

THE Democracy of the Readjusters is not of so exclusive a character as to prevent them from nominating a pretty fair Republican on their county ticket.

Is that the reason the Avalanche does not object to the ticket?

No wonder Congressman Hoek was busy for a time in securing places for his constituents in the departments at Washington. On the 26th of June a paper was circulated among them calling for subscriptions to help defray the expenses of his canvass, and it was intimated that 2 per cent of their salaries was expected. It is said that Doorkeeper Brownlow headed the list with \$20.

This is the day the bolters meet in Nashville to compare grievances, make a platform to bolt from next time, and take such other action as Mr. Bailey may deem advisable. They ought to send for Colonel John H. Savage, to give them a start. It is doubtful whether even Savage could do much for them in that line—it would be an uphill business. Savage bolted to the people; Bailey & Co. bolted from the people—a material difference.

The much talked of bombardment of Alexandria began this morning at seven o'clock, or about eight hours sooner than that by our time. Eight ships are engaged, and it seems that the British guns made havoc among the Egyptian forts without receiving much damage in return. The other powers are holding off. Admiral Seymour, with his powerful fleet and backing, will make short work of the forces that attempt to defend Alexandria.

THE facilities for reporting operations in modern warfare are truly wonderful. The British fleet in front of Alexandria picked up the submarine wires and is in direct communication with the world in the midst of an engagement. It was not so when the battle of Trafalgar was fought, or when Napoleon approached the pyramids with his army. It was not so when the battle of New Orleans was fought after a treaty of peace had been signed at Ghent. The news from all the battles of the Revolution, of 1812 and of the Mexican war traveled slowly. Steam and telegraph cut no figure. The postman on a good horse was the swiftest agency on land. Now we get the news from remote parts of the world apparently before it happens.

THE LEDGER young man and his friends who turned the State over to Hawkins in 1880, rather than pay the public debt, are now red hot in fear lest some honest Democrat may turn the State over to Hawkins rather than repudiate a contract to pay the State's creditors 60 cents on the dollar.

That is not precisely accurate; we are not in a state of mind as to the doings of a few sore headed bolters, even though led by so widely circulated and influential a journal as the Avalanche. The movement in one respect reminds us of the returned Confederates at the end of the war: there were lots of Colonels and Majors, but no privates or non-commissioned officers to speak of. It is admitted by all that the platform adopted in June by over 1400 Democratic delegates ten dered a settlement that will average 50-4 or above that even. Yet all the bolters supported that measure. So did the LEDGER, which has held sub-stantially the same ground year in and year out over since the question began to be a public issue. The Avalanche has not bolted, perhaps, although it would a bolter be and with the bolters stand. Leading a Democratic party or even faction may not be altogether in the line of our good natured and temporary, but it can practice and learn something on the platoon it has in hand. They need help.

Captain James Haille shot and killed Colonel L. W. R. Blair, at Camden, S. C. last Tuesday. The two men had several previous difficulties. Blair forced the fighting upon Haille, but as Blair was the Greenback candidate for Governor in 1880, and was understood to be again a candidate for the nomination, the Radical organs of the Republican party are striving to make the killing a case of political assassination. Blair was a man of great wealth before the war, but having lost his property and despaired of political preferment, he became morose in temper and "unmanagable ferocity." His conduct toward Haille would indicate that he was seeking death at another's hand in preference to taking his life with his own hand. It is mentioned as a singular fact that his grandfather was hung and his father committed suicide at Washington.

Juvenile Patience. The juveniles are well up in their rebels, and promise to present Gilbert and Sullivan's satire upon the pathetic craze in brilliant style at Festival Park next Thursday evening. Several car loads of scenery have been transferred from the theater to the park, to add to the spectacular features of the proposed entertainment.



THE BOMBARDMENT

Opened on Alexandria at Seven O'clock This Morning.

A Weak Fire Returned—Four Forts Blown Up.

Many Guns Dismantled on the Forts.

Ships Stopped from Entering Suez Canal.

Eight Ships Engaged at Alexandria.

LONDON, July 11.—The Standard's correspondent on the man-of-war Invincible telegraphs the following: "ALEXANDRIA, July 11, 9:10 a.m.—The attack on the forts has now been kept up for two hours, and smoke hangs over the town, along the line of shore batteries and among the ships, and it is difficult to see what damage has been done. It is certain, however, that the enemy has suffered very heavily. Fort Marsa El Kanet has been blown up by the fire from the ships, and the other batteries and forts are slackening their fire. The top of the tower of Fort Pharoah has been carried away, and many guns have been dismantled on that and other forts. The flag of the Geneva Red Cross society is flying over the hospital in the city. Dutch and Greek flags are hoisted over their respective consulates.

