

ARTHUR'S ANNUAL

Continued from Page 1.

river, and the nucleus of states established at twenty-two stations under our flag, which offers a road to commerce and prohibits the slave trade. The object of the society is philanthropic. It does not aim to give the management to political control, but seeks the neutrality of the valleys. The United States can not be indifferent to this work nor to the interests of their citizens involved in it. It may become advisable for us to cooperate with other commercial powers in promoting the rights of trade and residence in the Ontario valley from the interference or political influence of any one nation.

INTERNATIONAL SCIENCE CONGRESS. In view of the frequency of invitation from foreign governments to participate in a social and scientific congress for the discussion of important matters of general concern I repeat that suggestion of my last message recommending that provision be made for the exercise of discretionary power by the executive in appointing delegates to heavy import duties on such capacity without personal profit, or other compensation that the defrayment of expenses actually incurred, and these a comparatively small annual appropriation would suffice to meet.

RESTRICTION ON AMERICAN COMMERCE. I have alluded in my previous messages to the injurious and vexatious restrictions suffered by our trade in the Spanish West Indies. Brazil shows a natural outlet for its great natural staple, coffee, in and through the United States, and a heavy import duty on that product. Our petroleum exports are hampered in Turkey and other eastern ports, by restrictions as to storage and by exorbitant taxation. For these mischiefs adequate relief is not always provided by reciprocity treaties like that of Hawaii or that lately negotiated with Mexico and now awaiting the action of the senate. It is not advisable to provide some measure of equitable retaliation in our relations with governments which discriminate against our own. If, for example, the executive were empowered to apply to Spanish vessels and cargoes from Cuba and Porto Rico, the same rules of treatment and scale of penalties for technical faults which are applied to vessels and cargoes in the Atlantic, a road of that course might not be barren of good results.

OUR NATIONAL FINANCES.

The report of the secretary of the treasury gives a full and interesting exhibit of the financial condition of the country. It shows that the ordinary revenues from all sources for the fiscal year ending June 30, 1883, amounted to \$308,287,581.95, whereof there was received: From customs \$214,706,496.93 From internal revenue 144,720,368.98 From sales of public lands 7,955,864.42 From tax on heavy import duties and deposits of national banks 9,111,008.85 From profits on coinage, bullion, deposits, and assays 4,460,205.17 From customs fees, fines, penalties, &c. 1,436,236.34 From fees—consular, notary, patent, and lands 3,322,361.64 From repayment of interest by Pacific railroad companies 1,056,896.90 From sinking fund for Pacific railway companies 1,322,103.11 From deposits by individuals for surveying public lands 1,221,611.76 From proceeds of sales of government property 250,057.92 From proceeds of sales of office property in New York city 648,694.82 From Indian trust funds 121,000.00 From donations by individuals liquidating the public debt 964,426.87 From Japanese indemnity fund 1,839,533.99 From immigrant fund 231,476.90 From revenues of the District of Columbia 1,970,938.47 From miscellaneous sources 2,413,332.18 Total ordinary receipts 308,287,581.95 The ordinary expenditures for the same period were: For civil expenses \$22,343,285.76 For foreign intercourse 2,419,275.24 For Indians 7,962,500.84 For pensions 66,919,573.64 For the military establishment, including river and harbor improvements 48,911,382.93 For the naval establishment, including vessels, machinery, and improvements 15,283,437.17 For miscellaneous expenditures, including public buildings, light houses, and collecting the revenue 40,098,428.73 For expenditures on account of the District of Columbia 3,817,022.48 For interest on the public debt 30,160,131.25 Total ordinary expenditures 265,408,137.54 Leaving a surplus revenue of \$132,879,444.41. Which, with an amount drawn from the cash balance in the treasury of 1,229,312.55 Making \$134,108,756.96 Was applied to the redemption: Of bonds for the sinking fund \$44,850,700.00 Of fractional currency for the sinking fund 49,556.96 Of funded loan of 1881, continued at 3 1/2 per cent 65,380,250.00 Of loan of July and August, 1881, continued at 3 1/2 per cent 20,504,600.00 Of funded loan of 1881 1,418,850.00 Of funded loan of 1881 719,150.00 Of loan of February, 1881 18,000.00 Of loan of July and August, 1881 296,600.00 Of loan of March, 1882 116,850.00 Of loan of July, 1882 47,650.00 Of five-twentieths of 1882 10,300.00 Of five-twentieths of 1884 7,050.00 Of five-twentieths of 1885 9,000.00 Of five-twentieths of 1886 135,550.00 Of consols of 1865 40,800.00 Of consols of 1867 235,700.00 Of consols of 1868 154,050.00 Of Oregon war debt 5,450.00 Of refunding certificates 109,150.00 Of old demand, compound interest and other notes 13,300.00 Total \$134,108,756.96

