The Chronicle.

FRIDAY, JUNE 22, 1883.

TO THE READERS OF THE CHRONICLE.

This paper is on sale at the following places every friday: Westchester—Herwig's news office and at the post office; City Island—D. J. Turner's news office; William's Bridge—Rose Bros, Woodlawn—by Geo. O. Leyiness; and by all the news dealers of Mt. Vernon.

A VOYAGE ACROSS THE ATLANTIC.

IV.

As I am traveling, not so much to see beautiful scenery, as to observe the ways, manners, customs and civilization of the peoples through whose countries it is my good fortune to pass, you may expect, dear reader, that in these letters to you, I shall dwell most on what I regard with the most interest.

The railway system of England should be the best in the world. It is confined to a part of a small island, where there are no heavy grades to be overcome, and where capital almost goes a-begging for investment. It was the first to be built, and it is the most expensively built system of railways in the world. From these facts and from the praises of it which are constantly sounded by Englishmen and many Americans, I was led to expect something near perfection, something at all events, far superior to any railroad system in our country. These expectations, in so far as my experience and observation extend, have not been realized. The passenger cars, I have already described in a previous letter. Their first-class compartments cannot compare in elegance or comfort, with the ordinary passenger cars on the N. Y., N. H. & H. Railroad, or the Pennsylvania, or the Jersey Central, or any of the well-established lines of the United States. The road-beds are admirably ballasted and laid; but not as well as those of the Pennsylvania Railroad; and the curves are, in some cases, of such small radius, that I could see the engine, out of the window of the last car of a short train. The engines are the ugliest I ever saw. They are as much inferior in appearance to those of the New York Central, as the latter are to those of the N. Y., N. H. & H. They are very long, half as long again, I should say, as any of the two driving-wheel engines on our roads, and the tenders are as long as the locomotives. The latter stand very high—fully two feet higher than our engines—and the head of the boiler rests over the middle of the forward truck. There is a platform in front of the boiler, about three feet long, and to it there is attached, not a cow-catcher, as on our engines, but two buffers. Since the engines stand so high, the smoke-stacks are very low. They reminded me at once of the nose of a pug dog. The steam-chest is, like all the rest of the engine, black and homely in shape. There is no cab for the engineer and fireman; there is simply an iron shield, with two bull's eyes in it, where the cab should be. Probably, it it not advisable to put cabs on these locomotives, because they are too long even as they are; but it seems to me, that the space lost in the front might be utilized, for a cab in the rear. The tender is very long and high, because the coal it carries is much bulkier, ton for ton, than ours, and the fire-boxes of the engines are larger than ours, for the same reason. The whistles on these English engines are pitched at a most unearthly high key, and the sound they emit is almost ear-splitting. As there are no grade crossings, the trains run along at a uniform rate of speed, even from the beginning; and were it not for the sharp curves, the running would be very smooth.

The freight cars seemed even more absurd than the passenger cars or the engines. They are very small, and almost all uncovered. In our freight cars, from twenty to twenty-five tons are carried; in the English, from six to ten.

When a shower springs up—and that is the case several times a day—the guards have to cover the perishable goods with rubber cloths. I have seen car-loads of salt uncovered and melting away in the rain.

The stations are well built, but the accommodations are miserable. There was not a fire, or any heating apparatus, in any of them I was in, except one, although the weather was cold enough to make a heavy overcoat more than acceptable. That one exception was in Liverpool. There, in the room set apart for passengers with first-class tickets, was a little six by nine grate fire which flickered occasionally. The other passengers, with second or third-class tickets, were compelled to sit in a dirty room, where there was no fire. Mr. Gay and I suffered no such imposition, and the guard, presuming from my traveling companion's *distingue* appearance, that we held first-class tickets, did not disturb us.

As soon as we were out of Liverpool, we were struck with the fact, that every square foot of ground not covered with buildings, seemed to be used for farming or gardening purposes. Furthermore, since this land has been tilled for hundreds of years, there did not seem to be in it a stone as large a man's hand. The number of ditches seemed to be countless, and along many of these, rows of willows or hedges were planted, the object being, as I concluded, to suck up the moisture from the ground. In like manner, and for the same reason perhaps, hedges took the place of fences.