"At the beginning of the bombardment immense excitement was visible. Crowds of people were seen wending their way toward the palace. The streets are now deserted, people having fled or taken refuge in cellars. There are no signs of a surrender so far."

A telegram from the Eastern Telegraph Company's steamer China, sent at 11:15 this morning, says: The bombardment still continues, and the forts are gradually being silenced. The El Teen forts are suffering severely from the heavy and disastrous fire from ships Alexandria, Superb and Temeraire.

The Fort Ada magazine, which was blown up, was located close to the Vice-Royal palace outside the harbor. The fire of the fleet commands the railroad to Cairo. Up to noon four forts in all were blown up. No casualties to the fleet is discernible.

CONSTANTINOPLE, July 11.—Lord Dufferin, British Ambassador, notified the Porte, Monday, of Admiral Seymour's intention to bombard the Alexandria forts if Arabi Pasha remained obdurate. The Porte, the same evening, telegraphed Musurah Pasha and Ambassador at London that such an act would constitute a grave violation of the sovereign rights of the Sultan, and it is expected that the British government will order Admiral Seymour to abstain.

LONDON, July 11.—A dispatch to Lloyds from Port Said says that the British consul there, by the order of Admiral Seymour, has stopped ships from entering the Suez canal. Admiral Seymour telegraphs as follows: The ships opened fire at seven o'clock this morning. The return fire from the forts was weak and ineffective. An explosion in Fort Marsa El Kanet had occurred by 8 o'clock. The ships engaged are the Inflexible, Temeraire, Penelope, Superb, Sultan, Invincible, Alexandria and Monarch.

LONDON, July 11, 1 p.m.—A dispatch received from Alexandria says that the magazine at Fort Ada has been blown up. PARIS July 11.—The agent of the Suez Canal telegraphs De Lesseps, and he had written to the naval commandant protesting against the action of the British Consul at Port Said prohibiting vessels entering the canal, as violations of its neutrality, and declaring that the company will hold the British government responsible. The whole staff of the canal remain at their posts.

LONDON, July 11.—A private telegram from Port Said states that the French Consul there has ordered the embarkation of the French subjects. The occupation of Fort Said is expected to take place to day.

Liverpool Market. LIVERPOOL, July 11.—Lard—Prime Western, dull, 6s. Cheese—Mixed old choice, dull, 5s. Corn—Mixed old, farmer, 7s 11d. Turpentine, at London, farmer, 37s 6d.

The Freight Handlers. NEW YORK, July 11.—No change in the condition of the freight handlers' strike. The companies declare they are disposing of the freight received almost as fast as formerly, and the new hands are rapidly becoming skilled at the work. Shipping was light this morning. Committees from the different German societies are

engaged in visiting the different piers persuading their countrymen from working against the strikers.

Death of Rev. Henry Giles. BOSTON, July 11.—Rev. Henry Giles, a well known writer, lecturer and preacher, died at Hyde Park yesterday. He was born in Wexford Ireland, in 1809.

Rates to be Advanced. CHICAGO, July 11.—Commissioner Midgely, of the Southeastern Railway Association, announces that, commencing August 1st, freight rates for grain from Missouri river points will be advanced five cents per 100 pounds.

The Trouble at South Chicago. SOUTH CHICAGO, July 11.—Everything is quiet at the mills of the Calumet Iron and Steel Company this morning, although large crowds are gathered around the depot, awaiting the arrival of trains. Preparations are being made to start up three of the sixteen furnaces with non-union men. The officers of the company are here, and there is a large force of police on hand. About fifty specials have been sworn in. The union men claim that they will make no trouble.

Crops. CHICAGO, July 11.—A Lincoln, Nebraska, special says: The crop indications continue favorable, and the weather is fine for corn. Reports received from various sections of the State confirm the opinion that all the crops in Nebraska this year will go far ahead of any previous year.

