A HALF MINUTE FIGHT.

Peter Maher Knocked Out Steve O'Donnell in Short Order.

New York, Dec. 28.—It took just 27 seconds' time for Peter Maher, the Irish pugilist, to again demonstrate his superiority in ring tactics and hard-hitting qualities over Steve O'Donnell, the Australian boxer, in the arena of the Greater New York Athletic Club at Coney island today. Both men were in excellent condition and trained to the hour. Each of them was confident, but Maher's backers made him a hot favorite, the odds ranging from 3 to 5 to 1 on the Irishman's chances of winning.

O'Donnell was the first to enter the ring. He climbed through the ropes at 8:30 o'clock, clad in a gray-colored bath robe. His seconds were Sam Fitzpatrick, Billy Madden, Mike Butler, and Gus Ruhlin, the Canton, O., giant. When Maher emerged from his dressing room five minutes later a cheer went up which shook the building. As soon as he got into the ring Maher bowed his acknowledgment for the warm welcome extended to him, and he never looked better in his life. He was escorted by Peter Lowry, of Dublin; Peter Burns, of Harlem, his sparring partner, and Jack Quinn, of Brooklyn. Maher weighed 177½ pounds, and O'Donnell 181 pounds. The men shook hands at 8:46, and Referee Aleck Brown lost no time in bringing them together.

There was intense silence when the men put their fists up and Maher rushed across the ring almost to O'Donnell's corner. Both sparred for a few seconds, and O'Donnell led with his left for the body. Maher blocked his blow with his right glove. Peter then jabbed his left hard on the chin and landed a heavy left swing on the face. This staggered O'Donnell, and he seemed to be unable to avoid Maher's rushes. Maher sent O'Donnell to the floor with a hard left on the chin, and the Australian stayed down 4 seconds.

As soon as he got to his feet O'Donnell assumed a defensive attitude, but Maher quickly sent his left once more on the chin, and as O'Donnell was falling caught him quickly with a half-hook, knocking the Australian down. Steve rolled over on his back in a helpless condition, and the referee slowly counted him out. The big Irishman stood about twelve feet away from his fallen opponent while the referee was counting off the seconds, and as soon as the referee tallied ten a tremendous shout went up from 1,800 people who had watched the brief encounter, and the band played "The Wearing of the Green" in honor of the victor.

A Fire in San Francisco.

San Francisco, Dec. 28.—Fire this afternoon destroyed the plant of Francis, Valentine & Co., one of the largest printing firms in this city. The fire broke out in the basement, occupied by the Commercial Light & Power Company, and spread to the first floor, where the Ruswell Bookbinding Company was wiped out. The upper floors were occupied by Francis, Valentine & Co. Their presses, which were insured for $30,000, were slightly damaged, while the stock and wood cuts were nearly destroyed. The total loss will probably be under $80,000. Two years ago today the same building was burned. The fire was more disastrous, for the Call was burned out and the building had to be reconstructed. Today Peter McCabe, a fireman, fell from the two-story building adjoining and was badly hurt. No bones were broken, but internal injuries are feared.

Simon Was Despondent.

San Francisco, Dec. 28.—Despondent over his failure to obtain employment, Simon Brauer, a German, 22 years old, attempted to commit suicide early this morning by hanging himself from a timber extending over a tank wall, at the old reservoir on Reservoir hill. He tied one end of a small rope about the timber, the other about his neck and swung himself off the curbing of the well. The rope broke, however, and he fell fifteen feet to the bottom of the well, badly spraining his ankle. Having failed in his attempt to end his life, and becoming frightened by the intense darkness that prevailed in the well, Brauer began to shout lustily for help. He was rescued by Mrs. Margaret Allman at 7 o'clock.

Debs Going to Colorado.

Denver, Dec. 28.—A Terre Haute, Ind., dispatch says: Eugene V. Debs has promised President Boyce, of the Western Federation of Miners, that he will go to Colorado the first of the week to help the Leadville strikers. He will speak in Colorado cities, beginning in Leadville, where a labor demonstration is to be given on his arrival. President Boyce says public opinion is still with the strikers and they can hold out indefinitely. President Boyce received a letter saying $2,000 had been sent from Butte, Mont., to aid the strikers.

