

COAST DISPATCHES.

SPECIAL TO THE RECORD-UNION.

THE CATASTROPHE AT GOLD HILL.

Names of the Victims of the Con. Imperial Accident.

PASSENGERS FROM THE EAST BY RAIL.

Further Proceedings of the California M. E. Conference.

ANOTHER STAGE STOPPED BY HIGHWAYMEN.

Closing Hours of the Fairs at Oakland and Placerville.

CALIFORNIA.

Board of Election Commissioners-Urgent Call for Contributions.

SAN FRANCISCO, September 17th.-At a meeting of the Board of Election Commissioners to-day, a resolution to incorporate in the tally lists to be prepared for the Presidential election the names of candidates for municipal offices, was voted down, and a resolution not to incorporate was adopted.

SHIPMENT OF COPPER BULLION-RAILROAD BUILDING-NEW MEXICO LINE REACHED.

TUCSON, September 17th.-The Copper Queen mine shipped to-night 68,017 pounds of copper bullion, the result of five days' run. The company has contracted to deliver 500,000 pounds annually.

RELIABLE INFORMATION AS TO THE EFFECT THAT THE ARIZONA TERRITORY AND SAN FRANCISCO RAILROAD WILL BUILD TO TUSON, COMING FROM BLANK RIVER IN NORTHEASTERN ARIZONA, AND THENCE DOWN THE CANYON DEL ORO TO THIS PLACE.

This is the line surveyed last fall, and will pass through a continuous stretch of mining districts.

THE TRACK OF THE SOUTHERN PACIFIC RAILROAD REACHED THE NEW MEXICO LINE IN THE DISTANCE 140 MILES EAST OF TUCSON.

NEW MEXICO, September 17th.-The track of the Southern Pacific Railroad reached the New Mexico line to-night. The distance is 140 miles east of Tucson.

NEVADA.

THE CON. IMPERIAL DISASTER-Names of the Killed-Further Details.

GOLD HILL, September 17th.-The following are the names of those killed in the Con. Imperial mine last night: John Roach, Meagher, Matt Winnie, Joseph Haunahan, William Corbett, George Farnham, Jerry Sullivan. Most of the bodies are terribly mangled.

THE GOLDEN GATE FAIR-EGYPTIANE TOURNAMENT-TROTTING RACE.

OAKLAND, September 17th.-The weather being cold and disagreeable this morning, there was not a large attendance when the parade of stock took place at the Golden Gate fair, followed by the judging of carriage and saddle-horses.

PASSENGERS PASSING CARLIN FOR CALIFORNIA.

CARLIN, September 17th.-The following passengers arrived at Carlin for California to-morrow: C. E. Clawson, New York; Joseph Moore, Colorado; H. W. Smith, New York; J. H. Burdham, New Hampshire; C. H. Burdham, New York; Mrs. Staunton and son, Virginia City; Mrs. J. H. Burdham, New York; Rev. Patrick Fisher, Ireland; Dr. A. A. Hayes, Rev. B. Gibbons, England; Dr. C. S. Orme, Los Angeles; Albert Wilsey, Mrs. M. Orme, Los Angeles; J. L. Robinson, Mrs. M. Larkworthy, London, England; James W. Knight, Wisconsin.

WEATHER-PREPARING A HEARTY WELCOME FOR THE PRESIDENT-LEGISLATURE RAILROAD MATTERS.

PORTLAND, September 17th.-The weather is cool and showery.

THE FAIR AT PLACERVILLE-CLOSING HOURS.

PLACERVILLE, September 17th.-The closing hour of the fair, together with the interest in the awards of premiums, brought out to-day the greatest crowd of the week.

ENTHUSIASTIC REPUBLICAN MEETING.

ALBANY, September 17th.-Hon. H. P. Page and General Sherman, together with the largest and most enthusiastic audience assembled here during this canvass.

CALIFORNIA M. E. CONFERENCE-FURTHER PROCEEDINGS.

PALMERA, September 17th.-The prayer meeting was of full interest this morning.

YAKA, September 17th.-The Oregon stage coming south was broken up by high winds on the Oregon side, last night about 11 o'clock.

BODY OF AN UNKNOWN DROWNED MAN FOUND-POLITICAL MEETING.

LAKEPORT, September 17th.-A man named Lakeport, who was drowned in the bay, was found this morning.

THE SMALL-POX AT STOCKTON.