A Cedar Rapids, Iowa, special says: Goodman, who has been traveling through the State the past six days, seeking information about the crops, says the prospect for corn at present is poor, especially in the southeast, where thousands of acres are ruined completely. It is better in the northern half than in the southern. There was an increased acreage over last year of about 15 per cent, but the crop is fully 30 per cent poorer; and if the rain continues, the damage will amount to fifty per cent. Other grain looks fairly well. Rye is now being harvested.

A Rochester, Minn., special says: S. H. Daniel's steam flour mill at Kasson, was burned; loss, \$20,000, partly insured. The fire was caused by an incendiary.

Shot His Nephew. CINCINNATI, July 11.—A Parkersville (Ky.) special says: John Rowie yesterday shot and killed his nephew, John Lamb. Rowie and Lamb had quarreled, and the former ordered the latter to leave his premises, when Lamb cocked a rifle he had in his hands. Rowie immediately fired with fatal effect.

Militia Claims Allowed. St. Louis, July 11.—Governor Crittenden has been notified that the United States government is ready to pay over to the State's agent in New York two hundred and fifty thousand dollars for militia war claims. Senator John T. Heard, the State's agent, will receive about eleven thousand dollars as commission under the land act providing for his appointment.

Wall Street. NEW YORK, July 11.—The stock market opened irregular but in the main $\frac{1}{2}$ to $\frac{1}{4}$ higher, the latter for Pacific Mail. In the early trade a decline of $\frac{1}{4}$ to $\frac{1}{2}$ per cent took place, after which the market sold up $\frac{1}{4}$ to $\frac{1}{2}$ per cent. Kansas & Texas, Peoria, Decatur & Evansville, Louisville & Nashville and Indiana, Bloomington & Western being most conspicuous.

Money—Government bonds and half prime mercantile paper 4 to 5 per cent; bar silver, 113 $\frac{1}{2}$; exchange steady, at 84 long, 88 $\frac{1}{2}$ sight; governments, irregular; States, irregular; railroads, active and strong.

After 11 o'clock the stock market continued active, and, after a slight decline, recorded an advance of $\frac{1}{4}$ and 1 per cent. Louisville & Nashville, Texas Pacific and Missouri Pacific being prominent.

Government Bonds.—Extended 6s, 100; 6s, 100; 4s, 114; 4s, 112; Pacific 6s of '95, 130.

Cotton quiet. Sales, 595 bales. Up-lands, 13c; Orleans, 13 $\frac{1}{2}$ c.

Flood Troubles. LEBANON, O., July 11.—Nearly all of the household furniture of the farm houses was swept away by the flood in Turtle Creek yesterday evening, and is ruined. One colored woman who had been sick for some time, died upon being told that the reservoir had broken. People are searching along the banks of the stream to-day for lost property.

THE PAVING QUESTION.

Vigorous Protest Against Wooden Pavements.

An Old Citizen Presents Some Figures and Observations.

EDITOR LEDGER.—As the wooden pavement question is again coming up, and as the experience of the last twenty-three years with wooden pavements in Memphis, seems to learn no lesson to a new crop coming on, who are always ready to fall into line whenever any exploded humbug is presented in new colors it may be well to give a brief history of some of our experience in the paving line since pavements were first introduced in Memphis.

In 1859 a contest arose as to whether our streets should be paved with wood or stone, and to settle this contest John Lowden was given the contract for \$2 25 per square yard to pave Front to the river with stone; and John Gager, of Chicago, was given a contract to pave Jefferson between Main and Front with "Nicolson" at \$5 00 per yard. It was paved with the very best of lumber, oak, and the work was done in the most perfect manner, as it was a test job, and done with the view of securing the contract for paving the entire city. It was, however, never claimed by its originators that under the most favorable circumstances would it last more than ten years, even in a northern climate, where lumber, owing to its slower growth, is of superior lasting qualities, and where during the winter season the pavements are covered with ice and snow, which protect them from decay, while here, owing to the humidity of our climate during the winter season, the decay is faster than during the hot summer weather. The result was that in 1866 the Gager pavement was entirely gone, from decay, and was again repaved by Taylor, Mc Bain & Co., at \$5 25 per yard. This second pavement is also gone entirely, rotted out, although like its predecessor, the work and material were of the very best, and the third pavement, the last of stone, at \$2 25, was last year put down. Now, let us make an estimate of what this square, a little over three hundred feet on Jefferson street, containing say 1700 square yards, has cost our city, and it will give a very correct idea of the manner in which a debt of six millions has been rolled up against us. Say:

Table with 2 columns: Item, Amount. Includes: 1700 yards at \$5.25 per yard, 1700 yards at \$2.25 per yard.