Our route, at first, was almost due east, passing a little south of Manchester through Sheffield, and turning to the south at Retford. At Peterborough, where there is a grand old cathedral, we touched the eastern coast. Long before passing Manchester, we found ourselves in a manufacturing region, the whole line, as far as Retford, bristling with chimneys, as though an army of Cyclopides were on a march. The villages were, invariably, on the lowest grounds. In other words, the high grounds are too valuable for farming purposes and the parks of the gentry, to permit the working people to occupy them. Nor was this the worst feature of the village life, in the manufacturing towns and cities, as I saw them. Everything seemed to be done *for* the people not *by* them. The houses of an entire village would seem to have been built by one man, under one plan: cold, monotonous, small and squatty, seldom, if ever, more than two stories high, with little door-yards you could not swing a cat in, and back yards no larger. In some villages, the houses are built of common dirty gray stone, in others, of common yellow brick; in some, all are roofed with coarse slate, and in others, with tiles. The fences consist of thick stone or brick walls. The streets are very narrow and almost always crooked; and into them or the back yards, the slops are freely thrown. If, after looking on such pictures in the lowlands, you would turn your eyes to some desirable site for a dwelling, there you would almost always find an elegant country seat, with a magnificent park, sometimes hundreds of acres in extent, and all walled in, so that one walking along the road could not see into it. There you would find the lord of the manor or the proprietor of some mill or factory near by. Notwithstanding all this, I am free to say, that the working people, whom I saw on the cars and streets and around the stations, were comfortably dressed and apparently well-fed. At one station, several women of the working class took the train, for another place a few miles further on. They had baskets of provisions with them, and they were well filled.

From Retford to London, the country through which we passed, seemed almost wholly devoted to agriculture and stock-raising. Here we would see an elegant house, on some beautiful knoll or in some quiet nook; and, not far from it, a little hamlet or collection of houses, evidently the abodes of the farm-hands. These are, it seemed to me, even meaner than the houses in the manufacturing towns.

I never could understand, hitherto, how the rains made, at times, such devastation in the English crops. It is a mystery to me no longer. The ground seems to be water-soaked. Many fields we passed by, looked like salt-marshes at high tide, although ditches were on all sides of them. And it rains so easily here. Give it the slightest pretext, and down will come a shower. I saw farmers ploughing in the rain, as complacently as though that was when they should do so. We should bear in mind, too, that the eastern part of England is very much like Holland and Belgium. The North Sea divides them, and, of course, stands at the same level on both sides. England, it is true, has not undertaken to reclaim land from the sea, as Holland has, and hence she does not, as Holland does, cultivate any land which is below the level of the sea; but, excepting such lands, there is a strong resemblance between the eastern part of England on the one side and Holland and Belgium on the other. I am not certain, but believe that a stratum of chalk underlies the surface of the eastern part of England. If so, it prevents the water from soaking through, and holds it, as it were, in a basin. Frequently, as we rode, along the scenery bore a striking resemblance to that about Eastchester Creek, and Mr. Gay, several times, was also struck with it and called my attention to it. The rivers of England are the merest apologies for the name as none that I saw except the Thames and the Mersey are wider than Eastchester Creek at the town dock.

All along the eastern coast of England, and for many miles inland, we saw scores of old picturesque windmills, with their light-house-like-towers and their four great, lazy arms. They are just the same as those in Wales and Holland; in fact, the same as those of five hundred years ago; and I am sure, that were some Yankee Don Quixote to invade England, and plant his standard, in the shape of one of our modern windmills, on some one of her hills, he would triumph over these relics of antiquity, just as the rifle has triumphed over the battle-ax and the lance.

About five o'clock, we began to realize that London was near at hand because our train was continually passing through little villages like those on the outskirts of New York. The desire to live in the suburbs of London, is growing greater and greater every year, the more so because the commutation is very low—generally $50 a year for ten miles—because for this price, the commuter is taken into the heart of the city and because the English shopkeepers, bankers and city men generally begin work later in the day and close earlier than we do.

