WAKEMAN'S WANDERINGS.

The Poet Traveler's Peeps at Norway—IV.

Peculiarities of Travel in Norway—Mighty Stone Roads—The Drammens Vei of Bergen, the Rock Road of Bjerkaker and the Famous Zigzag Descent of Stalheimskiev—Norwegian Ponies and Carrioles.

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LONDON, November 2, 1893.

Travel in Norway has some unusual and many exceedingly interesting phases. It was a surprising thing to learn that more than one hundred thousand tourists now visit this northern land every summer. The country possesses comparatively few miles of railway. Consequently all routes of travel are practically by highways and waterways. More than a quarter of a century since it was seen that tourists, and particularly European tourists, in search of scenic marvels, were tiring of Switzerland, were turning their faces towards the midnight sun, and were even penetrating to the most remote fjelds and glacier-fields. Norway immediately set about making travel within her rugged boundaries not only possible to all by extensive road building, but systematic and reliable as between all carriers and landlords and the tourist public.

This road building, involving enormous expense and many splendid feats of engineering, has had much the same effect upon the people of Norway as in Austrian Galicia. Not so many years ago Austria built nearly 2,000 miles of stone highway up and down and from end to end of Galicia, or Austrian-Poland. Previous to that time, materially, a no more wretched, God-forsaken land existed on the face of the earth. In less than ten years' time these roads did more for the 6,000,000 people of Austrian-Poland in material and social advancement than all the churches, all the books, all the newspapers, all the battles, all the railways, and all the governments had ever accomplished for them from the days of Mieczyslaw and Boleslas to the day these roads were done.

The isolation of the Norwegian peasantry was never so universal as that of the Austrio-Polish peasantry. They have ever had their many and mighty fiords, while a semi-seafaring life always provided diversified resources and the beneficial friction of change. And yet until this road building on a mighty scale was begun, it often happened that the peasant folk of one hamlet, or of a valley district, were as remote from those of another dal not ten miles distant, where totally different resources were relied upon and wholly different traditions and customs were in vogue, as though the Tatras or Atlas Mountains stood between.

This later almost universal means of intercommunication over these grand stone roads, and the roads combined with the fiords, has made Norwegian folk more homogeneous, developed the scanty resources of this stern north land, and more than all tensified the traditional longings of these fine and sturdy folk for complete national liberty and independence. Combined with the surpassing scenery and interesting peasant life, it also brings millions of dollars to Norway each year, distributed in city, hamlet, "station," and even in lonely mountain saeter by a vast horde of tourists, whose methods of travel over mountain, through valley and over fiord are alone a most interesting subject of study.

The grand Norwegian roads, while they are more numerous and expensively built in proportion to population, than those of any other European country, have not that peculiar sentimental interest attaching to the highways of many other European regions, and to be found in all the Latin countries. They possess no roadside shrines, nor are lowly pilgrim bands ever seen upon them. The pilgrimages here are all to nature's mighty shrines. Three examples will indicate their stupendous character and added impressiveness from winding along, or within some of the most beautiful and majestic scenery all Europe affords.

The Drammens Vei (or Drams Way, because built from the revenues from liquor licenses) of Bergen is one of the finest roadways in the world. It is cut out of the sides of the mighty Floeifjeld rising above the city. Five tremendous bends are required to reach the summit. For its entire distance, where not blasted from the solid rock, the bed consists first of heavy bowlders, then huge slabs of granite, and finally a thick covering of cement and gravel. The escarped sides are of solid masonry, often twenty, thirty and fifty feet high along their facades, to secure sufficient roadbed above, and the outer edges of nearly the entire Vei are protected by huge pointed rocks set upright at regular intervals. The outlook from any of its bends, comprising the red-roofed city, the frozen hights to the north, the bay, the seaward countless islands and the thunderous ocean beyond, is not surpassed in Europe.

Near Bjerkager, in the Trondhjem District, is another wonderful roadway. For its entire length of several miles it has been blasted from solid rock. The necessary dislodgements were often so great as to give the appearance of some mighty convulsion of nature. The steep mountain slope rises thousands of feet above you to the one side, while below you, at the other, is a tremendous gorge, nearly a thousand feet in depth, with a wild torrent raving and howling on its way to the distant fiord. At the outer bends of the road overlooking the gorge and torrent, the scenery is indescribably somber and grand. Huge upright masses of rock are set in masonry along the outer edge. And it is along such gruesome ways as these that the little Norwegian ponies clatter at break-neck speed as you breathlessly cling to your rickety carriole.