THE REVENUE. The revenue for the present fiscal year, actual and estimated, is as follows, for the quarter ending September 30, 1883, and for the three quarters of the year: Source Actual Estimated From customs \$57,402,975.67 \$137,597,024.33 Internal revenue 29,220,786.40 90,337,721.40 From sales of public lands 2,932,635.17 567,364.83 From tax on circulation and deposits 1,557,890.88 1,042,109.13 From repayment of interest and sinking fund, Pacific R. R. 521,050.51 1,478,940.49 From customs 298,696.78 901,503.22 From fees, consular, notary, patent and lands 863,260.89 2,436,700.36 From proceeds of sales of government property 112,562.23 167,437.71

Table with 3 columns: Description, Actual, Estimated. Includes items like 'From profits on coinage, bullion, deposits, and assays', 'From customs fees, fines, penalties, &c.', etc.

purpose of traffic in countries where silver passed at its value ascertained by its weight and fineness. It never had a legal tender quality. Large numbers of these coins entered, however, into the volume of our currency by common consent. Their circulation in domestic trade has not ceased and they have become a disturbing element. They should not longer be permitted to embarrass our currency system. I recommend that provision be made for their reception by the treasury and mints as bullion, at a small per cent above the current market price of silver of like quantity.

THE CUSTOMS DISTRICTS. The secretary of the treasury advises a consolidation of certain of the customs districts of the country and suggests that the president be asked to such power in relation thereto as is now given him in respect to collectors of internal revenue by section 3141 of the revised statutes. The statistics on this subject which are contained in his report furnish of themselves a cogent argument in defence of his views. At the adjournment of congress the number of internal revenue collection districts was 125. My executive order executed June 25, 1883, I directed that certain of these districts be consolidated. The result has been a reduction of a third in the number which leaves at present but 83.

INDIAN TROUBLES. From the report of the secretary of war it will be seen that in only a single instance has there been a disturbance of the quiet condition of our Indian tribes, a raid from Mexico into Arizona by a small party of Indians which was pursued by General Crook into the mountain region of that State. It is confidently hoped that such outbreaks will not again occur and that the Indian tribes, which have for so many years disturbed the west, will hereafter remain in peaceable submission.

OUR NATIONAL DEFENCES. I again call your attention to the present condition of our extended sea coast, upon which are so many large cities whose wealth and importance to the country, in time of war, invite attack from modern armed ships, against which our existing defensive works could give no adequate protection. Those works were built before the introduction of modern iron rife guns into maritime warfare, and if they are not put in efficient condition we may be subjected to humiliation by a hostile power greatly inferior to ourselves.

THE TORPEDO SERVICE. As germane to this subject I call your attention to the importance of perfecting our torpedo defences. The board authorized by the last congress to report on the method which should be adopted for the manufacture of heavy ordnance adapted to general warfare has been assisted by the principal iron and steel works in this country and in Europe. It is hoped that its report will be made aid that congress will thereupon be disposed to provide suitable facilities and plans for the manufacture of such ordnance as now imperatively needed.