On our route we passed the Alexandra Palace, where a horse show, with races of all sorts, was going on in the rain; and about half-past five, we rolled into an immense railway station—the King's Cross—which is very much like our Grand Central. Here, after a short search, our luggage was found, a porter seized it, a Hansome cab was engaged and we started for our hotel.

No one who goes to Europe to see London, should stay a day less than two weeks. There are three ways of living there, any one of which you can adopt. You can go to one of the grand hotels, and pay about the same as you would in one of the best of our New York hotels, for poorer accomodations; you can go to a private hotel, where a room and breakfast only are given, you getting your lunch and dinner at restaurants; or you can get good board in a regular boarding house, for two pound—$10 a week. My advice to you is, to take the last named course, and to get as near the centre of attraction in this great city, as possible. Anywhere, in a good neighborhood, within a mile of Charing Cross or Temple Bar monument, would answer admirably. Then, when you go sight-seeing, adopt one of three modes of locomotion, according to the distance you have to go and your physical condition. If you are strong enough and have plenty of time, walk; if you are not strong enough to walk, but have plenty of time, ride on the top of a stage; and if you have not plenty of time, take a Hanson. If you have not procured a map and a guide book, be sure to do so immediately, and study them thoroughly. There is much rubbish in most guide books, but it is better to wander through it, than to wander aimlessly through London itself. Rutledge's and Collins's are the best, not only because they are well arranged and reliable, but because they are not too bulky. There are many others which are excellent, but I fear that, to most persons, they are likely to be confusing, because they give too much. Be careful, in studying up your guide book, to note the days and hours when certain places are open to visitors. Many days even are lost by tourists, who neglect to take this precaution.

Having made a list of the places and things you want to see,—and if you can get any information on the subject from friends, especially those whose tastes are like your own, so much the better,—then get a map of London, which shows only the principal streets and the principal buildings. Do not get a full map, it will merely confuse you, by its elaborate labyrinth of streets and alleys. Let this map be your *Vade mecum*. Wherever you go take it in your pocket, and be sure to get your bearings with it, whenever you can. By the end of a week, you will then know London so well, that it will be virtually impossible for you to lose yourself. If however, you should, at any time, need any information, either as to streets or anything else of a public nature, ask a policeman. He will, almost invariably, give you a polite and intelligent answer. If you, at times, take a Handsom cab, be sure to arrange as to terms, with the driver, before starting. You can hire these cabs by the hour or the distance. In either case, cabby will higgle with you if he is offered the regular fare. Hence it is best to make your bargain before starting, and not to be too liberal in conceding extra pay.

With your map and list of places to be seen, before you, and the times when the latter are open, it is easy to arrange the order, in which you will proceed. If you do not adopt some such plan, you will find yourself riding back and forth, from one side of London to the other unnecesarily, and thereby losing much valuable time.

Don't simply "do" a place for the sake of saying you have been there. If you are not interested in pictures, don't waste half a day staring at them; if you don't like to climb towers and look down from great heights, don't; if you don't like musty, dingy, dark churches and the relics therein, don't look at them; and if you don't care to see a piece of the shirt which Edward the Confessor wore when he died, or a piece of the feather Richard the Third wore in his helmet, don't be so foolish as to pay a shilling for the precious privilege. I don't know whether such a piece of shirt or feather is in existence, but I do know that silly tourists pay liberally, to see similar things.

I remained a week in London, and failed to see all I wished to see. I hope to spend two or three more days there on my way home, and until I shall have done so, deem it best not to give you my impressions of the place.

Suffice, that it is the largest and greatest city in the world; the centre of business and of attraction. It is not as beautiful as Paris or New York. In many ways and things, the latter is far ahead of it; but in many others, London is far ahead of us; and it will be at least two, perhaps three generations, before New York will wrest the palm out of her hands.

The longer you stay in London, the better you like it, and its people. They speak the English language beautifully, and they walk gracefully yet sturdily. The dude who walks with his arms akimbo is not copying Londoners; nor is the fellow who drawls his words with a "Donut yer know" or who drops his h's, an imitator of a Londoner. Now and then there may be such a *rara avis* on Pall Mall or Piccadilly or Rotten Row, but I did not see one during my stay in London. There is one peculiarity in their speech, especially in [illegible] their ladies: it is the rising inflection [illegible]nd of every sentence, be it a question or not. I fancy that this comes, from listening to the sing-song way, in which the Episcopal clergy repeat the church service.