\$82,357 is what Memphis either owes to-day or has paid in cash (the \$3225 cash paid for stone) for one square of a little over three hundred feet on Jefferson street, while the pavement on Monroe and other streets west of Front, put down by Lowden twenty-three years ago is as perfect to-day as when the work was first done, and even better, as it is worn smoother, and that, too, upon the streets leading to and from, where the heavy traffic is done, and upon a high grade, where the very best kind of pavement is required. There has never been a dime spent on it since the day it was laid down, and for all the purposes of a pavement in a city like Memphis, with very little expense, it is good for twenty-five years more.

Now while every word here stated is well known by every old citizen to be strictly true, you will every day bear it said that because St. Louis, Chicago and New York use wood for paving purposes Memphis should do the same. They do not stop to reason that what to those cities is a source of economy is to us a confiscation of our property. There is more real wear and tear upon the very narrow streets of St. Louis in a day than in Memphis in a month. The constant stream of heavy traffic upon these narrow thoroughfares will crush out a stone or a wooden pavement before it will have time to decay, and a wooden pavement there under the immense pressure of those heavy loads of five and six tons will last as long as stone, either being crushed or worn out in six or seven years. Such heavy traffic is never seen upon our streets. Besides, their property is of such infinitely greater value—so much more compactly built—and their streets so very narrow that what to us would prove actual confiscation is to them out a trifle.

A half mile of pavement in St. Louis would cost more than the entire real estate of our whole city limits, and that only states it in half its force, as their streets are little more than half as wide as ours. Look at Front row—a pavement 75 feet wide in front of what its name implies, a row. The entire property from Adams street to the jail, half a mile, cannot to-day be sold for what the pavement if of wood in front of it has cost.

Again, while our city has to keep up streets, pavements, sidewalks, gas, sewers, waterworks, police, schools and churches on a scale sufficient for a city of 150,000 inhabitants, we are not really, as a taxing power (as compared with Northern cities), a city of 20,000; one half of our inhabitants being a dead weight upon the body politic, not even paying so much as a poll tax, which would be applied to the education of their children.

Now, with all our past folly, is it not strange that a contract is now being entered into to again commence laying wooden pavements, for which it is only claimed under very favorable circumstances ten years in the limit of time they will last? Let us take the official statement of our Taxing District Engineer. He says a good quality of lumber will cost \$27.50 per 1000, say \$30, on the ground. If it could be laid without waste, which is impossible, it would take just 65 feet for

each square yard, which at \$30 per 1000 would make just \$1.95 per square yard for the bare lumber alone, and each yard complete would cost about \$3. Still he says it would cost from one-third to one-half less than a good stone pavement, and the stone pavement on South Court street just completed cost only \$2.35, is perfect in every respect, and will last for Memphis 100 years, but he evidently discovers his dilemma and proposes to fill in with a much cheaper material, namely, sawdust. Sawdust! That's good. Hurrah for sawdust! Let's have all sawdust—if, like whisky, a little is good, much is better. So pass it along the line, we will keep up our reputation for being famous or at least sensational. Sawdust is plenty and cheap. There is millions of it on the upper Mississippi, and a prize has been offered for the discovery of a way to utilize it. But seriously, why is it that there is so much opposition to stone pavements, where we so much need a cheap and durable article? I can see no other reason, except that they offer no opportunity for fraud in their construction. Almost any person of small means can compete for a contract, and at the prices which have been paid, nothing more than barely daily wages has ever been realized, while in the construction of wooden pavements only persons of large capital can compete. The opportunities for fraud have been greater, proving the old proverb true:

Prosperus ac felix coelis Virtus veraciter. HARLOW DOW. July 11, 1882.

SOUTHERN RAILROADS.

Inside History of the Memphis & Charleston.

A Probable Advance of the Stock.