Descending from the upland ride from Vossevangen, through the famous Nærodal to Gudvangen, the last few miles of your journey, will bring you to a still greater combined marvel of road building and magnificent scenery. The head of the valley is walled by mountain masses about two thousand feet high. From this altitude mountain tops of five and six thousand feet high are reached by gentle slopes. The great cliff or kiev, called here the Stalheim, is the head of the chasm or valley gorge which finally opens out upon Gudvangen and the Naerofjord, the famous somber branch of the Sogne. The lower level of this chasm is reached by a splendid feat of engineering. The road is carried *en echelle* down the face of the cliff from a hight of 1,500 feet in twenty-six zig-zag angles of wide and easy sweep at the angles of return. As each corner of this road is rounded there is alternate view not only of the grand defile and snow-capped mountains behind and above, but of those famous waterfalls, the Stalheimfos and the Silvefos, the former falling without a break for over 1,000 feet, and the latter for a tumble of nearly the same distance. When you have reached the bottom of the Stalheim gorge, enormous cone of gray felspar, the phantom-like Jordalsnyt, lifts its cowled head 4,000 feet into the cloud-mists far above.

The universal mode of travel along these Norwegian roads is by carriole. In all my own excursions on foot into the interior districts I never saw tourist or native walking upon the highways as you will see them in England or Switzerland. The only exception was where groups of peasants were making their way from one gaard or farmhouse, or field or saeter, to another. Travelers never walk, and the bonder or farmer, and nearly all the peasant folk do most of their necessary traveling in the carriole or stoilcart. Both are Norwegian institutions distinctively. The carriole is something like a combination of the American "sulky" and the English trap—perhaps more like a "one-horse shay." It is two-wheeled, low and its long shafts, terminating just back of the axle, form springs for the seat which is in front of the axle. The seat is low; you are compelled to straighten out your legs as though you were sitting upon the floor, and your feet thus just reach a stout little dashboard. This has the advantage of landing you upon your feet, in case of a breakdown, instead upon your head, as when a dogcart or trap goes to pieces. The vehicle is nicely balanced and has but one seat. Consequently you must be passenger and driver in one, though a little projection behind the axle serves for a place upon which to strap your luggage, if it be as modest as a Norwegian traveler's should be, and also for a perch for the sunny-faced, garrulous lad, the "skydgut" or postboy, who accompanies you between "stations," to return your carriole and pony to its owner.

The Norwegian ponies which draw these carrioles, or are used as saddle horses in the roadless mountain districts, are worthy of a chapter to themselves. They are little, cream-colored and stocky, with fine crests and forearms, and are most reliable and intelligent. They are as strong as the "sheltie" or the Curshendal pony, and quite as nimble and long-suffering as the Cuban pony or jacas. I never saw animals in any country better cared for, and they respond to the almost affectionate treatment they receive by splendid speed on level stretches of road and an almost startling pace down the steepest of mountain ways. Their comprehension of the ethics of travel is, however, often far more acute than that of their foreign drivers. I have often seen them stop and turn about, facing the carriole passenger, as a bit of plucky climbing was reached, with a look which asked as plainly as words:

"Kind sir, you are now in Norway. Will you not dismount and walk?"

They are grazed like sheep among the cliffs and crags, and will bound about among the rocks like the chamois. When wanted for posting relays they will scamper at call, like an obedint dog, from the hillsides to the gaarde or station. They are positively companionable in their natures, and seem to have the Teutonic qualities of strength and endurance with the Celtic strain of versatility, vivacity and genial enthusiasm. You cannot travel in Norway without coming to place the Norwegian ponies, in the panorama of your experiences and friendships, as among the most agreeable of your acquaintances.

Whether the universal mad rush of tourists from place to place in Norway has influenced certain governmental regulations, or whether the latter have brought about the half-crazy dispatch indulged in by travelers, I am unable to say. They both exist, and both are interesting as a spectacle and a study. There are few places in Norway where strangers rest and social pleasures are enjoyed as at the American Newport and Bar Harbor, at Torquay, Bideford, Buxton and Malvern, in England, and at Rothesay and Strathpeffer, in Scotland. Along the splendid fiords are a few sunny spots with villas and charming inns, but outside the cities and the few delightful halting places beside the fiords there are really no inns in Norway. Among all her thousands of miles of noble roads are not a score of really comfortable hostelries. Instead of these are what are known as "stations." They are found throughout Norway at distances of six to ten or twelve miles apart, and their charges for posting by carriole, and for some portions of actual food and lodging, are regulated by governmental authority.

These stations, or "skydstations," as they are called in Norway, are subsidized by the State and are under strictest Government control. There are two classes, "fast stations," where a stated number of carrioles, stollcarts and ponies are required to be kept by the master, and the "tilsigelse," or slow stations," which are not compelled to furnish any more conveyances or ponies than can be conveniently kept, or procured from neighboring farms. The slow stations are also known as "forbud" stations, because the tourist is liable to be detained for hours, and perhaps days, at these, unless he sends a "forbud," literally a "foregoer" or messenger, on in advance to bespeak his requirements. This "forbud" is the Norwegian courier, but is a far less imposing and costly one than he who provides the chief bane and expense of travel in Switzerland and the Latin countries. The "forbud" may be a gentle old man, a lively lad or a robust barefooted lass, and in any case the insignificant fixed fee and the trifling gratuity you may add, are received with such profusion of bowing, hand-shaking and "mange tak" (many thanks), that use of the "forbud" invariably proves a convenience and pleasure.