STOCKTON, September 17th.-Inquiries of Dr. Hinton, the Health Officer, show that the few cases of small-pox here are confined to the families in which it first appeared.

No apprehension is felt relative to a spread of the disease.

SIX YEARS IN THE STATE PRISON.

NARA, September 17th.-Frank P. Morrow was today sentenced to six years in the State Prison, for robbing the house of J. A. Fuller in March last.

THE MURDER TRIAL AT HOLLISTER.

HOLLISTER, September 17th.-In the case of the People vs. Furtado, for the murder of O. A. Payne, the testimony has just closed.

PASSENGERS PASSING MOJAVE.

MOJAVE, September 17th.-The following southern overland passengers passed Mojave September 17th, to arrive in San Francisco September 18th: Dr. J. P. Moore, Tucson; John Barje, Phoenix; James Stewart, Philadelphia; Mrs. John Roys, Los Angeles; Miles Thomson, San Francisco; J. E. Grand; M. Sota, Contra Costa; A. F. Soto, Pomona; J. Rees, Prescott; W. H. Connors, Tombstone; A. B. Howland, wife, Beckman; B. P. Starr, W. H. Kent, M. Bailey, San Francisco.

ARIZONA.

SHIPMENT OF COPPER BULLION-RAILROAD BUILDING-NEW MEXICO LINE REACHED.

TUCSON, September 17th.-The Copper Queen mine shipped to-night 68,017 pounds of copper bullion, the result of five days' run.

RELIABLE INFORMATION AS TO THE EFFECT THAT THE ARIZONA TERRITORY AND SAN FRANCISCO RAILROAD WILL BUILD TO TUSON, COMING FROM BLANK RIVER IN NORTHEASTERN ARIZONA, AND THENCE DOWN THE CANYON DEL ORO TO THIS PLACE.

This is the line surveyed last fall, and will pass through a continuous stretch of mining districts.

THE TRACK OF THE SOUTHERN PACIFIC RAILROAD REACHED THE NEW MEXICO LINE IN THE DISTANCE 140 MILES EAST OF TUCSON.

NEW MEXICO, September 17th.-The track of the Southern Pacific Railroad reached the New Mexico line to-night. The distance is 140 miles east of Tucson.

NEVADA.

THE CON. IMPERIAL DISASTER-Names of the Killed-Further Details.

GOLD HILL, September 17th.-The following are the names of those killed in the Con. Imperial mine last night: John Roach, Meagher, Matt Winnie, Joseph Haunahan, William Corbett, George Farnham, Jerry Sullivan. Most of the bodies are terribly mangled.

THE GOLDEN GATE FAIR-EGYPTIANE TOURNAMENT-TROTTING RACE.

OAKLAND, September 17th.-The weather being cold and disagreeable this morning, there was not a large attendance when the parade of stock took place at the Golden Gate fair, followed by the judging of carriage and saddle-horses.

PASSENGERS PASSING CARLIN FOR CALIFORNIA.

CARLIN, September 17th.-The following passengers arrived at Carlin for California to-morrow: C. E. Clawson, New York; Joseph Moore, Colorado; H. W. Smith, New York; J. H. Burdham, New Hampshire; C. H. Burdham, New York; Mrs. Staunton and son, Virginia City; Mrs. J. H. Burdham, New York; Rev. Patrick Fisher, Ireland; Dr. A. A. Hayes, Rev. B. Gibbons, England; Dr. C. S. Orme, Los Angeles; Albert Wilsey, Mrs. M. Orme, Los Angeles; J. L. Robinson, Mrs. M. Larkworthy, London, England; James W. Knight, Wisconsin.

WEATHER-PREPARING A HEARTY WELCOME FOR THE PRESIDENT-LEGISLATURE RAILROAD MATTERS.

PORTLAND, September 17th.-The weather is cool and showery.

THE FAIR AT PLACERVILLE-CLOSING HOURS.

PLACERVILLE, September 17th.-The closing hour of the fair, together with the interest in the awards of premiums, brought out to-day the greatest crowd of the week.

ENTHUSIASTIC REPUBLICAN MEETING.

ALBANY, September 17th.-Hon. H. P. Page and General Sherman, together with the largest and most enthusiastic audience assembled here during this canvass.

CALIFORNIA M. E. CONFERENCE-FURTHER PROCEEDINGS.