THE STATE MILITIA. On several occasions during the past year officers of the army have, at the request of the state authorities visited their military encampments for the inspection of the troops. From the reports of these officers I am induced to believe that the encouragement of state militia organizations by the national government would be followed by very gratifying results, and would afford it in sudden emergencies the aid of a large body of volunteers trained in the performance of military duties.

THE NEW WAR VESSELS. The secretary of the navy reports that under the authority of the acts of August 5, 1882, and March 3, 1883, the work of strengthening our navy by the construction of modern vessels has been auspiciously begun. Three cruisers are now in progress of construction—the Chicago, of 4,500 tons displacement, and the Boston and Atlanta, each of 2,500 tons. They are to be built of steel, with the tonnage strength and ductility prescribed by law, and in combination of speed, endurance and armament are expected to compare favorably with the best war vessels of other nations. A fourth vessel, the Dolphin, is to be constructed of similar material, and is intended to serve as a fleet dispatch boat. The double-turreted monitors, Puritan, Amphrite and Terror, have been launched on the Delaware river, and a contract has been made for the supply of their machinery. A similar monitor, the Madonack, has been launched in California. The naval advisory board on the secretary recommends the completion of the monitors and the construction of four gunboats, and also of three additional steel vessels like the Chicago, Boston and Dolphin as an important measure of material defence.

INCREASING OUR NAVAL STRENGTH. The secretary urges also the immediate creation of an interior fast line of water ways across the peninsula of Florida, along the coast from Florida to Hampton Roads, between the Chesapeake bay and Delaware river and through Cape Cod. I feel bound to impress upon the attention of congress the necessity of continued progress in the re-construction of the navy. The condition of the public treasury, as I have already intimated, makes the present an auspicious time for putting this branch of service in a state of efficiency. It is no part of our policy to create and maintain a navy able to cope with that of the other great powers of the world. We have no wish for foreign conquest, and the peace which we have long enjoyed is in no seeming danger of being interrupted. Our naval strength should be made adequate for the defense of our harbors, the protection of our commercial interests, and the maintenance of our national honor, is a proposition from which no patriotic citizen can withhold his assent.

THE POSTAL SERVICE. The report of the postmaster general contains a gratifying exhibit of the condition and progress of this interesting branch of the public service committed to his care. I appear that on June 30, 1883, the whole number of postoffices was 47,863, of which 1,632 were established during the last previous fiscal year. The number of offices operating under the system of free delivery was 154. At these latter offices the postage on local matter amounted to \$41,952,305.22, a sum exceeding by \$1,021,884.05 the entire cost of the carriers' service of the country. The rate of postage on drop letters passing through these offices is now fixed by law at two cents per half ounce or fraction thereof. In offices where the carrier system has not been established the rate is only half as large.

A REDUCTION PROPOSED. It will be remembered that in 1863, when free delivery was first established by law, the uniform single rate postage upon local letters was one cent, and so

it remained until 1872, when in those cities where carrier service was established it was increased to defray the expense of such service. It seems to me that the old rate may now with propriety be restored, and that too even at the expense of trashing for a time at least the receipts from postage upon local letters. I can see no reason why that particular class of mail matter should be held double for the entire cost, not only of its collection and delivery but the collection and delivery of all other classes, and I am confident after final consideration of the subject that the reduction of rate would be followed by such a growing accession of business as to occasion but slight and temporary loss to the revenues to the postoffice.

THE TELEGRAPH QUESTION. The postmaster-general devotes much of his report to the consideration in its various aspects of the government to the telegraph. Such reflection as I have been able to give to this subject, since my last annual message, has not led me to change the view which I then expressed in dissenting from the recommendation of the postmaster-general that executive order be issued which has all over the telegraph which it has all ways exercised over the mail. Admitting that its authority in the premises is as ample as has ever been claimed for it, it would not in my judgment be a wise use of that authority to purchase or assume the control of existing telegraph lines, or to construct others with a view of entering into general competition with private enterprise. The objections which may be justly urged against either of these projects, and indeed against any system which would require an enormous increase in the civil service list, do not, however, apply to some of the plans which have lately provoked public comment and discussion. It has been claimed for example, that congress might wisely authorize the postmaster-general to contract with some private person or corporation for the transmission of messages at specified rates and under government supervision.