From the Glenmorag.

Astoria, Or., Dec. 28. — Captain Burns came over from Ocean Park, Wash., today and states that the Glenmorag is again in a favorable position to be floated. Her bow is now pointed seaward, and as soon as the tides are favorable she can be taken into deep water with the aid of a tug.

Jumped the Track.

Martin's Ferry, W. Va., Dec. 28.—An engine on the Wheeling & Lake Erie road jumped the track near Warner last night and was demolished. Engineer Jesse Haughton was killed and Fireman Haines was probably fatally injured.

A Ferryboat Founders.

St. Petersburg, Dec. 28.—Many lives have been lost by the capsizing of a ferryboat in the river Dneiper, province of Ekaterinoslaff.

Four Children at a Birth.

Shelbyville, Ind., Dec. 28.—Four healthy sons have been born to Noah Scott and wife, of this county. They have been christened William Bryan, George F. Williams, Arthur Sewall and Claude Matthews Scott. March 4, 1892, a son and daughter were born to Mr. Scott and wife, and were named Grover and Frances. The father received in return a letter of thanks in Mr. Cleveland's own handwriting.

A clever Parisian has invented a machine which can split one human hair lengthwise into thirty-six strips.

WEEKLY MARKET LETTER.

Downing, Hopkins & Co.'s Review of Trade.

The wheat market has settled down into one of a holiday character, and sentiment which frequently dominates prices is largely bearish. Most of the pit traders have become convinced that every time the price for May gets above 80c it is a safe sale for a scalp, and when it breaks below that figure it is a purchase for ½c to 1c advance.

The inability of the bulls to maintain the advantage with the news generally in their favor has made traders rather skeptical as to the prospects of a material advance before the close of the year, and there has been a general taking of profits by small holders, while a few of the large ones have either been out of the market entirely or are trading in small lines. The market is without leaders on either side, and the trade is drifting with the idea that there can be no permanent good in the market until after the holidays. The Argentine situation is as much of a puzzle as ever. Supplies in this country are decreasing, and the flour tarde is irregular.

The Northwestern mills report a large Western demand, and Pillsbury announces that they will grind on an average of 40,000 barrels per day for some time.

The market is in a position where buying is more essential to steady prices than an abundance of bull news. The trade has tired of the combined rehash of the reports about small receipts, the probable scarcity of supplies, the dependence of European countries upon America, and the continued talk about wheat going to $1. Something new is necessary to stimulate trade. The situation is all right, but more speculation is necessary. The short interest, although the largest in sixty days, is easily scared, and an advance of a few cents drives most of them in. The bulls on the whole have also grown more timid, and a decline of ½c shakes out those who buy whenever the market gets strong. At present there is little in the market except a scalp.

GENERAL MARKETS.

PORTLAND, Or., Dec. 28, 1896.

FLOUR — Portland, Salem, Cascadia and Dayton, $4 50; Benton county and White Lily, $4.40; graham, $3.75; superfine, $2 50 per barrel.

WHEAT—Walla Walla, 78@80c; Valley, 83@84c per bushel.

OATS—Choice white, 42@44c per bushel; choice gray, 39@40c.

HAY—Timothy, $13.00 per ton; cheat, $6.50@8; clover, $8.00@9.00; oat, $8.00@10; wheat, $10.

BARLEY—Feed barley, $21.00 per ton; brewing, $22.

MILLSTUFFS — Bran, $15.00; shorts, $16.50; middlings, $23.00; rye, 90c per cental.

BUTTER—Fancy creamery is quoted at 50c; fancy dairy, 35c; fair to good, 20@22½c.

POTATOES.—California, 55c; Oregon, 60@70c per sack; sweets, 2c per pound.

ONIONS—85c per sack.

POULTRY—Chickens, mixed, $1.50@2.00; broilers, $1.50@2 00; geese, $6.50; turkeys, live, 10c; ducks, $2.00@3.00 per dozen.

EGGS—Oregon, 30c per dozen.

CHEESE — Oregon, 11c; Young America, 12c per pound.

TALLOW—Prime, per pound, 2½@3c; No. 2 and grease, 2@2½c.

WOOL—Valley, 10c, per pound; Eastern Oregon, 6@8c.

