p. 7 of ms: are 20 enough men in Steerage # 1?
Glasgow, 20 July '84

--possible name for steamship: the James Watt
--funnel colors: green, with a white band (derived from The Atlantic Ferry, A.J. Maginnis, 1893: Mitchell Library D 209005)
--flag: white with green thistle
--voyage could be 9 days; in 1889 the average of the Guion Line was 9 days, 10 hrs, 22 Min. (Maginnis, table 4) (Also in '89 the City of Paris went Queenstown-NY in 5 days, 19hrs, 18 min. --Maginnis, table 2)
--dimensions etc. can be those of the Corean or Grecian, on next card.
--3 masts and 3 decks, as had the Carthaginian
--possible steamship line: Cumbrae (after the island off Greenock)
--possible shipbuilder: Scott & Co., Greenock
note: an iron schooner named the James Watt, a 2-decker, 260' long, was reg'd at Greenock at this time.

--from aboard, Angus and Rob might see the Anchorliner Furnessia, out of Glasgow: 445' long, screw steamer built in '80
<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
<th>Length</th>
<th>Breadth</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>COREAN</td>
<td>1881</td>
<td>360</td>
<td>141</td>
<td>2/23</td>
</tr>
<tr>
<td>CRECIAN</td>
<td>1879</td>
<td>360</td>
<td>5/40</td>
<td>1/22</td>
</tr>
</tbody>
</table>

Both are screw steamers.
Lloyd's Register, 1886-7 —to base the James Watt on

Carthaginian: possible steamship line: Cumbrea (nonglisted)

386' length
45' breadth
21\(\frac{1}{2}\)' depth
built 1884
7 bulkheads
built of steel
screw propellor
3 masts
schooner
3 decks

J & A Allan & line, Glasgow

possible shipbuilder: Scott & Co., Greenock

note: an iron schooner named the James Watt, a 2-decker, 260' long, was reg. at Greenock at this time.
You would think

the Atlantic Ocean forecloses most of the family past
Angus and Rob on *Atlantic* go from emigrant to immigrant: they enter, at least through imagination, the America ahead; the life they've committed themselves to.
crag of sea
cask

- canoe a cask
cloudcaps
152—quotes Edward Steiner, "each steamship line had its own special character."
153—quotes steerage investigator: "treatment is generally good, judged by the popular standard of what is due the poor and ignorant classes in return for value given by them."
154—by 1881, division between single men, families, and single women was now standard practice
  —wash-places
  —157: toilets situated in forecastle and poop, "people needed to climb 2 decks by separate stairways...then walk sometimes 100 feet, sometimes as much as 250 feet, a small part of the distance being open to the weather."
155—steerage "occupied the whole of the main and lower decks, which the plan labels uncompromisingly 'Cargo or Passengers', in 12 dormitories each with 100 to 200 berths..."
  —galley amidships, food must have been carried down 2 stairways and along 200' of deck
  —the only promenade space was round hatchways and winches
  —bought straw mattresses, tinware, and salt-water soap, total 3 shillings
  —20 berth compartment
156—central space for meals was cramped
  —seasickness: despite use of chloride of lime the stench was severe.
  —"Even the ordinary motion of the ship made it necessary for him to curl up in his berth and wedge himself in a firm position."
Ideas for ch. 1, Scotch Heaven/2

--- Angus' father was blacksmith for the wheelwright shop; a man nearly deaf from life of hammering. He died when Angus was about 11, else A. would have left school to follow his father's trade.

--- Possibly Angus' brothers, or a brother and sister, died in an epidemic—black fever or some such—and he survived by a spinster friend of his mother taking him to live with her, as in Destiny Obscure extract, p. 80. Or older brothers and sisters could have emigrated to Australia?

--- If there were no earlier emigrants than Angus, he becomes the first McC since his great-grandfather, the Bell Rock stone mason, to go upon the sea. "And his was only 11 miles. But the most famous 11 miles in Britain at the time, for he was one of the Arbroath stone masons helping to build Bell Rock..."

--- Highest point in Britain: compare it with Scotch Heaven elevation

--- the shorter summer days in Montana than in Scotland, where twilight goes on to 10:30 or so, and dawn is soon after 4.