GOVERNMENT SUPERVISION. Various such schemes of the same general nature, but widely differing in their special characteristics, have been suggested in the public prints and the arguments by which they have been suggested and opposed have doubtless attracted your attention. It is likely that the whole subject will be considered by you in the present session. In the nature of things it involves many questions of detail that your deliberations would probably be aided slightly, if at all, by any particular suggestions which I might now submit. I avow my belief, however, that the government should be authorized by law to exercise some sort of supervision over inter-state telegraph communication and I express the hope that for attaining that end some measure may be devised which will receive your approbation.

GOVERNMENT CONTROL. The question, how far the national government may lawfully interfere in the management of what, if any, supervision or control it ought to exercise, is one which merits your careful consideration. While we cannot fail to recognize the importance of the vast railway systems of the country, and their great and beneficial influences upon the development of our material wealth, we should, on the other hand, remember that the individual and no corporation ought to be invested with absolute power over the interest of other citizens or class of citizens.

CONGRESS SHOULD PROTECT THE PEOPLE. The right of the railway corporations to demand a profitable return upon their investments and a reasonable freedom in their regulations must be recognized, but it seems only just, so far as its constitutional authority will permit, that congress should protect the people at large in their inter-state traffic against acts of injustice which the state governments are powerless to prevent.

FOREST PRESERVATION. In my last annual message I called attention to the necessity of protecting by suitable legislation the forests situated upon the public domain. In many portions of the west the pursuit of general agriculture is only made practicable by the resort to irrigation, while such a resort is impossible without the aid afforded by the forests in contributing to the regularity and constancy of such supply of water. During the past year severe suffering and great loss of property have been occasioned by profuse floods, followed by periods of unusually low water in many of the great rivers of the country. These irregularities are caused by the removal from about the sources of the streams in question, of the timber by which the water supply has been nourished and protected.

IMPORTANCE OF THE FORESTS. The preservation of such portion of the forest on the national domain as essentially contributes to the equitable flow of important water courses, is of the highest consequence. Important tributaries of the Missouri, the Columbia and the Saskatchewan rise in the mountains of Montana, near the northern boundary of the United States, and the Blackfoot and Flathead Indian reservations. This region is unsuitable for settlement, but upon the rivers which flow from it depends in the future the agricultural development of a vast tract of country. The attention of congress is called to the necessity of withdrawing from the public sale this part of the public domain and establishing there a forest preserve.

INDUSTRIAL EXHIBITIONS. The industrial exhibitions which have been held in the United States during the present year attracted attention to many foreign countries where the announcement of those enterprises had been made public through foreign agencies of this government. The industrial exhibition at Boston and the southern exposition at Louisville were largely attended by the exhibitors of foreign countries, notwithstanding the absence of any professional character in those undertakings. The annual exhibition to be held next year at New Orleans in commemoration of the centenary of the first shipment of cotton from a port of the United States, bids fair to meet with a like gratifying success. Under the act of congress of the 10th of February, 1883, declaring that exposition to be national and international in its character, foreign governments which the United States maintain relations have been invited to participate. The promoters of this important undertaking have already received assurances of the lively interest which is excited abroad.

DISTRICT OF COLUMBIA. The report of the commissioners of the District of Columbia is herewith transmitted. I ask for your careful attention, especially for those portions which relate to assessments for arrears of taxes and water supply.