HOPS—New crop, 9@10c.

BEEF—Gross, top steers, $2.75; cows, $2,00@2.25; dressed beef, 4@5½c per pound.

MUTTON—Gross, best sheep, wethers, $2.75; ewes, $2.75; dressed mutton, 5c per pound.

VEAL—Net, small, 5c; large, 4½c per pound.

HOGS—Gross, choice, heavy, $3.25@3.50; light and feeders, $2.50; dressed, $3.50@4.25 per cwt.

SEATTLE, Wash., Dec. 28, 1896.

FLOUR—(Jobbing)—Patent excellent, $5.25; Novelty A, $4.75, California brands $5.60; Dakota, $5.50; patent, $5.25; buckwheat flour, $5.50; per cwt, $3.50; graham, $4.00 per bbl; 10-lb sacks, $2.50 per cwt; rye flour, $5.00 per bbl; 10-lb sacks, $2.50 per cwt; rye meal, $4.50 per bbl; per cwt, $2.40; rolledoats, $5.75@6 per bbl; hominy, $2.50 per cwt; cracked wheat, $3.25; rolled wheat, $5.25 per bbl; whole rolled wheat flour, $2.50 per cwt; pearl barley, per 100 lb sacks, $3.60; split peas, 4½c; table cornmeal, yellow, $1.65 per cwt in 10-lb sacks; 50s, $1.50; white, 10s, $1.75; 50s, $1.65; flaked hominy, $2.50 per keg.

WHEAT—Chicken feed, $27.00 per ton.

OATS—Choice, $24@25 per ton.

BARLEY—Rolled or ground, $20.00 per ton.

CORN—Whole, $22 per ton; cracked $23; feed meal, $23.

MILLSTUFFS—Bran, $16.00 per ton; shorts, $19.00.

FEED—Chopped feed, $19.00 per ton, middlings, $24; oilcake meal, $28.

HAY—Puget sound, per ton, $9@10; Eastern Washington, $13.

SUGAR—Golden C in bbl, 4⅜c per lb; extra C in bbl, 4½c; dry granulated in bbl, 5c; cube, 6⅛c; powdered, 5⅝c spot cash.

BUTTER—Fancy native creamery, brick 26c; select, 23c; tubs, 21c; ranch, 18c.

CHEESE.—Native Washington, 10@12c.

POULTRY—Chickens, live, per pound, hens, 7@8c; dressed, 9@10c; ducks, $2@3.50; dressed turkeys, 11@12c.

EGGS—Fresh ranch, 34@35c; Eastern, 25c per doz.

PROVISIONS—Hams, large, 12c; hams, small, 12½c; breakfast bacon, 10c; dry salt sides, 6c per lb.

FRESH MEATS—Choice dressed beef, steers, 5c; cows, 4½c; mutton, sheep, 5c per pound; lamb, 5c; pork, 5c per pound; veal, small, 6c.

SAN FRANCISCO, Dec. 28, 1896.

POTATOES — Garnet Chile, 40@50c; salinas Burbanks, 85c@$1; Early Rose, 70@80c; River Burbanks, 25@35c; Sweets, 75c@$1.10 per cental.

ONIONS—50@60c per sack for yellow, 35c for pickle.

EGGS—Store, 22@25c; ranch, 30c; ducks, 25c per dozen.

BUTTER—Fancy creamery, 22c; de seconds, 20@21c; fancy dairy, 21c; seconds, 17@18c.

CHEESE—Fancy, mild, new, 11@12c; fair to good, 9@10c; Young America, 11@12½c; Eastern, 10@22 per pound.

HOPS—8@10c per pound for new.

WOOL — San Joaquin and Southern coast, poor, 4@5; do good, 4½@6c; San Joaquin foothill, good to choice, 6½@7½c; do year's fleece, 4@5½c; Nevada, heavy, 6@7c; do, choice, 8@8½c; Northern, choice, 10@11c per pound.

HAY—Wheat, $8@10.50; wheat and oat, $7@10; oat, $6@8 barley, $7.00@8 50; alfalfa, first crop, $4@5 do second crop, $5.50@6.50; clover, $6@8; stock, $4.50@5 50; per ton.

