingness to accede to it. The appearance of another of their number, who came in later, and a whispered consultation with him, resulted in an entire change of mind. What they are to gain by the stupidity that refused a present advantage which would have been theirs in the future may be apparent to us, as we think it will be to every one not blinded by partisan feeling.

THE NEW BOARD OF FINANCE.
Mayor High, in accordance with a law enacted by the last Legislature, has appointed Mr. Thomas M. Martin, Mr. William Mereshon and Mr. John M. Tuttle as the Board of Finance for the city. The existence of this law seems to have been unknown to the late city authorities, as they strangely failed to avail themselves of its provisions.

The bill, which was approved by the Governor March 31, empowers the Mayor of a city to appoint its Board of Finance, and does not require the concurrence of the Common Council; it also provides for the retiring Mayor the privilege of making the appointments if done within three weeks of the expiration of his term of office. This privilege Mayor Savage failed to use thus giving Mr. High the right which he had exercised by appointing the persons named. It will doubtless be an appointment to the three worthy gentlemen who had expected to enter on the positions thus filled, and who, we understand, had their bonds prepared in anticipation of their appointment; but it will hardly be claimed that the city sustains a loss through the obnoxiousness of the late Mayor.

We had hoped to enjoy the pleasure of laying before our readers to-day in full the message of Mayor High, communicating to the common council a general statement of the situation and condition of the city, in relation to its government, finances, police, improvements, with such recommendations as he should think proper to suggest. We cannot do so, because the legislative functions of the city—as important a department of local as of national government—have for the time being been closed to us, a circumstance which more than makes up for the delay we do. But the responsibility for this unsatisfactory condition of affairs rests with the Democratic members of the incoming council, who refused to consent to an equitable basis of organization on Monday. Had they been willing to act in the interest of our citizens generally, and not in the interest of a party, they would have been able to get the report of "well meaning citizens" by the means they have proposed, and they would have been able to do so.

of other departments of the city government. Of the election of Mayor High, and of his right to take the oath and to enter upon the performance of the duties of his office for the term for which he was elected there can be no question; and he is now ready, as he will be at all times in the future, to cooperate with the common council in every honorable effort to further the public interests of our city.

Mr. BLAINE is reported to have said: "If they had let me alone when I left the cabinet I would have been forgotten by this time." But this is a thing the men who antagonize the brilliant ex-Senator from Maine can by no possibility consent to do, nothing but his scalp will satisfy them, and this they have been after for half a score of years. The last attempt to wreck their vengeance on the ex-Secretary of State has so completely failed of its object that the New York Herald, Mr. Conklin's personal organ, has been obliged to stop its efforts to do so.

The new Council failed to effect an organization on Monday, at the time fixed by law for that purpose, owing to an attempt of the Democratic members to use their power, which may prove but temporary. In electing permanent officers of the Council, the tie in the Fourth Ward gives the Democrats, for the present, a majority of one in the Council. Should a Republican be chosen in that ward at the election to be held May 9th, the Council will be evenly divided. Under the circumstances the Republicans proposed that an organization should be effected by electing Councilman Denike temporary President of the Board, to hold office till the result of the election on May 9th shall be known. Should the Democrats be successful at that time there will be nothing to prevent their electing whom they please should a Republican be chosen the proposed arrangement would leave the rights of the members of that party unimpaired. Nothing could be fairer than this. The Republicans concurred the President to the Democrats for the present, and asked only that they should not be required to surrender in advance rights which they might subsequently obtain.

To this equitable proposition the Democratic members refused to accede. They proposed to use their present advantage to its utmost by appointing to every office of the Democratic candidates, thus leaving the Republican members no alternative but to assent to a surrender of their rights, or the adoption of the course they pursued, which was to refuse to accede to the demands by their presence. This left the Council without a quorum when, of course, no business could be done. The Republican members were there, ready and desirous for an organization, but the refusal of the Democrats to accede to the terms of the proposition made it impossible for them to do so. The responsibility of a failure to effect an organization rests with those who, with a knowledge of what would be the result, refused to entertain the equitable propositions of their fellow Councilmen.

It is only just to add that these Democratic Councilmen assented to the fairness of the proposition made by the Republican members and, in conversation, expressed their willingness to accede to it. The appearance of another of their number, who came in later, and a whispered consultation with him, resulted in an entire change of mind. What they are to gain by the stupidity that refused a present advantage which would have been theirs in the future may be apparent to us, as we think it will be to every one not blinded by partisan feeling.

THE NEW BOARD OF FINANCE.
Mayor High, in accordance with a law enacted by the last Legislature, has appointed Mr. Thomas M. Martin, Mr. William Mereshon and Mr. John M. Tuttle as the Board of Finance for the city. The existence of this law seems to have been unknown to the late city authorities, as they strangely failed to avail themselves of its provisions.

The bill, which was approved by the Governor March 31, empowers the Mayor of a city to appoint its Board of Finance, and does not require the concurrence of the Common Council; it also provides for the retiring Mayor the privilege of making the appointments if done within three weeks of the expiration of his term of office. This privilege Mayor Savage failed to use thus giving Mr. High the right which he had exercised by appointing the persons named. It will doubtless be an appointment to the three worthy gentlemen who had expected to enter on the positions thus filled, and who, we understand, had their bonds prepared in anticipation of their appointment; but it will hardly be claimed that the city sustains a loss through the obnoxiousness of the late Mayor.