Since I am not going to tell you any more, at present, of my impressions of London and her people, there is no need of lingering there; so come with me, dear reader, to Ludgate Hill Station, and go with me for Paris by the ten A. M. train. Promptly on time, it rolls into the station, and we get aboard. In a few seconds, the whistle gives one of its horrible screeches, and we are off. The ride to Dover takes two hours, and is wholly without incident. We pass along the Thames for several miles, and stop at Canterbury, which Thomas-a-Becket and Chauser, have made famous.

At Dover there are immense fortifications, chalk cliffs and a pier. The chalk cliffs are disappointing. Our palisades are as high, and far more beautiful. They are of a dirty reddish yellow color, and rise to a noteworthy height, in only two or three places. As the tide rises and falls about twenty feet at Dover, it is difficult, sometimes, to get aboard the steamer. Wind and tide favored us, so we embarked immediately. Even thus early in the season, a crowd of idlers lounged over the railing, on the promenade over the landing, and scanned those who went aboard.

Up to this time, traveling had been, a matter of assurance, no matter what else; but this vessel we took was a French one, and the cries, orders and conversation of the men were in French. To hear all this jabber, and not understand a work of it,—I felt like a shipwrecked mariner, with water, water everywhere and not a drop to drink.

The vessel left Dover, a little after noon, and arrived at Calais, about two. The trip was uneventful. The water was smooth, the day clear but cloudy, and at no time, were we out sight of land.

The French coast at Calais resembles the English coast at Dover very much, and why should it not? Chalk cliffs rise up here, and seem to be the duplicates of those at Dover. Fortifications, too, bristle all over the place, and make you feel like an invader.

They gave us half an hour for dinner. A guard went along singing out "Traunminute darray" or something like that, so I pulled out my tickets. Fortunately, Mr. Gay made out what he said, and we went into the "boofay" for dinner. This is one of the things they do better in France. In England, stops for meals, I never heard of, and in our own country, the time is so limited, that an attempt to eat is almost sure to fail; you must bolt the food, or be left. Here, however, they give you an excellent dinner of several courses and give you time to eat it. That done, we took our seats in the train, and an ear-splitting screech out of a locomotive, which, in almost every respect, is a duplicate of an English one, was the signal for the start.

While in London, I felt at home. I understood those around me and they me. But here, I was a stranger in a strange land, among people speaking a strange tongue. If you think the sensation a pleasant one, you are very much mistaken.

Will be continued.

The annual vacations of the schools of this town will begin next Saturday.

BOARD OF TRUSTEES.

A regular meeting of the Board of Trustees was held on Tuesday evening last. Present—J. Van Santvoord Esq., President. Messrs. Loomis, Pond, Collins, Piper, Appell, McClellan, LeRoy and Hufeland.

The minutes of the last meeting were read and approved.

The following bills were presented viz:

W. J. Collins, supplies	$ 34 80
Michael Nolan, streets	5 00
do. culvert	55 00
Daniel Hurley, contract	200 00
do. culvert	6 00
do do	40 00
J. S. VanCourt, Commissioner on Valentine street	10 00
Mrs. Thiselton, contingent	1 50
L. Zippell, contingent	1 75
Burton & Watson, supplies	3 07
S. Sternhagen, rent etc	17 50
William Fallon, contingent	3 50
M. Daily, rent	25 00

which were read and referred to the Finance Committee.

The Committe on Streets and Sidewalks reported that they had attended to the several matters referred to them and submitted suggestions which were referred to General Orders.

Committee on By-Laws and Ordinances reported the by-laws of Protection Engine Co. in compliance with the village charter, and recommended their approval by the Board. Said recommendation adopted.

Mr. Piper, from Health Committee, reported that the matter of nuisance at Mt. Vernon Hotel was in process of removal. Said report received.

COMMUNICATIONS.