CITRUS FRUIT—Mexican limes, $3.50@5.00; California lemons, $1@$1.25; do, good to choice, $1.50@2.00; fancy, $2.50@3.00 per box.

TROPICAL FRUIT—Bananas, $1.00@2.00 per bunch; pineapples, $2.50@4.00.

WHEAT CROPS OF 1896

ENORMOUS SHIPMENTS OF THE GREAT CEREAL.

New Departure in Shipments—Southern Ports Coming to the Front—Interesting Figures Showing America's Supremacy in Wheat Growing.

Great Wheat Centers.

Men who deal in wheat will remember the fall of 1896, because of two unprecedented features: the unexpected rise in the market on the eve of a presidential election, and the shipment of the staple from Chicago to Southern ports. The first of these phenomena has attracted the attention of the whole world; the second has hardly been noticed by any one not directly interested in the sale and shipment of grain. And yet this is undoubtedly far more important than the other, since it is the beginning of a new order in wheat shipment. Chicago and St. Louis are the great wheat centers of the continent, says a writer in the St. Louis Globe-Democrat. At these two cities millions and millions of bushels of grain are massed every year over converging lines of shining steel. From these two cities it is sent to the seaboard. In the past the Southern ports of Baltimore, Norfolk, etc., have been supplied from St. Louis, while none of Chicago's shipments, either by rail or water, have been sent to ports south of New York. But this year the continued and determined efforts of the Southern ports, aided by certain action on the part of the British Board of Trade and the low railroad freights from Chicago southeast, have tended to divert a part of the wheat trade formerly enjoyed by New York; hence the new departure in Chicago wheat shipments.

The ports of the Atlantic seaboard to the South believe that it will not be many years before they will have succeeded in securing a very large and lucrative portion of the wheat trade, and they believe further that this will bring about a great boom to their ports, since, of course, the commerce in wheat will bring other trade. A ship that visits the Southern ports to get wheat must bring merchandise in order to make the round voyage profitable, and if the commercial growth of these ports, now beginning, continues, new lines of steamers between their piers and various parts of the world will be established. In fact, it has already been given out that one of the great navigation companies of Hamburg will shortly establish a new line from Norfolk to various European ports.

To the reader who does not keep well informed concerning such things, it is not easy to see how any ruling of the British Board of Trade could have bearing on the commerce of American seaports, but a little explanation of the facts will make this clear. The British Board of Trade exercises the most careful supervision imaginable over British ships, and makes stringent rules concerning the loading of the vessels. This is due to the efforts of a Mr. Plimsoll, made many years ago. He had in mind the safety of the British sailor's life, which had hitherto been in great jeopardy, because of the greedy British ship owners' practice of loading their vessels as deeply as possible, at the same time insuring heavily enough to minimize the risk of shipwreck from a financial standpoint, regardless of the danger to the men. Plimsoll's name has been immortalized in the term "Plimsoll's line," which has been given to the "safe" load mark, and he is undoubtedly entitled to the gratitude of sailors the world over.

But New York grain shippers do not fully appreciate his services just now. Acting on the principles laid down by Plimsoll, the British Board of Trade has declared that in the winter time, when the weather is heavy in the North Atlantic, ships sailing from Baltimore and points south shall be allowed a much deeper water load-line than from points north of that port. That makes the ocean freight rates from the Southern ports much more reasonable, and so helps to give them the lead, of course.

There is a more or less general impression that practically the entire commercial wheat crop of the country is raised in the prairie States of the Middle West and Northwest. This impression is very wide of the mark. It is true that the wheat raised in these sections forms the bulk of the commercial crop, but not all of it by any means. Wheat is raised for sale on farms that are scattered all over the country; only four States—Rhode Island, Massachusetts, Connecticut and Florida—failing to contribute their quota. The fertile flats of New York State's Genessee valley—once the most famous wheat-producing regions in America—the farms of the thrifty Pennsylvanians who dwell in the agricultural sections of that State, parts of New England, Ohio, Indiana, Kentucky, Alabama and Georgia, and every one of the Atlantic seaboard Southern States save Florida, besides some other Southern States, make contributions, and the direct benefits accruing from a good wheat crop are therefore about as widespread as can well be imagined.