--- difference in Montana's extreme temperatures, and Scotland's sameness of weather. Also, huge difference in air and clarity: Scotland like living in bowl of milk, compared with Montana's sharp clarity.
Ideas for ch. 1 of Scotch Heaven, from Scotland research

—Angus got a secondary education in an adventure school; possibly was a half-day assistant to the schoolmaster, who was a great influence on him.

—Angus has little or no family still alive, thus is free to go to America.

—Rob left school at 12, with labourer's certificate, to work with his father as wheelwright. He wants more out of life than that craft.

—Angus is perhaps also half-day employee at the wheelwright shop: opens it up in the morning, and at end of workday makes the round of the workmen and tallies the materials they've used; is the bookkeeper, in effect.

—Have Angus say, shipboard, if they could have crossed the Atlantic by wagon, they'd have been in good shape. "There was nothing Rob didn't know about the making of wagons, and not all that much I didn't."

—Prospects in Scotland do not appeal to them. Jute or linen mill work in Dundee (workers forming unions in '89) or locally in Nethermuir; agriculture has been on hard times; so has fishing, with much loss of nets in Feb. '89 storm.

—in '89, Sturt's wheelwright shop changed over to machinery. (Make this a rival shop, maybe in Kirriemuir—Stuart's?)

—(Glasgow, 23 July) Rob and Angus considered going to Australia instead of America, but chose Montana because Lucas Barclay already was there.
The ocean was more than I had been able to imagine. We were out of sight of land on all sides now, and a week of water extended ahead.

Up on the deck of the Jemmy hour by hour that morning, I felt like a child who had only been around things small, suddenly seeing there is such a thing as big. Wherever I faced, the same gray and green play
the storm spun along the mountainside
tranced, they watched. Makaha
the lyric ocean
Slocum, 100—The sea "high, uneven and crooked"
fish hash
the foaming coast
the constancy of rain... 0 days straight, they were in the wet.
the beak of the canoe

steam ship
the blood slowed in them...

speck
hvened for an instan
And, see now, they have come as far as...
The fear-stiffness of their last hours in New Archangel left them now, and they paddled...
One would tell us Castle, over the mountains east in the Smith River country, was the only place. No, no, another would cry, Philipsburg; Philipsburg was sitting atop half of the silver in the world.
I suppose my mind lacks clench.

Rob had a fist there in his head.

We listen. That fist in his head
storm-beaten
Between the Atlantic Ocean and Montana...(some sort of summary of journey by Angus and Rob)
Ideas for voyage/2

--Ship is the James Watt, nicknamed the Jemmy. (When Angus and Rob ask directions of a Greenock native he says, "The Jemmy, you want. Follow along to the foot of Patrick Street...") See note cards about ship's dimensions and description.

--Procedure of the ship getting underway, steam tug taking her out to the Tail of the Bank, voyage down the Firth of Clyde, at last past Arran, the last of Scotland (check map).

--Queenstown harbor and boat women (See McNeil letter file cards and photocopy excerpt from Emigrant Life in Kansas.)

--Steerage life for 9 days' voyage: compile from McNeil and McKinlay letter/diary file cards and photocopies, emigrant guide photocopies, and emigrant accommodation inquiry notes and photocopies. Seasickness. Ocean child is born.

--Arrival at Castle Gardens: mattresses are thrown overboard, etc. Quick descptn of immigration procedure and getting railroad tickets.
Glasgow, 20 July '84

Ideas for voyage/3

—Show their feelings of doing something major, something daring, in transplanting themselves.

—Confusions of travel: even in Greenock they are hearing a different accent than they're used to, and in America they have trouble understanding and being understood. (Use photocopies about Scottish dialects.)

—Hubbub of steerage. At Queenstown many Irish come aboard. The need to hang on to eating utensils, etc., else they vanish.

—Wariness of hucksters. One guidebook advises people to stay away from docks until boarding time.

—Their ship, of a failing Greenock line (which they take because Rob's uncle did), is not first-rate; but their voyage is infinitely better than the crossings by sail in the old days, and they reflect that they at least can be glad they've chosen America instead of Australia.

—Have them sail on first day of summer, longest light of the year?
Colcord, 50:

catspaw: localized light breeze on a calm day, shown by a streak on the water.
The haying sequence in Eng Crk parses itself day by day. Do something similar with the voyage to America; perhaps call them day one, day three... day nine.