A Philadelphia special to the Chicago Tribune furnishes the following points about certain southern roads which possess a local interest: It is thought that there will be a majority of the stockholders of the Memphis & Charleston at the adjourned meeting in August in favor of accepting the offer of merger with the lessee company. When the present Board of the Memphis & Charleston secured control of the company, they proposed to break the lease to the East Tennessee if possible, but since that time there have been a number of legal decisions both South and West that the directors of a railroad company have power to execute a valid lease without consulting the stockholders. Being blocked in this direction, the directors thought it was best to go into partnership and merge their stock with that of the East Tennessee rather than be at their mercy under the provisions of the lease, which required them to turn over the surplus earnings of the leased road for dividends upon its capital stock. The meeting time came at an inopportune time for the lessee company, for their stock was at a decided discount. The Seney syndicate, which controls by far the largest part of the East Tennessee stock, had found the New York, Chicago & St. Louis a heavier load than they could readily carry, and were obliged at that time to throw overboard a depressed market quite a block of their East Tennessee securities. Since then, however, they have negotiated a loan of \$7,000,000 through J. & W. Seligman, who paid over the money on Saturday last, and this will give them ample funds with which to finish and equip that road. The East Tennessee road has earned within 10 per cent as much as for the first half of 1881, in spite of the heavy floods, and a falling off of about 50 per cent in the cotton traffic. The Memphis & Charleston has also earned within 12 per cent as much gross and 1 per cent net of last year's figures. All the old iron has also been taken out of the track, so that all the rails are either steel or new iron, and all the bridges have been removed. Meanwhile progress is making on the line to Central Kentucky, with which the East Tennessee has a perpetual contract, which will give a through rate to Cincinnati in competition with the Cincinnati Southern. Under all these circumstances the friends of the road look for a rapid and merited advance in its securities as soon as the effect of the crops is felt upon the earnings, an advance sufficient to double the present value of Memphis & Charleston stock when exchanged for East Tennessee securities. The Richmond & Danville during the first six months has done the largest six months' business it ever did, but the rates have been lower on account of a falling off of 50 per cent in cotton freights and the comparatively small traffic in fertilizers. Usually there is a heavy business in fertilizers up to the middle of May. This year the business was all over by the last of April, as will be shown by the crop reports, all of which say that the use of fertilizers has been much smaller than usual. Nevertheless the company has earned about five per cent net in the first half of the year, and it has brilliant prospects for the last half of the year. Last year they were seriously hampered for want of equipment, but this year they have fully a thousand more freight cars and sixty or seventy engines in addition to the equipment of last year, and they will be able to handle all the business that is offered. The Charlotte, Columbia & Augusta has done about the same as last year, and the Columbia & Greenville has earned about five per cent on the preferred stock for the half year, but it is not expected that any dividend will be declared until the end of the fiscal year, in October.

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(Successor to Mitchell, Hoffman & Co.) has the largest and best assorted stock of FURNITURE, CARPETS, CURTAINS, OIL-CLOTHS IN THE SOUTH, AT LOW PRICES. No. 308 MAIN STREET : : : Memphis, Tennessee. CALL AND EXAMINE BEFORE PURCHASING.

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River Telegrams.

EVANSVILLE, July 11.—Arrived: Dora Cabler, Rookport, 11 a.m.; Minnie, Owensboro, 11:30. Departed: R. R. Springer, New Orleans, noon. There was a heavy fog this morning. Weather clear and hot with the wind west to north and north east; mercury 76 to 83°. River 17 feet and falling. Business light.

Vanderbilt Insurance Company, of Memphis.

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MECHANICS

Building and Savings Association. REGULAR monthly meeting WEDNESDAY evening, July 12, at 8 o'clock. Dues and interest may be paid to P. B. JONES, 204 Second street, during business hours. 112 1/2 G. V. RAMBAULT, President.

SECURITY

Building and Loan Association. REGULAR Monthly meeting of this Association will be held WEDNESDAY, July 12, at 8 o'clock, p.m. Dues and interest must be paid or fines will be enforced. By order of the Board, A. S. LIVERMORE, President. P. B. JONES, Secretary. 112 1/2

Clerks Building and Saving Ass'n.

REGULAR monthly meeting of this Association will be held WEDNESDAY, July 12, 1882, at the office of the secretary, No. 204 Second street, at 8 o'clock, p.m. Fines will be rigidly enforced if dues and interest are not punctually paid. By order of the Board, P. B. JONES, Sec'y. 112 1/2

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Dividend Notice.

At a special meeting of the Board of Directors of the Memphis City Lumber Company, held this day, a Dividend of Five Per Cent was declared, and ordered credited on the Stock Notes, and that said Notes be cancelled and returned to the makers, the company's stock being paid in full by said Dividend. July 3, 1882. W. H. MOON, Secretary. 117 1/2

Lumber! Lumber!

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