THE CIVIL SERVICE. The commissioners who were reappointed under the act of July 16, 1882, entitled "An act to regulate and improve the civil service of the United States," entered promptly upon the discharge of these duties. A series of rules, framed in accordance with the spirit of the statute, was approved and promulgated by the president of the United States, and in some particulars wherein they seemed defective, these rules were subsequently amended. It will provide for the discontinuance of any political or religious tests for admission to the offices of the public service to which the statutes relate. The act is limited in its original application to the classified clerkships in the several executive departments at

Washington, numbering about 5,600, and to similar positions in customs districts and postoffices where as many as 50 persons are employed. A classification of these positions analogous to that existing in the Washington offices was duly made before the law went into effect. Eleven customs districts and twenty-three postoffices were thus brought under the immediate operation of the statute.

WORKINGS OF THE SYSTEM. The annual report of the civil service commission, which will soon be submitted to congress, will doubtless afford the means of a more definite judgment than I am now prepared to express as to the merits of the new system. I am persuaded that its effects have thus far proved beneficial. Its practical methods appear to be adequate for the ends proposed, and there has been no serious difficulties in carrying them into effect. Since the 16th of July last no person, so far as I am aware, has been appointed to the public service in the classified positions thereof at any of the departments, or any of the postoffices and customs districts above named, except those certified by the commission to be most competent on the basis of the examination held in conformity to the rules.

THE PRESIDENCY AND POWERS. At the time when the present executive entered upon his term of official duties, removal, resignation or inability to discharge his duties would have left the government without a constitutional head. It is probable, of course, that a similar contingency may again arise unless the wisdom of congress shall provide against its recurrence. The senate at its last session, after full consideration, passed an act relating to the subject which will now, I trust, come up for the approval of both houses of congress. The clause of the constitution upon which must depend any law regulating the presidential succession presents also for solution other questions of paramount importance. These questions relate to the proper interpretation of the phrase "inability to discharge the powers and duties of said office."

IMPORTANT QUESTIONS TO BE SETTLED. Our organic law provides that when the president suffers from such disability, the duties of the office shall devolve upon the vice president, who may himself, under like circumstances give place to such officer as congress may by law appoint to act as president. I here find set forth numerous and interesting inquiries which are suggested by these words of the constitution. They were fully stated in my first communication to congress, and have been the subject of frequent deliberations in the body. It is greatly to be hoped that these momentous questions will find speedy solutions lest an emergency may arise when long delay will be impossible, and any determination, albeit the wisest, may furnish cause for anxiety and alarm.

THE VETO POWER. For the reasons fully stated in my last annual message, I repeat my recommendation that congress propose an amendment to that provision of the constitution which prescribes the formalities for the enactment of laws, whereby, in respect to bills for the appropriation of public money, the executive may be able, while giving his approval to particular items, to interpose his veto as to such others as do not commend themselves to his judgment.

CIVIL RIGHTS. The fourteenth amendment of the constitution upon all persons born or naturalized in the United States, and subject to their jurisdiction thereof. It was the special purpose of this amendment to insure members of the colored race the full enjoyment of civil and political rights. Certain statutory provisions intended to secure the enforcement of those rights, have been recently declared unconstitutional by the supreme court. Any legislation whereby congress may lawfully implement the guarantee which the constitution affords for the equal enjoyment by all the citizens of the United States, of every right, privilege and immunity of citizenship, will receive my unhesitating approval.

CHESTER A. ARTHUR. WASHINGTON, D. C., December 3, 1883.

Why use a gritty, muddy, disagreeable article when Hood's Sarsaparilla, so pure, so clear, so delightful can be obtained. 100 doses \$1.00.

TOM EDISON. Some Interesting Recollections of the Great Inventor When He Was a Telegraph Operator. Louisville Courier Journal.