From A. F. Gescheidt in regard to stoppage of drain by J. Wagman, was received and on motion of Mr. Loomis, the owners of the property were directed to open said drain.

From Geo. E. Archer Receiver of Taxes and Assessments, giving a list of warrants for the collection of taxes and assessments, which needed extension. On motion, the several warrants as reported were extended for three months, adding the usual penalty.

RESOLUTIONS.

By Mr. Collins—Resolved: That hereafter all bills presented to this Board for payment shall be made in duplicate. Adopted.

By Mr. Collins—Resolved: That the Committee on Streets and Sidewalks be requested to have the crosswalk at 10th avenue and 2nd street, west side, completed according to contract. Adopted.

By Mr. Collins—Resolved: That the price for burying dead animals within the corporate limits of Mount Vernon be fixed as by following schedule;

For burying a horse or cow	$5 00
do dog	1 00
do cat	50

and that said burials to be done at the order of the Police Justice or any member of the Board of Trustees. Adopted.

On motion of Mr. M'Clellan, William Collins was appointed as page of the Board, at a compensation of $1 per night of meeting.

By Mr. Hufeland—Resolved—That the Committee on Printing be authorized to have 500 copies of a map of the village, on a small scale, printed, at an expense not to exceed $15, said maps to be for the use of this Board. Adopted.

By Mr. Loomis—Resolved—That a committee of three be appointed to meet and confer with similar committee from Farnsworth Post, as to a proper and decorous celebration of the 4th of July next, with power to make the necessary arrangements; also

Resolved—That the sum of $20 be appropriated to fire a national salute on the 4th of July, under the direction of Farnsworth Post, G. A. R. Adopted.

The President named Messrs. Loomis, Hufeland and Pond such committee.

On motion of Mr. Loomis, the district of assessment for the pipe drain in Fifth ave. was altered so as to include all the lots on Sixth avenue, 200 feet north of Second street.

By resolution of Mr. Piper the owner of lot 431 Central Mt. Vernon was ordered to fill up the open cellar thereon forthwith, or the Board would cause same to be done at his expense.

By Mr. Collins—Resolved: That proposals be received by this Board for the construction of a culvert across First avenue, south side of 3d street, said culvert to be 20 inches wide, and 18 inches deep, paved at bottom and covered with good solid covering stone. Adopted.

Mr. Pond moved that the Committee on Streets and Sidewalks be directed to report a plan and specification for the proper repairs of the sidewalk on Sixth street, north side, between First and Second avenues. Carried.

Mr. Loomis called up the matter of the addition to specifications for street work, and moved their adoption; and also that the clerk advertise for proposals for doing the street work for a year, said proposals to be presented at next meeting of this Board. Carried.

The commissioners' report of assessment on Adams street grading, was called up, and on motion of Mr. Loomis, the same was confirmed, and the amounts ordered entered on the assessment book, and the President and Clerk to execute a proper warrant for the collection of same.

Mr. Collins moved to reconsider the vote taken at last meeting, in regard to contracting for the repairs on Protection Engine. Said motion carried.

Mr. Collins moved that the matter of repairs to the said engine be left with the Committee on Fire and Water, restricting them not to exceed $112, expenditure. Said motion carried.

The Finance Committee reported the bills of

Joseph Bellesheim, rent		$ 62 50
Daniel Hurley, highway account		6 00
"	"	40 00
Michael Nolan,	"	5 00
"	"	55 00
"	"	212 50
William Fallon,	"	195 00
G. F. Swift, repairs		1 55
Henry Trede,	"	2 95
William Fallon, contingent		2 50
Mrs. Thistleton,	"	1 50
C. E. Johnson,	"	10 00
Daniel Hurley, highway		200 00
J. S. Van Court, commissioner		10 00

as correct, and recommeded that warrants be drawn for said several amounts and charged to their appropriate accounts.

Said recommendation adopted.

Mr. McClellan moved that the contract for the repairing of streets of the several wards between this village and Messrs. M. Nolan, D. Hurley and Wm. Fallon be cancelled, and the several bondsmen be released from their obligations to this village. Carried.

GENERAL ORDER.