PALMERA, September 17th.-The prayer meeting was of full interest this morning.

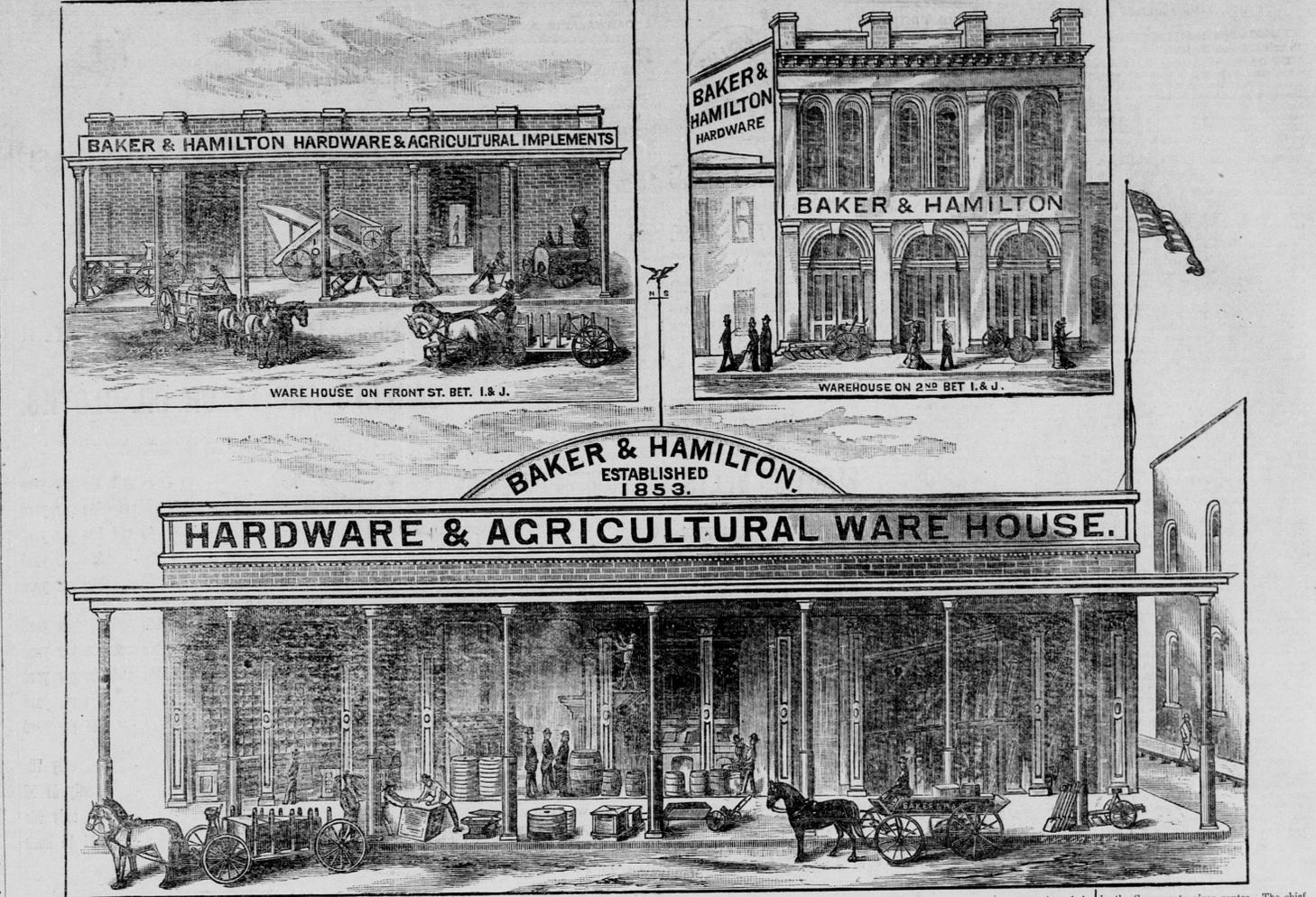
YAKA, September 17th.-The Oregon stage coming south was broken up by high winds on the Oregon side, last night about 11 o'clock.

BODY OF AN UNKNOWN DROWNED MAN FOUND-POLITICAL MEETING.

LAKEPORT, September 17th.-A man named Lakeport, who was drowned in the bay, was found this morning.

THE SMALL-POX AT STOCKTON.