"Oh, yes, there are a great many of us who remember Mr. Edison," said an old Western Union operator to a reporter yesterday. "I boarded in the same house with him for months and worked at the same table with him. Smart! Well, I should say so. You were not, I think it, though, to talk to him. He is like almost all inventors, a poor describer. He could make a new machine easier than he could tell you about it. I remember when he first came here. He was a modest, shy sort of a boy, and I took a liking to him. He was hard to get acquainted with, but after you got to know him he was sociable enough. If you were not, I think it, though, you would find that they all have one overwhelming passion. It may be drink, it may be cards, it may be petticoats. But there is one thing to which they are more strongly addicted than all the rest put together. Well, Tom was one of the few men who never seemed to be troubled with a vice. He couldn't be induced to touch a card. He never took a drink in his life, and the rattle of woman's skirts, that made many a good man go wrong, never set his heart a-beating. The man was wrapped up in machinery. He had no time, no thought for anything else. He and I were doing day work, and at night, instead of going to the theater, or amusing himself as the rest of us did, he would go up to his room and work with all sorts of electrical appliances. And he used to have the queerest of rooms. It looked like an old junk shop. Our poor old landlady used to be in a deadly fear of 'some of them things going off,' as she expressed it, and the negro servants used to give him and his apartment a wide berth. He had a funny habit when he was studying anything particular, he would wrap a towel soaked in icy-water around his head and keep his feet in warm water.

"He was one of the most superstitious men I ever knew. He would always study with the same coat on—a ragged, torn old velvet jacket without a button—because it gave him luck, he said. He had a superstition about cats and swore that they were responsible for every mistake he ever made. I have known him to walk two blocks out of his way to avoid seeing an old pussie that used to sit contentedly on the front doorstep of a house that was on his way

home. He used to seriously talk of inventing an electric machine to kill them with, and for all I know he has, for there isn't a thing that Tom Edison wanted to do with machinery that he couldn't do. "Like all men of delicate nervous organization, he was extremely irritable at times. He had to eschew tea and coffee, and often said that he verily believed that a drink of whisky would set him crazy. "Edison was as considerate as a woman of the feelings of others, and I never knew him to say a harsh word about anyone. He was one of those shrinking, timid, pale-faced men whom you sometimes meet, with the keenest sensibility and the most retiring modesty. You could be with him for a lifetime and he would never allude to anything he did or intended to do. "I often used to wonder what his feelings were toward his beloved machine. He used to hang over a network of wheels within wheels, and cogs within cogs, adjusting, changing, fitting in new ones, and removing old ones, and I have sat by the hour watching the rapt, tense look on his face. I believe he regarded this cold iron as a living, breathing creature, to which all the love and tenderness of his nature was given. These masses of inert matter must have assumed all sorts of fantastic shapes to his busy mind. "If Edison was backward among men he was absolutely helpless among women. Our landlady had a pretty daughter, who, by the way, still lives here, and that girl, I think, caused Edison as much trouble as his much-talked-of inventions. He used to sit near her at the table, and she took especial pains to please him. He got to loving her, as much as he could love anything that was not in the machinery line, and it was curious to see his passion struggling with his diffidence. The girl, with true feminine coquetry, would keep the poor fellow in hot water all the time by staying off the great cushion. One day he met her on the stairs, and nerved himself up to go through the fearful ordeal of having to tell his love. She was fairly caught, and, before she could escape, Edison blurted out the old story. "Why, Mr. Edison, you surprise me," said the little rogue. "I like you ever so much as a friend, but I can't marry you because Mr.— is going to marry me tonight. Edison just went back to his machinery with more energy than ever. But I doubt if he has to this day forgiven the girl for leading him on, though he has a sweet-faced little woman for a wife and several handsome children. That was his first love, he afterward told me. And it did not seem to have much of an effect on him. "He would have been a fine operator if he had kept to his business, but he was forever trying to devise methods of shortening the work. I believe Edison was always sorry the Almighty didn't call him in at the creation so that he could get up an improvement on the plan of the universe. He was one of the best receivers I ever saw. He could take thirty-five words a minute and think nothing of it. But his mind was not in his work, and if he ever did think of sending or receiving it was only to plan some scheme by which it could all be done by some patent arrangement. He never made much money here. Indeed, he didn't care for money. Although he was as frugal as an anchorite, he never saved money. For almost anyone, on almost any pretense, could get his last cent from him. "I never saw him but once since he left here. I was in New York, and felt myself suddenly jerked by the coat tail. I looked around and there was Edison a little paler and thinner in the face, but just as natural-looking as ever. He took me out to his little cottage home, introduced me to his wife, and, I suppose, spent several thousand dollars worth of time on me. He is frightfully busy, and does more work than ten ordinary men could do. He is making a barrel of money, they say."