Report of Committee on Streets and Sidewalks. Mr. Loomis moved that the Committee on Streets and Sidewalks be authorized to procure and lay sufficient drain pipe to connect the culvert on Tenth avenue, with the Tenth avenue drain, providing proper writings are entered into with the owner of the lot through which the drain is to run. Said motion carried.

Mr. Loomis moved that two inlets be made to the main culvert on Washington street, and an additional culvert be made on North side of said street. Said motion carried.

Mr. Loomis moved that the culvert at Twelfth ave., and White Plains road be extended about 15 feet. Carried.

The President stated that he should be absent from the village for the ensuing two weeks. On motion of Mr. Collins Mr. Pond was chosen President pro tem.

Mr. Koedding, from Washingtonville, by permission, spoke of the matter of annexation of Washingtonville to this village; and urged the matter on. The President stated it must be by application to the Board of Supervisors at their annual meeting,

The Board then adjourned.

THE VILLAGE IMPROVEMENT SOCIETY.

During the past few days the Village Improvement Society have done considerable towards improving the appearance of the streets and avenues of the village, by having the weeds and grass along the sidewalks cut, and the gutters cleaned out. The work was commenced on 1st avenue and 1st street, running as far south as third street. Men with hoe and shovel and scythe have worked day after day and the streets present for themselves, an evidence of what a vast improvement a little money will make. This work has progressed as far west as Sixth avenue and there the society were obliged to stop for want of funds. They require about one hundred dollars, to finish cleaning up the streets of the village. A membership in the society costs only 50 cents a year and who among our citizens will not contribute that much, or even twice that sum, for what the society are accomplishing. A few days ago a vast amount of street dirt, the accumulation of a year, was taken out of the gutters on 4th avenue and carted away.

The society desire to follow up the good work already begun and if our citizens will only give them the support which they deserve, in a few days more the streets throughout the entire village will present such an appearance as we can point to with pride.

New Advertisements.

$10 REWARD.

TEN DOLLARS REWARD will be paid by the ELEVENTH SEPARATE COMPANY, for the recovery of the GILDED BALL, stolen from the Company rooms on First street, and information that will lead to the conviction of the thief.

By order of the Eleventh Separate Company.

JAS. M. JARVIS, Capt.

HAY FOR SALE,

By

LEWIS JONES,

KINGSBRIDGE ROAD,

NEAR JAMES RUSSELL.

SEALED PROPOSALS WILL be received by the Trustees of School District No. 4, until JULY 1st, for ONE HUNDRED TONS OF BEST LEHIGH STOVE COAL, delivered as follows: 83 tons to Fifth avenue, 10 tons to Tenth avenue, and 7 tons to Washingtonville school house. The coal to be thoroughly screened and weighed on the public scales, under the supervision of the Trustees, they reserving the right to reject any and all bids.

Address BOX 277, Post-office, Mt. Vernon.

FOR SERVICE.

A FINE JERSEY BULL,

PEDIGREE UNSURPASSED,

And a CHESTER BOAR.

At the farm of J. S. FARRINGTON, Fleetwood.

Notice to Contractors.

SEALED PROPOSALS FOR KEEPING IN REPAIR FOR ONE YEAR, the several STREETS, AVENUES, HIGHWAYS and LANES of the village of Mount Vernon, will be received by the village clerk until TUESDAY EVENING, JULY 3rd, 1883, at 8 o'clock, said work to be done in accordance with the following specifications:

Specifications for keeping in repair the roads, streets, avenues and lanes of the village of Mt. Vernon:

FIRST—All necessary teams, tools or other implements or appliances as may be necessary to the proper performance of the work of repairing the streets, avenues, etc., shall be furnished by the contractor, except a roller.

SECOND—All gutters shall be cleaned and kept clean, so as to allow flow of water to the culverts.

THIRD—In like manner all culverts shall be cleaned and kept clean.

FOURTH—All weeds and grass shall be neatly cut from the road-bed, and all loose stones and rubbish shall be removed therefrom.

FIFTH—All holes and ruts shall be filled to the average surface, and the road-bed shall be well rounded, so as to cause water to flow to gutters, and shall be kept in good condition for the passage of vehicles.