It is difficult accurately to calculate the financial benefits of America's wheat crop when prices are fair, but they are enormous. The total crop of 1896 is estimated at 435,000,000 bushels. If the market keeps up and the average price of wheat at the seaboard is 80c a bushel, this means the addition of $338,000,000 to the country's wealth. It is true that the farmer does not get all this immense sum, and that the railroads do get a large slice, but the bulk of all the money paid to the railroads, lake vesselmen, elevator and other terminal corporations, for handling wheat, is paid out again at once in the form of wages, to the benefit of those who work with their hands.

In this way a profitable wheat crop benefits almost every class in almost every part of the country. It does not, however, bring the full value of the crop into the country in the form of "foreign gold," for the United States is not only the greatest producer of wheat in the world, but the greatest consumer as well, it being estimated that 375,000,000 bushels are disposed of every year within the boundaries of Uncle Sam's dominion. Accepting this estimate as correct, 60,000,000 bushels of the crop will be available for foreign shipment. That there will be a demand for all this wheat, and more, from abroad, there is good reason to believe, because of the short crop elsewhere. At 80c a bushel the inflow of foreign money for this year's surplus would be $48,000,000. This will not be the extent of the cash receipts from wheat this year, however, since the left-over surplus from last year amounts to 80,000,000 bushels, which, at the same rate, will bring $64,000,000 more, or $112,000,000 altogether. Counting the population of the country at 70,000,000, the wheat for sale outside the United States this year will show from the outside world about $17.40 for every man, woman and child—enough to furnish hats and shoes for all and leave a handsome surplus.

The hauling of wheat to market begins soon after the ending of the harvest. In some of the great wheat States like Minnesota, whose production is 60,000,000 bushels, it is a business of great magnitude, and the storing of wheat, even at small railroad stations, requires the investment of thousands of dollars in local warehouses and elevators. Men who know how to handle wheat in bulk are in demand in the wheat States during the period of marketing and transportation, and the amount disbursed in their wages is, of course, considerable. In some of the newly opened and extremely productive wheat fields of the Pacific Northwest, where there is practically no early autumn rainfall, the bags of wheat are piled up by the side of way freight houses in quantities sometimes aggregating hundreds of thousands of bushels, until the railroad can get ready to take it away. In States like Maine, however, where the crop is only about 80,000 bushels, the local transportation of grain amounts to little, and what wheat is sent away by rail is generally unloaded from the tail end of the farmer's wagon directly into the freight car.

It is at the great centers, like Chicago and St. Louis and the big shipping ports of New York and Baltimore, that the handling of wheat assumes greatest magnitude. In Chicago boats and cars are loaded and unloaded directly to and from the elevators, and in Baltimore wheat is spouted directly to the holds of outgoing vessels from the elevator.

THE GREAT AMERICAN CEREAL.

In the early days of gold mining in California waiters in the hotels were paid $5 a day for their labor.

A RACE FOR A GIRDLE.

The Contest Between the Overland Telegraph and the Atlantic Cable.

The race-course was between the Old World and the New. The racers were telegraph companies. One was called the "Russian Overland;" the other was the "Atlantic Cable."

The track of the "Russian" lay between New Westminster in British Columbia, and Moscow in Russia. Up through the unexplored Fraser River Valley it was to run, then on through the untraversed wilderness of Alaska, across Behring Strait, over the timberless steppes of Asiatic Siberia, and along the dreary coast of the Okhotsk Sea to the mouth of the Amoor. There the American racers, called "Western Union," were to give over the race to the Russian telegraph department, which was to make its best time in reaching Moscow.

Western Union said it would cover the ground in about two years. The cost would be about five millions of dollars; but what was five millions of dollars if the prize could be won—an electric girdle of the earth?

The path of the "Atlantic" cable was to be on a bibbledmd some two miles deep in the ocean, reaching from Ireland to Newfoundland.

The summer of 1865 found the world watching this race with great interest. It opened when the fleet of the Russian expedition set sail from San Francisco, northward bound. The "Atlantic" people at the same time were stowing away gigantic coils of cable into the capacious hold of the "Great Eastern"—a new cable some 2,000 miles long.