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PER BAG. PORTLAND CEMENT, 1180 LB. PER BAG. PORTLAND CEMENT, 1190 LB. PER BAG. PORTLAND CEMENT, 1200 LB. PER BAG. PORTLAND CEMENT, 1210 LB. PER BAG. PORTLAND CEMENT, 1220 LB. PER BAG. PORTLAND CEMENT, 1230 LB. PER BAG. PORTLAND CEMENT, 1240 LB. PER BAG. PORTLAND CEMENT, 1250 LB. PER BAG. PORTLAND CEMENT, 1260 LB. PER BAG. PORTLAND CEMENT, 1270 LB. PER BAG. PORTLAND CEMENT, 1280 LB. PER BAG. PORTLAND CEMENT, 1290 LB. PER BAG. PORTLAND CEMENT, 1300 LB. PER BAG. PORTLAND CEMENT, 1310 LB. PER BAG. PORTLAND CEMENT, 1320 LB. PER BAG. PORTLAND CEMENT, 1330 LB. PER BAG. PORTLAND CEMENT, 1340 LB. PER BAG. PORTLAND CEMENT, 1350 LB. PER BAG. PORTLAND CEMENT, 1360 LB. PER BAG. PORTLAND CEMENT, 1370 LB. PER BAG. PORTLAND CEMENT, 1380 LB. PER BAG. PORTLAND CEMENT, 1390 LB. PER BAG. PORTLAND CEMENT, 1400 LB. PER BAG. PORTLAND CEMENT, 1410 LB. PER BAG. PORTLAND CEMENT, 1420 LB. PER BAG. PORTLAND CEMENT, 1430 LB. PER BAG. PORTLAND CEMENT, 1440 LB. PER BAG. PORTLAND CEMENT, 1450 LB. PER BAG. PORTLAND CEMENT, 1460 LB. PER BAG. PORTLAND CEMENT, 1470 LB. PER BAG. PORTLAND CEMENT, 1480 LB. PER BAG. PORTLAND CEMENT, 1490 LB. PER BAG. PORTLAND CEMENT, 1500 LB. PER BAG. PORTLAND CEMENT, 1510 LB. PER BAG. PORTLAND CEMENT, 1520 LB. PER BAG. PORTLAND CEMENT, 1530 LB. PER BAG. PORTLAND CEMENT, 1540 LB. PER BAG. PORTLAND CEMENT, 1550 LB. PER BAG. PORTLAND CEMENT, 1560 LB. PER BAG. PORTLAND CEMENT, 1570 LB. PER BAG. PORTLAND CEMENT, 1580 LB. PER BAG. PORTLAND CEMENT, 1590 LB. PER BAG. PORTLAND CEMENT, 1600 LB. PER BAG. PORTLAND CEMENT, 1610 LB. PER BAG. PORTLAND CEMENT, 1620 LB. PER BAG. PORTLAND CEMENT, 1630 LB. PER BAG. PORTLAND CEMENT, 1640 LB. PER BAG. PORTLAND CEMENT, 1650 LB. PER BAG. PORTLAND CEMENT, 1660 LB. PER BAG. PORTLAND CEMENT, 1670 LB. PER BAG. PORTLAND CEMENT, 1680 LB. PER BAG. PORTLAND CEMENT, 1690 LB. PER BAG. PORTLAND CEMENT, 1700 LB. PER BAG. PORTLAND CEMENT, 1710 LB. PER BAG. PORTLAND CEMENT, 1720 LB. PER BAG. PORTLAND CEMENT, 1730 LB. PER BAG. 