STOCKTON, September 17th.-Inquiries of Dr. Hinton, the Health Officer, show that the few cases of small-pox here are confined to the families in which it first appeared.



A BUSINESS HOUSE.

A Representative Business Establishment of Sacramento.

Some Account of the Store-Rooms of the Firm of Baker & Hamilton.

Vastness of the Agricultural Implement and Machinery Business of this Coast.

The Sweepstake Plow Company, and What it Makes that is Novel.

THE COURTS.

SUPERIOR COURT.

THE WAGON DEPARTMENT.

OWNED AND OPERATED BY BAKER & HAMILTON.

THE BUSINESS OF BAKER & HAMILTON.

buildings are of two floors, with the Second-street building, of which 40 by 60 has three floors. These buildings give the house a frontage on three sides of a common block, which is pierced from north to south by a narrow alley, known as Commonsouth.

To carry on the business in these establishments requires the constant services of twenty-one employes, in addition to the general manager. A review in order of the departments of the house will not prove uninteresting.

Beginning then with the J street front, at its eastern limit-the corner of Commonwealth avenue-the visitor enters first a westward of 80 feet, one large room separated by brick walls from the departments on the west, but which walls are pierced with two large arched openings for the convenience of business transactions. In this section the west wall is found to be completely built up with shelves, every inch of space being utilized. Here are stored in the closest order, but with the utmost regularity, bolts of every description for carriages and machinery, lag screws, washers, oilers, etc. On the opposite side is a gallery some eight feet wide, giving a double floor the entire length of the section. Here are to be seen all kinds of farm tools in bundles, all bearing the manufacturer's tags, and ready for instant shipment.

These include spades, shovels, rakes, hoes, picks, forks, etc. The floor space between the two walls is occupied by great piles of heavy hardware in cases, samples of the goods being so arranged as to indicate the cases at a glance, thus facilitating rapidly in filling orders. Here, too, are now and then placed sample light wagons, for brief display, whose space permits the visitor to enter the gallery on the east in a tickled rack, where are displayed blocks, pulleys and truck tackle, such as are needed upon the farm. Below are to be seen open packages and samples of wire cloth, and on the opposite side, beneath and in front of the shelving, jackscrews, vices, wire, lead, etc., and in the front of each opening are piled sample bags of shot, bar lead, etc. The rear of this department is seen the glass front of the bookkeepers' office, which are so situated as to be as nearly as possible in the center of the three buildings of the firm, right at the point where the rear of each building meets that of its fellow.

Is the second section of the J-street building, of like size with the first. This is strictly the retail and sample department. It is shelved entirely around three sides, and has, besides, two lines of central rack counters and one central line of show cases, which latter, by the way, are said to be the best show cases, the strongest and most versatile ever brought to California. In front is a space raised off, where the entry and order clerks have their station, and which space is the rallying point for the salesmen of the establishment. Opening out from the rear wall of this section is a door leading to the manager's public business office, which is in a line west with that of the book-keeper, and opens into it. Immediately on the stairs is the manager's private office, and in the west is the shelved and pigeon-holed advertising or book-office, where all the stationary is stored used by the firm, all the cuts and plates, circulars, catalogues, cards, display sheets, etc., and here all the mailing of price lists and trade letters is attended to. From the manager's office doors open into the rear of the Front-street warehouse, which is next in order of description. But return must first be had to the retail and sample department, which is in itself one of the completest stores in the State, and in variety and quantity of stock has few rivals. On the shelves are to be found all kinds of house hardware fittings, bolts, knobs, locks and screws, plates, hooks, keys, and door and window fittings, etc. Here, also, is a vast variety of small, useful articles, such as brushes, combs, hairpins, and a host of other things, all of which are stored in the most regular and systematic manner of carpenters' and wood-workers' polished light tools, and below in racks are heavier tools of all grades and kinds. Here are boxes packed with nails of all kinds, sizes and brands, and beside are to be seen samples of traps, small mills, ladders and dairy machinery and utensils, lanterns, bells, hose, sheep shears, brushes, etc. In the shelving on the east are packed vast quantities of traps, brushes, files, wire, sand-paper, etc., and heavier horse-fitting hardware. In racks in the rear are heavy saws and heavier household and farm

utensils of iron, and heavier tools for all the various wood and iron works. In front of this section are to be seen samples in general, of heavy shop, farm and house hardware, with samples of hose, belting, light machinery, etc., in variety altogether too great to be enumerated here, for it is not the purpose to make this review take on the character of a mere catalogue, but rather to indicate in a general way the kind of goods which this vast establishment carries, and to name those objects which are most prominent to the eye of the general visitor.