The Western Union directors were shrewd business men. Five millions of dollars was little in comparison with the benefit they could receive could they get telegraphic communication with Europe, and they then believed that the only way was by land. The public agreed with them nearly unanimously. And so the two projects—the overland and the submarine—were pitted against each other.

A very unequal race it seemed at the outset. The Overland was strong and vigorous. The Atlantic was broken by former failures. The Overland was popular, and had plenty of money back of it; the Atlantic was derided, and "only fools," it was said, "would invest in it."

The fleet of the Russian expedition which sailed from San Francisco in the summer of 1865 was quite a navy. There were ocean steamers, sailing vessels, coast and river boats, mail Russian and American ships of the line, with a promise of a vessel from her Majesty's navy. The expedition was well officered, and about 120 men were enlisted—men of superior ability in every department. The supplies embraced everything that could be needed. Thousands of tons of wire, some 300 miles of cable, insulators, wagons, etc.

August 28, 1866, the Great Eastern landed its cable at Trinity Bay and the whole world was electrified by the news that it worked perfectly—that the victory had been won. More than that. The Great Eastern not long afterward picked up the cable lost the year before, and that, too, was soon in working order. Two electric girdles had been clasped around the earth.

The success of the "Atlantic" was defeat for the "Russian." An overland telegraph line could never compete with the submarine cables. The first triumphant "click, click!" at Trinity Bay was therefore the death-blow of the Russian scheme, and all work connected with that project was at once abandoned.

But the workers—the brave men facing famine among the wild Chukchees—buried in their lonely huts waiting for some news from their comrades, or straining every nerve to complete their share of the great work—how pathetic that so many of them did not hear what had happened, in some cases for more than a year after the success of the cable!—Jane Marsh Parker in St. Nicholas.

Yawning for Exercise.

Children used to be taught that yawning was a breach of good behavior; but now, if certain medical testimony may be credited, it is incumbent upon parents to see that the youthful members of their flock not only yawn when nature so disposes them, but even practice what may be called the art of yawning. According to the results of late investigations, yawning is the most natural form of respiratory exercise, bringing into action all the respiratory muscles of the chest and neck.

It is recommended that every one should have a good yawn, with stretching of the limbs, morning and evening, for the purpose of ventilating the lungs and strengthening the muscles of respiration. An eminent authority asserts that this form of gymnastics has a remarkable effect in relieving throat and ear complaints.

This being the case, the revival of an old English pastime, indulged in as a kind of Christmas gambol in the early part of the eighteenth century, might not be out of place. The game was a yawning match, and was played for a prize, which in one instance an ancient consisted of a Cheshire cheese.

The sport began about midnight, when the members of the company were disposed to be drowsy, and yawning was not altogether a feigned art. He who yawned the widest, and at the same time in the most natural manner, so as to produce the greatest number of sympathetic yawns from the spectators, was the winner of the cheese.

Coral does not grow deeper than forty fathoms. Plants deeper, it dies.

The present state of the tea-trade can't continue. Americans drink the worst tea in the world, and pay double for it.

Schilling's Best is the remedy.

Proof: the grocer gives your money back if you don't like it.

A. Schilling & Company
San Francisco

A DOUBLE VIEW.

There are thousands who have lumbago, brought on by exposure to cold, damp weather with dread, knowing that it brings to them their old chronic attacks of rheumatism. Why should any one bear it in winter or summer when it is so well known what will cure it and make it stay cured. St. Jacobs Oil will penetrate through stiffness and reach to the center of the muscles, joints and nerves in their worst forms and will subdue them. In the coldest or hottest climate it does its work of cure regardless of how long one may have suffered. Why then do foolish a thing? What can be cured should be endured only so long as it takes to get a bottle.

A newly-patented horse-mower has been invented on the same principle as mowing machines indoors, being between the wheels of the mower.

"Most Unique," Indeed.

Chief of Police Keefe has in his possession probably the most unique weapon ever seen in the city of Jacksonville. It is a combination double-barreled pistol and bowie, and was used in Missouri by a "Bagdamer" when that State was going through the throes of the pro and anti slavery discussion.