—is Angus working from jotted notes, for letter to Adam Wilcox, for ex?
on his mettle
the pitchpipes of Hell
-
bagpipes
the outgo
The ocean was windless, pond-still.
The waves bounced them...
teeter-tottered
voyage to America: use seasickness notes from Sea Runners research?
--seasick passenger urged to get up onto deck, even if he has to crawl up the stairs. Passenger who stayed in bunk was seasick the entire voyage.

(Kenneth Christison letter, 16 Sept. '79)
Angus:
America. Montana. Words with open ends. Use Montana as a kind of chant in their minds during voyage.
Glasgow

Emigrant Accommodation, 1881

pto. 46 - diagram of steerage plans
61-65 - medical and dietary scales
but decided against. When Rob was ready for sleep, he could have taught hibernation to the bears.
that great day

- stet hood?
from Carstensen: example from his own family: emigrating family brought 85-yr-old grandmother with them to US, nothing else to be done with her.
If we could just outlast the damned ocean called Atlantic.
Queenstown, port of Cork, Ireland: the bum boat women who swarm aboard with goods to sell (see ph'copy Emigrant Life in Kansas, p. 4; and McKinlay diary excerpts).

—One of these women persuades Angus to buy lemons or limes, to freshen ("Fresh your mouth with") the taste in the mouth after seasickness. Amid all their preparations for going to America, this small detail by an accidentally-met Irishwoman proves to be one of the most valuable measures.

—McKinlay diary photocopy, p. 18: "the vomiting was extraordinary."
Glasgow, 20 July '84

Voyage to America, June 1889—as researched in Scotland

photocopies:
  excerpt from Emigrant Life in Kansas
  " " General Hints to Emigrants
  " " journal article, "Scottish Migration Overseas"
  excerpts about steamships of the era and steerage travel
  excerpt from Daniel McKinlay diary
  excerpts from books on background of Scottish emigration
  excerpt and ship decks diagram from Emigrant Accommodation hearings

file cards:
  steamship characteristics derived from Lloyd's Register of ships
  Daniel McKinlay diary details and lingo
  Greenock description
  Rev. Bell diary details and lingo
  David McNeil diary details (1889 voyage)

pics
  Greenock and the Clyde
  1888 postcard scene, in with file cards
General Hints to Emigrants (1875) (also see photopy except)

67—"there is no back door to a ship" (i.e., no turning back)

70—items to take inc: eating utensils, tin dishes, saucepan, mugs, a hook teapot to hang on the bars of the stove, water cans with lids; bags, tins or canisters to hold a week's small stores, and half a week's rations; wash bowl, slop pail with lid, doz. or 2 hooks to screw into ceiling and sides of berth; tacks, couple of gimlets, claw hammer, ball of strong string.

82—"The tea had evidently been upon more than one voyage."

—xerox 04-5, dietary requirements—
Helena: castellated town
Emigrant Accommodation, 1881

3. "To prevent emigrant ships being overcrowded with machinery, mattresses or beds of emigrants are thrown into sea on arrival or lay of New York."  
19. Emigrants' Bunkers. "In some lines canvas bunks have been introduced.

79. "Water closet" distinguished from "privy." + "lavatories." p. 20

20. Cattle carried east bound; passengers west bound. + p. 31 # 148

21.graf2. Categories of passengers. + p. 96 # 615

57-8. Details of berthings + lavatories on Germanies; last graf on westbound steerage east bound. Salem - and transformation of practice.

77. Last. Castle Garden quote "...they make regular factory of them in Castle Garden when they know they are greenbacks."

78-80. Letter to Irish Times.
Helena Daily Herald Nov. 8, 1889

p. 4. "Long-waited for message has at last reached us on wings of lightning... (at hood.) "About 11 o'clock, proclamation having been mailed at 10:40 a.m. W. a. time.

"Instant transfer of title of all railroad lands... to State... It was like some new engine of vast powers & most finish into which stream is first turned on."

"Gives of fetters that have camped limited to camped the
marmots have fallen away."

"The Herald set Helena populace to shouting some morning over
'Still passing event. Our esteemed mong contemp. is seemed over."

(Helena Independent - no help)
...to have our likenesses taken

...for them in Nethermuir. (Rob's reason for their photo, at end of ch. 1.)
(This photo could reappear in The Montanians.)