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PORTLAND CEMENT, 2020 LB. PER BAG. PORTLAND CEMENT, 2030 LB. PER BAG. PORTLAND CEMENT, 2040 LB. PER BAG. PORTLAND CEMENT, 2050 LB. PER BAG. PORTLAND CEMENT, 2060 LB. PER BAG. PORTLAND CEMENT, 2070 LB. PER BAG. PORTLAND CEMENT, 2080 LB. PER BAG. PORTLAND CEMENT, 2090 LB. PER BAG. PORTLAND CEMENT, 2100 LB. PER BAG. PORTLAND CEMENT, 2110 LB. PER BAG. PORTLAND CEMENT, 2120 LB. PER BAG. PORTLAND CEMENT, 2130 LB. PER BAG. PORTLAND CEMENT, 2140 LB. PER BAG. PORTLAND CEMENT, 2150 LB. PER BAG. PORTLAND CEMENT, 2160 LB. PER BAG. PORTLAND CEMENT, 2170 LB. PER BAG. PORTLAND CEMENT, 2180 LB. PER BAG. PORTLAND CEMENT, 2190 LB. PER BAG. PORTLAND CEMENT, 2200 LB. PER BAG. PORTLAND CEMENT, 2210 LB. PER BAG. PORTLAND CEMENT, 2220 LB. PER BAG. PORTLAND CEMENT, 2230 LB. PER BAG. PORTLAND CEMENT, 2240 LB. PER BAG. PORTLAND CEMENT, 2250 LB. PER BAG. PORTLAND CEMENT, 2260 LB. PER BAG. PORTLAND CEMENT, 2270 LB. PER BAG. PORTLAND CEMENT, 2280 LB. PER BAG. PORTLAND CEMENT, 2290 LB. PER BAG. PORTLAND CEMENT, 2300 LB. PER BAG. PORTLAND CEMENT, 2310 LB. PER BAG. PORTLAND CEMENT, 2320 LB. PER BAG. PORTLAND CEMENT, 2330 LB. PER BAG. PORTLAND CEMENT, 2340 LB. PER BAG. PORTLAND CEMENT, 2350 LB. PER BAG. PORTLAND CEMENT, 2360 LB. PER BAG. PORTLAND CEMENT, 2370 LB. PER BAG. PORTLAND CEMENT, 2380 LB. PER BAG. PORTLAND CEMENT, 2390 LB. PER BAG. PORTLAND CEMENT, 2400 LB. PER BAG. PORTLAND CEMENT, 2410 LB. PER BAG. PORTLAND CEMENT, 2420 LB. PER BAG. PORTLAND CEMENT, 2430 LB. PER BAG. PORTLAND CEMENT, 2440 LB. PER BAG. PORTLAND CEMENT, 2450 LB. PER BAG. PORTLAND CEMENT, 2460 LB. PER BAG. PORTLAND CEMENT, 2470 LB. PER BAG. PORTLAND CEMENT, 2480 LB. PER BAG. PORTLAND CEMENT, 2490 LB. PER BAG. PORTLAND CEMENT, 2500 LB. PER BAG. PORTLAND CEMENT, 2510 LB. PER BAG. PORTLAND CEMENT, 2520 LB. PER BAG. PORTLAND CEMENT, 2530 LB. PER BAG. PORTLAND CEMENT, 2540 LB. PER BAG. PORTLAND CEMENT, 2550 LB. PER BAG. PORTLAND CEMENT, 2560 LB. PER BAG. PORTLAND CEMENT, 2570 LB. PER BAG. PORTLAND CEMENT, 2580 LB. PER BAG. PORTLAND CEMENT, 2590 LB. PER BAG. PORTLAND CEMENT, 2600 LB. PER BAG. PORTLAND CEMENT, 2610 LB. PER BAG. PORTLAND CEMENT, 262