The blade of the bowie is about twelve inches long, and protrudes from a hilt between two small pistol barrels, each about six inches long. The hilt and the barrels are one and the same. When the hilt is cocked into position, two triggers, concealed in the stock, come forth, and then the weapon is ready for business, with both barrels and twelve inches of cold steel.

A number of men, it is said, belonging to one organization in Missouri, were armed with these weapons, which were secured direct from Paris. This one in particular seems to be almost new.—Florida Times-Union.

Mustard.

The use of brick-dust mortar as a substitute for hydraulic cement is now recommended on the best engineering authority, experiments made with mixtures of brick dust and quicklime showing that blocks of one-half inch in thickness, after immersion in water for four months, have without crushing, crumbling or splitting, a pressure of 1,300 pounds per square inch. The use of brick-dust mixed with lime and sand is said to be generally and successfully practiced in the Spanish dominions, and is stated to be in all respects superior to the best cement in the construction of cisterns, drains, tanks, or aqueducts.

BEST PHYSICS.

You can read a hungry child to a hearty man, science without meat, punishment. This is the most of our experience that the question all ask, "What shall we do to be saved?" Scott's Emulsion of Cod Liver Oil with Hypophosphites.

The basis of an infant contains much less phosphorus than that of a person of average mental powers.

"Walter Baker & Co., of Dorchester, Mass., U. S. A., have given years of study to the skillful preparation of cocoa and chocolate, and have devised machinery and systems peculiar to their method of manufacture, whereby the purity, palatability, and highest nutritive characteristics are retained. Their preparations are known the world over and have received the highest indorsements from the medical profession, the nurse, and the intelligent housekeeper and caterer. There is hardly any food product which may be so extensively used in the household in combination with other foods as cocoa and chocolate, but here again we urge the importance of purity and nutritive value, and these important points, we feel sure, may be relied upon in Baker's Cocoa and Chocolate."—Dietetic and Hygienic Gazette.

CATARRH CANNOT BE CURED

With LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrh Cure is not a quack medicine. It was prescribed by one of the best physicians in this country for years, and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful effects in curing Catarrh. Send for testimonials, free.

F. J. CHENEY & CO., Props., Toledo, O.

Sold by druggists, price 75c.

Hall's Family Pills are the best.

BOOTH'S SCHOOL FOR BOYS.

This school is located at Burlingame, San Mateo county, Cal., in charge of Jas. G. Booth, Ph. D. It is accredited at the State and Stanford Universities, and is one of the best of its kind. Twelfth term begins January 4, 1897.

Piso's Cure for Consumption has been a God-send to me.—Wm. H. McClellan, Chester, Florida, Sept. 17, 1895.

Daniel Campbell and his wife, of Walton county, Florida, are said to be respectively 127 and 126 years old.

This is the very best Smoking Tobacco made.

Blackwell's Genuine BULL DURHAM

REASONS FOR USING

Walter Baker & Co.'s Breakfast Cocoa.

1. Because it is absolutely pure.
2. Because it is not made by the so-called Dutch Process in which chemicals are used.
3. Because beans of the finest quality are used.
4. Because it is made by a method which preserves unimpaired the exquisite natural flavor and odor of the beans.
5. Because it is the most economical, costing less than one cent a cup.

Be sure that you get the genuine article made by WALTER BAKER & CO. LTD., Dorchester, Mass. Established 1780.

Cheapest Power.....

Rebuilt Gas and Gasoline Engines.

IN GUARANTEED ORDER.....FOR SALE CHEAP

1½ H. P. Hercules, Gas or Gasoline.
1½ H. P. Hercules, Gas or Gasoline.
2½ H. P. Regan, Gas or Gasoline.
2½ H. P. Oriental, Gas or Gasoline.
3½ H. P. Otto, Gas or Gasoline.
3½ H. P. Pacific, Gas or Gasoline.
5½ H. P. Hercules, Gas or Gasoline.
5½ H. P. Hercules, Gas or Gasoline.

State Your Wants and Write for Prices.....

Hercules Gas Engine Works

635-7 Sansome Street
San Francisco, Cal.

Gas, Gasoline and Oil Engines, 1 to 200 H. P.

EVERY MAN

WHEAT.

SURE CURE FOR PILES

WILL FREE

HOUSEHOLD GOODS, ETC.

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