Passing to the front-street section, West, through the manager's office, the visitor finds himself in a room under one span of the roof, which is not less than 85 feet in length, and in such number that one could scarcely go amiss in selecting a desirable motor for shop, farm or home. The Buffalo Pitt's threshing machine is here to be examined, all its working parts being in order to be operated, that visitors may see it in motion. Horse-powers are near by, also arranged for the close inspection of all their parts. These are also accompanied by the implements of every variety, and are adapted to any of the purposes for which an economical horse power is desired. Here, too, are the celebrated Case headers, the Buckley mowers and reapers, the Champion mowers and reapers, the Hollingsworth wheeled rake, the Ticker self-dumping rake, fanning mills of varied patterns, regular burr mills, all set up and capable of being put into operation in ten minutes after delivery upon the farm or at the mill-house; the Buckley cider mill and press in various sizes; law mowers of different patterns and powers, lawn presses of all sizes and styles, garden barrows, garden and farm seed drills, corn planters, strow and barn trucks, corn shellers, churning direct and rotary and in great variety; belting, leather and rubber, in full variety as to width and texture, packing, heavy wire-cloth, cordage, street brooms, sack twine, pumps of all kinds and sizes, and a hundred other kinds of goods, and many novel machines which cannot now be even named. The central space of this great section is largely occupied by cases of goods similar to the samples shown, and these are all packed and tagged, so that an order received may be filled as quickly as the package can be placed on the truck and wheeled over to the depot, only eighty feet distant, or the steamboat landing, but 600 feet away. But one of the most interesting sections of this room is

THE WAGON DEPARTMENT. Where are to be seen samples of the Bain wagon, an article that this firm has long dealt in, and has introduced to the great satisfaction of the farmers of the valleys. These wagons are shown of all sizes and styles, and here too are shown samples of all the wagons made by the Sweepstake Plow Company factory, which is an establishment at San Leandro.

OWNED AND OPERATED BY BAKER & HAMILTON. And to which reference will be made hereafter. These wagons made by the firm are freight, heavy, leader, road, express, grocery, spring, valley and mountain wagons, in fact of every variety known, and built for any and all trades and sections. What is claimed for these wagons, is so apparently true and sound, that the mere statement is sufficient to present it to every mind with great force, to wit: That the wagons made in this department endure better here than those from distant parts. The lumber seasoned in the dry atmosphere of this coast, the wagons put up here in the dry season, cannot but wear better than those made abroad, where the climatic conditions are almost the opposite to those of the Pacific slope. Wagons built here are not called upon to undergo vicissitudes of climate which cause the wood to shrink, swell, warp or decay. Besides this, the builder here has a local reputation to maintain which he cannot afford to sacrifice by sending out work that will prove a rebuke to him. There is one kind of wagon made by this firm which deserves special notice. It is the all iron wagon. This vehicle is a decided novelty. Save and except the truck and pole there is no wood work about it, and save and except the outer hub

the whole of the iron work is wrought with cast steel axles, of course. The hub consists of two cylinders, the inner being the box proper, and the outer the shell into which the iron spokes are set and held by nuts on screw threads. These are tightened to the required tension. It will be realized by an instant of thought that whatever of weight is put upon this wagon does not bear upon the lower rim of the wheel alone, but is brought upon the upper rim or arch of the wheel. Thus the weight is constantly suspended from the arch, which the upper rim always forms, the felloe being one solid piece of iron on this wheel. In the ordinary wooden wheel the contrary prevails, and there the weight is directly and wholly upon the spokes and felloes beneath the hub. The arrangement of distributing the weight, however, of the Baker & Hamilton iron wagon is obviously so much better, and so much more nearly allied to true mechanical principles, that the subject needs no further elucidation. There is one other point, however, to be mentioned, to wit: that there is a truss work above the axles so built that all the weight is thrown upon the bearings of the axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It would seem to be next to impossible to break down one of these vehicles. On one of them recently, of ordinary size, ten tons of weight was piled and drawn without difficulty, and with no strain upon any part of the wagon. No kind of axle and none upon the center, an advantage every man who has ever used a wagon will to appreciate. It