We had hoped to enjoy the pleasure of laying before our readers to-day in full the message of Mayor High, communicating to the common council a general statement of the situation and condition of the city, in relation to its government, finances, police, improvements, with such recommendations as he should think proper to suggest. We cannot do so, because the legislative functions of the city—as important a department of local as of national government—have for the time being been closed to us, a circumstance which more than makes up for the delay we do. But the responsibility for this unsatisfactory condition of affairs rests with the Democratic members of the incoming council, who refused to consent to an equitable basis of organization on Monday. Had they been willing to act in the interest of our citizens generally, and not in the interest of a party, they would have been able to get the report of "well meaning citizens" by the means they have proposed, and they would have been able to do so.

CLAIMS FOR EXTRA COMPENSATION AND SALARY.
A communication from H. O. Hogston, asking that he might receive compensation in full as per bill rendered December 10, 1879, for extra services rendered the city while he was street commissioner, was referred to the new council. The bill as rendered was for \$600.00. The council then considered the bill, and on the 24th of December, 1881, on the ground that the work done properly came within the sphere of Mr. Hogston's duties as street commissioner, and one of \$251.00, on the ground that it had been disallowed in the bill rendered September 24, 1877. This left him \$349.00 as the amount of the council of 1879 order. The claim for the balance has been rejected by the council, and very likely the claim will be rejected by the incoming council.

A communication from Judge Thomas H. McArthur, addressed personally to Councilman Silvers, in regard to his bill of \$500 against the city, for arguing the mandamus suits before the Court of Errors and Appeals last December, was explained by City Attorney Berry, and referred back to Councilman Silvers for his consideration.

THE WOMEN'S TEMPERANCE UNION.
The report of the Women's Temperance Union on Sunday—the notice of a meeting on Sunday afternoon under the auspices of the New York City Temperance Union was not more successful than was that of Monday morning. Nothing was done except to listen to roll call and adjourn.

THE WOMEN'S TEMPERANCE UNION.
The report of the Women's Temperance Union on Sunday—the notice of a meeting on Sunday afternoon under the auspices of the New York City Temperance Union was not more successful than was that of Monday morning. Nothing was done except to listen to roll call and adjourn.

THE WOMEN'S TEMPERANCE UNION.
The report of the Women's Temperance Union on Sunday—the notice of a meeting on Sunday afternoon under the auspices of the New York City Temperance Union was not more successful than was that of Monday morning. Nothing was done except to listen to roll call and adjourn.

THE WOMEN'S TEMPERANCE UNION.
The report of the Women's Temperance Union on Sunday—the notice of a meeting on Sunday afternoon under the auspices of the New York City Temperance Union was not more successful than was that of Monday morning. Nothing was done except to listen to roll call and adjourn.

THE WOMEN'S TEMPERANCE UNION.
The report of the Women's Temperance Union on Sunday—the notice of a meeting on Sunday afternoon under the auspices of the New York City Temperance Union was not more successful than was that of Monday morning. Nothing was done except to listen to roll call and adjourn.

THE WOMEN'S TEMPERANCE UNION.
The report of the Women's Temperance Union on Sunday—the notice of a meeting on Sunday afternoon under the auspices of the New York City Temperance Union was not more successful than was that of Monday morning. Nothing was done except to listen to roll call and adjourn.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

RAILROAD ACCIDENT AT PERTH AMBOY.
A serious accident occurred at Perth Amboy, N. J., on Monday morning, at 7 o'clock, when a passenger train of the Camden and Atlantic City Railroad, consisting of a locomotive and four passenger cars, was struck by a freight train of the same road, which was passing in the opposite direction. The passenger train was derailed, and the locomotive and one of the passenger cars were thrown from the tracks, getting up steam, when it ran into a hand-car which was a gang of eight or twenty laborers. The force of the impact was such that the hand-car was thrown from the track and run over by the locomotive. One of his legs was severed from his body and the other was badly crushed. He was not expected to recover. All the other men are reported badly bruised.

Corner Dry Goods Store.

MAIN AND CHERRY STS.

RAHWAY, N.J.

1882 SPRING AND SUMMER 1882

Dress Goods Department.

5,000 yds of dress goods, 7c, 8c, 10c, 12 1/2 yd.
5,000 15c, 18c, 20c, 25c, a yd.
All Wool Suitings, 25c, 30c, 35c, 40c. Doublefold Cashmere in Black and Colors, 40c, 50c, 55c, 60c, a yard, splendid value at each price, comparisons invited, also a splendid assortment of summer cloaks and fancy flannels.

Calicoes, Cambrics and Momies.

10,000 yds of calicoes, 5c, 6c, 7c, 8c, 10c, 12 1/2 yd. 5,000 Cambrics and Momies at 10c, 12 1/2 yd. Furniture calicoes, 8c, 10c. Cretonnes 15c, 20c, 25c, best goods.

HOUSEKEEPING GOODS.

Table linen, white and colored, 25c, 30c, 40c, 50c, 60c, \$1.00 a yard. Table napkins, white and colored, 25c, 30c, 40c, 50c, 60c, \$1.00 a dozen. Pillow cases and sheets all widths, 9 1/2, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