"Let them see what Montanians are"
changed this supper device of introducing mention of Lucas:

at supper with our compartment mates we learned that some

"He'll see himself in you," I said suddenly when Rob and I were walking our deck mileage again after supper. I meant it. There was
single men in steerage well forward, single women right aft
women and children sit on ladders on the casing of pipes near the winches. In other vessels, great crowds stand shoulder to shoulder on deck.
"much embracing in dark corners
--no pillows
--no soap or towels; water from taps was cold and salt
--toilets "over an open trough, with an iron step and handles on each closet wall."
"at first filthy, then cleaned and disinfected for American inspection."
"After food had been brought from a rather distant galley, passengers lined up for soup, then had meat and vegetables put in cans upon the tables, to be transferred to their mess-tins without the aid of serving-spoons; then lined up again for coffee. Breakfast was based on cereal, bread and jam; dinner on soup, meat or fish; supper on fish or meat with pickles."
--promenade space "was cluttered with machinery and showered with cinders from the funnel." Had to be shared with crew, young women offended by "endless bad language, insults, and offensive gestures from stewards and sailors."
164--on arrival to NY, emigrants found themselves in "a kind of lake," surrounded by the tall buildings of the New World. Got up early, tried to wash thoroughly, men shaved, women dressed children in their best clothes, people tried to imagine the questions they would be asked on Ellis Island or received coaching...

166--emigrants likely never completely undressed on the entire journey, ship and train both, until first night at their American destination.
Rob and Angus visit Butte, both to look for Luke and to see if it holds prospects for them. They decide it doesn't; neither of them knows or trusts mining, and Butte is already (?) in hands of big corporations.

"If we had one of those", one of them says, pointing to mine shaft or set of smokestacks, or name of a mine on a sign.

--they take the train between Helena and Butte?

--it is hard to hold out against optimism of mining ventures; Rob and Angus take turns--maybe they've agreed to--dashing cold water on each other's enthusiasm. Maybe they've agreed to enter a venture only if both of them are for it 100%.
During my frightful night the Jemmy had steamed its way along the coast of Ireland to Queenstown, where our Irish were to come aboard. Rob and I went up deck early to see whatever there was, I through frisky this morn red eyes, he as papers as if he had invented emigration. And so we
"I am trying, man. And I'd still just as soon walk to America."

"Angus, nobody walks in America.
"Now that's something you'll have to get over, this notion of
walking. Nobody walks in America, Angus. They all go about in
carriages with gold wheels." Didn't you read me that from Crofutt?

"I thought in Montana it was silver wheels."

"You're right, you're right. America, Montana. Those of us
who haven't had all the world's words drilled into us mix them, now
and again."
bedevil

bedevil's water
rude seas
Ideas for scenes of arrival in Greenock and the voyage to America

— oily sheen on the Clyde as train crosses the river; by day, the river is busy with belching steamships: steam packets, tugs, emigrant ships. High funnels like factory smokestacks. To Angus and Rob, inlanders who've only viewed passing traffic during visit to Firth of Forth and fishing boats of Arbroath, it all seems disorder, cross-purposes.

— Greenock is a city much grander than Nethermuir and the color of pie crust (some pink stone as well). Angus recalls the saying of an oldtimer in the wheelwright shop, that he doesn't trust a light stone town, they're airy folk there. Greenock indeed does have civic airs, especially the tremendous new tower of the Municipal Bldgs, rounded at top as if it were the world's biggest egg cup. Also to be seen are the church spires, and the tall masts off ships moored. (See Greenock note cards of 17 July '84 and C's pics for other possible details.)

— Angus and Rob put for the night at the Model Lodging House (A: "I suppose it was a model for what we all were, homeleavers..."); base it on photocopied excerpt about Brechin lodging house. Rain in the morning, as per Greenock's reputation.

— Their ship leaves from Albert Harbour (Greenock note cards). There are views across the Clyde, which is busy with steam packets etc., to Argyll's green hills (check map).

— The afternoon they leave, weather is overcast, with showers against every backdrop of land on Argyll shower. (A:"Good enough, I told myself. Scotland as I will remember her.") (longest day of year: June.)
Their path on the water curved between the unknown of the shoreline and the threat of the oceanic weather.
the surf as white knuckles of the ocean.

near Bill Rock
an a liberal manner
By the time of high tide when a steam tug arrived to tow this
ship of ours to deep water at the Tail of the Bank, Rob and I had
about walked the distance to America, around and around the deck.