SIXTH—Any extra materials necessary to fill holes and ruts, and surface, the road-bed, not found upon the streets, avenues, etc., shall be furnished by the contractor; except broken stone for macadamizing, and plank for covering bridges.

SEVENTH—The work of repairs to streets, avenues, etc., shall be done to the satisfaction of the Committee on Streets and Sidewalks.

Payments shall be made on the first monthly meeting in each month for the preceding month, of one-twelfth part of the total amount of the contract, less 10 per cent. of such payment.

The monthly payment herein provided, shall be made upon the certificate of the Street Committee, who shall examine or cause to be examined, all the streets included in the several contracts at least one week before the said payments become due, and upon the satisfactory result of such examination, such certificate shall be given.

Bids must be made for each ward separate, stating a gross sum, and must be accompanied with the written consent of two freeholders that will become surties for the faithful performance of the contract.

The Board reserves the right to reject any or all bids if deemed to the interest of the taxpayers to do so.

By order of the Board of Trustees of Mount Vernon village.

JAS. H. JENKINS, Clerk.

June 20th, 1883.

100 Acres of Hunters Island Grass

At PUBLIC AUCTION.

WM. LE COUNT, Auctioneer,

—Will sell—

ON MONDAY, JUNE 25th, 1883,

At 3 P.M., on the premises,

Hunters Island, Pelham, N. Y.

100 acres, more or less, GOOD FRESH AND BLACK GRASS.

TERMS CASH, day of sale.

WILLIAM LE COUNT,

AUCTIONEER,

NEW ROCHELLE, N. Y.

New Advertisements.

GRAND

Musical and Literary Entertainment

—IN THE—

REFORMED CHAPEL, FIFTH AVENUE,

MT. VERNON.

On FRIDAY EVENING, JUNE 29th, 1883.

IN AID OF THE BUILDING FUND OF UNION SUNDAY-SCHOOL SOCIETY CHAPEL, PELHAMVILLE.

Several of Mt. Vernon's favorites will take part.

Admission, popular price, - 25 cents.

BRANCH OF

DIXON'S ICE CREAM DEPOT

AT 41 FOURTH AVENUE.

Open all day Sunday. Orders promptly attended to.

BRICKS TO CARRY HOME 40 CENTS.

LONDON & LANCASHIRE FIRE INS. CO., of LIVERPOOL, ENGLAND.

46 Pine street, New York, June 1st 1883.

The agency of Mr. E. L'E. Phipps having been revoked, Messrs. E. CRAWFORD'S SONS are this day APPOINTED AGENTS for this company for MT. VERNON and VICINITY, including the towns of Eastchester, Westchester, City Island, White Plains and Dobbs Ferry and Irvington.

JAMES YEREANCE,

Manager.

EAGLE GREENHOUSES,

UNION AVENUE,

Between Second and Third Sts., MOUNT VERNON.

MATHEW DUMMETT, Florist.

PLANTS of all descriptions, both FLORAL and VEGETABLE, constantly on hand.

RUSTIC WORK AND FLORAL DESIGNS.

Fruit & Ornamental Trees,

Of all kinds.

In fact everything in my line of business, at Prices to suit the times.

Orders by Mail, etc., promptly executed.

GEO. HOWARD,

48 FOURTH AVENUE.

HARD AND TIN WARE, and all kinds of HOUSE FURNISHING GOODS.

PLUMBING, TIN ROOFING, and all kinds of METAL WORK done as cheap as consistent with good work.

Agent for ABENDROTH BROS'. STOVES AND RANGES.

HENRY HIELMEIER'S

Eastchester Lake Ice.

Families may be supplied with PURE SPRING WATER ICE during the season, by leaving orders at ARCHER BROS., or at residence of subscriber, Ninth avenue, between Sixth and Seventh streets.

HENRY HIELMEIER.

CHESTER LAKE ICE!!!

JOHN P. HOLLER,

Is now ready to serve his customers, with pure spring water ice, at wholesale and retail, at reasonable prices.

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Counselor at Law,

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OFFICES:

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OFFICE—CASEY'S BUILDING, FOURTH AVENUE AND FIRST STREET.

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