OO of my strides down the length of the Jemmy, OO across the stern,
a repeat OO up to her bow—I came to know the deckboards by heart.

"He'll see himself in you," I said out of nowhere while Rob and
I were walking our deck mileage. I meant Lucas, his uncle; and I
meant what I said, too. There was
scud
Why did Rob and Angus leave Scotland?

--When the same walls (of today) look as if they'll be there every tomorrow of your life, it is not a tolerable idea (at 19).

--Every tomorrow looked the same to us.
The Clyde, text by Neil Munro, pics by two artists:

---check for full quote early in book, at a ch. end, about "the wide, oily waste" of the river as seen from the rail bridge.

p. 15---"...when we came into the city, and looked from the railway bridge in the dusk of the falling night, we saw the river quite unchanged. The harbour lights shone on the same wide, oily waste of water that we loathe and reverence. A thousand spars struck black against the last faint glow of the west; hulls swung to their hawsers; tug-boats puffed and darted by either bank. One ship, huge and mighty, in mid-channel, slid seaward to the night, to some unknown adventure."

p. 115, abt Greenock: "it is for rain the place is now climatically celebrated"

p. 200---"the rock which generations of Scots mariners have known as Paddy's Milestone"---Ailsa Craig---"lumpish, harmless-looking", 1114' summit

possible use: last land of Scotland (check map) is this lump of rock
John Davidson, poet—"The Making of a Poet" about Greenock (p. 119 of *The Clyde*, by Neil Munro)

John Davidson, Poet of Armageddon, by J. Benjamin Towse

Yale U. Press, 1961

b. 1857, Barrhead, Renfrewshire
1909, apparent suicide @ Penyance

jacket note: "D'ye see us: eager spokesman for scientific materialism
6. most relentless antichrist in 19th c. Britain."


John Davidson, *Poems and Ballads*

p. 13 - "Late in 1859 or early in 1860 he left for London to work as a journalist"- vividly wrote poem after that
1889 Scotland to Helena

Rob and Angus leave from Greenock

dock and harbor scene

shipboard

--crew conversation about sugar in water

--quarters; other passengers ("fifties" to Canada?)

--brief background on Rob & Angus; desc Rob in a phrase or two

--the ocean; seasickness

arrival: New York?

--doubts about what they're doing?

train trip west

Helena

--description

--jobs and lodging; mining temptations

statehood

--wintering in Helena

--their picture (describe both)
possible add to opening section:

I wanted more than anything to go (from Scotland). And I wanted more than anything not to go.
When Swan stepped onto a gangplank toward a future along the Strait of Juan de Fuca...
davits of empire
--tapping whiskey from *mouse* freight barrels

(Carstensen explanation in PNQ piece, in Ideas file)
photos:

--Rob and Angus have their pic taken, in Helena? (conclude chapter with this?)

--1910 or after, someone in Scotch Heaven has a box camera

--Varick in WWI pic of some sort?
scuffs of sage
prairie fire, greasy smoke of sage
Strangers at the Door: Ellis Island, Castle Garden and the Great Migration to America—Ann Novotny (Riverside, Conn., 1971)

44-54: pics & text abt Castle Garden
--54: photo from 1880's: round building with cupola or watchtower atop
52--1888, congressional and senatorial investigations of Castle Garden; doesn't give citation.
spayed out onto the earth called America
use Voyage to America set of cards
Guide to newspapers

Glasgow Gazette (185-64 lifespan)

Caledonian (1807)
"You'll be cracking your head all the time," Rob said, referring to my height and the lowness of the lower bunk.
calculate steamship's mph, to know when it arrives in Queenstown (which is 285 miles from Liverpool, according to Qnstn photocopy in voyage file)
It is something we somehow carried with us through all that happened later
a voice the size of 00 cannon shot

bosen on ship?
the ocean in dudgeon
Peace like a river, goes the Bible line, not like the ocean.
Then came a morning of clement weather.
Mac: tall, just to that altitude where any more height would have been an inconvenience in doorways or on timber trails.

Angus: I am tall, to that altitude where any more height would be an inconvenience in doorways; and the inside of a ship is not tall. (Angus bumps his head the first days of voyage, Rob is seasick)
Those who have not crossed by windship do not know... (expand into a pillar piece about extent of water; perhaps tell duration of voyages, e.g., such as Henty's from England to Australia.)
1880s population of Glasgow and Edinburgh?

(Compare with New York's, for Angus' remark that NY was Glasgow and E'burgh and then some)

House of Commons Acts & Papers, 1892 47-49 Session Vol. 94-6 - Census of Scotland

1891 - County of E'burgh 434,159
   Lanark 1,046,040

Parish Burghs: E'burgh 261,225
           Glasgow 564,981
28 Jan, St of Ga

possible descn of waves: each swell came new, wrinkled and went...
early and late frosts (effects on gardens)
We knew at first look Greenock was a more strenuous place than Nethermuir could be in ten centuries.

--We could tell at first look...

The morning of their voyage: True to reputation, Greenock woke into rain...
Greenock: are tides as extreme as in Fife, where low tide leaves boats high and dry, and tide can be seen to be flowing in when it turns?

20 July '84 in Glasgow: when we drove to Greenock the morn of the 17th, broad mudflats on the Clyde upriver from G'ck—only a channel leading to Glasgow.

23 July '84, E'burgh: if Rob and Angus ride the Caledonian railway, their route hugs the shore (photocopy of A Guide to Glasgow and Its Environs); they can see the tideflats. One asks the other, "Where's the water, then?" "Waiting at Greenock," "That's why we're going there, so we don't have to walk to America." I (Angus) could tell him.

--22 miles, Glasgow to Greenock (photocopy of Clyde Navigation); the Tail of the Bank off Greenock is where "the deepwater shoals into banks which are quite dry at low tide."
Rob and Angus ask a Greenock man where to find their ship, the James Watt. (His Glasgow-area accent is strange to them—the language is already a perplexity to them, and is more so in America. Show how they have to learn to sharpen their listening.)

"The Jemmy? Ye want tae gi doon tae the Pa'rick Street." (add line about Albert Harbour, if I can divine the accent for it)
The History of Greenock - Robert Murray Smith (Greenock: 1926)

p. 199: Quebecers: clippers ships built @ Q, by Greenock owners; crews were largely Shetlanders, heyday, 1875

201 - sugar & timber: chief prosperity of Greenock port 1850-75

- 1865, iron ships began to replace wooden

220+ - Greenock had several sugar refineries
others on the ship with Angus and Rob are also going to Mont.; some to Manitoba etc.
Helena was three times the population of Ne\textsubscript{thermuir}, and ten times the area. Montanians built wide. (loose?)
Mine claims - Clerk and Recorder; First Deputy Clerk and Recorder; Second Deputy Clerk and Recorder.
Some Helena saloon names of 1889:

Grand Central (ad xe roxed)
The Arcade
I X L Saloon
Ioquois
The Cricket
Exchange
Statehood: have Angus work in store catercorner from Herald office, see them post the news?

—flags break out all over town; square this somehow with Gros Ventre's notion they flew the first one.
Lové House calls

assay office & court house up B’way beyond Merchants Hotel
- backwoods furniture ad sign; likely J.R. Sanford, 112 to 114 B’way

*opt blog still exists to left of Windbag

Dave Walter: elec in Helena in 1870s; also horse-drawn it cars
(until 1890s; check Tex Meyers article)

my note: call it a brick town
Helena Daily Herald, 1889

"City & State" & "Personal" columns have local details

Nov. 8 - Helena Coal & Transfer Co. horse killed in accident

Nov. 9 - "can ride from N Y to Helena in a palace car in 4 days"
1889 Helena City Directory

Herald Bldg, 107-109 Broadway; in ad, Herald Block, Broadway
Post office 100 Broadway, ne corner Jackson St.
cemetery: Greenwood, Benton Ave & Waukinsa St., nw part of city

Helena pop'n 19,077

Bank 59-64, 72  ad 2, 5, 18
11-3  26
13 30
3 46

Angus & Rob check c:
US Assay Office
'' Land Office
Caledonian Club
Assn of Mt Pioneers

Barclay, Rob't H - chef c/o US Post
mail service (p. 122)

Ball & Son Photographers
125 B'way 6 311 N. Main