All of these posting stations have what is called a daybook (dagbog) always lying upon the common-room table. On its first page is the actual contract made between the Government and the station master. It shows how many beds the station shall be provided with, the tariff for the same, the number and character of vehicles and the number of horses to be in use, if a fast station, as well as the exact charge for prescribed mode of conveyance to the next station each way. As the average official rate for posting does not exceed three cents per English mile, the tourist can himself ascertain the exact expense from one station to another. You are also protected against imposition in the tendency of landlords to detain and retain their guests for profit. The handy daybook stands sentinel against this. Each traveler, or representative of a party, before leaving a station, must write his name in the daybook and state the exact number of conveyances engaged, so that any one following after may know if the absent vehicles fill the required quota.

It is creditable to these sturdy Norwegian folk that when a party arrives at a "fast" station only to find that there is not a sufficient number of conveyances, though the legally required number is in use, that good breeding rather than bullying and bribes will universally secure some sort of relief from your dilemma. A Norwegian station master is very seldom a truckling landlord. He is almost always a bonder, that is, a proprietor of large lands about the station, and a farmer on a respectable scale, who has been required by the Government to provide posting and entertainment facilities. In several instances coming under my observation he is the schoolmaster, and I know of two who are clergymen. These men all have a certain pride in their individual possessions, their position or character. Recognize this and you will lead a charmed life upon the roads of Norway. Gracious behavior will bring a score of ponies from the hills, and stollcarts from the outlying farms if you require them; but if you intend being a boor or a cad among these quiet, proud-spirited people you should bring along your own conveyance and supplies. They will not wrangle with you. They will simply let you so much alone that you might better be cast upon a desert island.

The station daybook has other important and interesting uses. You are privileged by law to set down in black and white, before the station master's eyes, any complaint you may feel it is your duty to record. These data are also retroactive. If the preceding station master has given you a reckless postboy, or a dangerously weak carriole, or has overcharged, you have sure means of reprisal through the daybook. At stated periods the lesmand, a circuit-riding official, visits each station. This semi-magistrate is the avenger of wrong travelers. If their complaints are well-founded the offenders never escape adequate punishment; and I know of no other country where such unfailing protection to strangers is given. Intermingled with complaints, praises and posting data, are very many curious travelers' written memorials of comparison, of fanfaronade, of wit, of pathos, of ill-spirited taint and stain from that class which sours and beclouds all place and companionship. And one sentence I saw at a mountain station in the Halingdal District which read: "I must record in this daybook that Norway would be altogether sublime were my little absent darlings with me," told more than all the rest—that one cannot get in so remote a place on this round, huge globe, that there are not still shining clear and bright and sure those slender but mighty strands of human love which hold all the world together.

EDGAR L. WAKEMAN.

COMMERCIAL.

Shippers Only Willing to Purchase Wheat to a Moderate Extent.

Moderately Firm Tone for a Strictly Bright Article of Feed Barley—Good Inquiry for Oats.

SAN FRANCISCO, November 17th.

The sample market for Wheat has been void of interest all the week. Shippers have not shown any disposition to operate largely, though at the same time being apparently willing to purchase to a moderate extent on a basis of $1 02½ ₱ ctl for No. 1 shipping quality. Offerings of Feed Barley are of rather liberal proportions, but a strictly bright article is not heavily represented, and prices for such stock show moderately firm tone. For Brewing Barley there is continued demand, both for shipping as well as local uses. Good inquiry prevails for Oats, and sales of both large and small amounts are daily effected. Choice parcels have the preference, selling more readily even at the higher figure.

There is rather steady tone to Hop prices, with better inquiry than has prevailed in some time. The *Commercial News* says: "A private letter from Germany confirms public reports of crop shortage, and states that for choice parcels 300 marks per cwt are demanded, while ordinary grades bring within 40 to 60 marks of that price. In England the market is firm, but not active. Eastern reports are favorable to holders, there having been sales in the interior of New York State at 23@23½c, with sellers firm and buyers more desirous of operating. Locally, there has been an active demand, with large sales for Australian account. The Monowai, which sails for Australia to-day, had manifested up to 3 P. M. yesterday 90,101 lbs, of which 32,559 lbs, valued at $6,624, were for Sidney, and 55,115 lbs were for Dunedin. It will be seen that the first lot is manifested at a fraction above 20c ₱ lb."

The Vegetable market is quiet, with prices weak for all descriptions. Potatoes are in heavy supply, and sales are slow. Onions are easier at quotations.

In Fresh Fruits the only change is a light decline in Oranges, which arrive rather green. Zinfandel wine grapes are also lower. Table varieties are dull and weak.

The Butter market is shading off under lighter inquiry. Eggs are weaker under increased arrival. Cheese is firm.

In Poultry, Eastern stock begins to come in very freely. Business is fairly active. Game is steady at quotations.

Produce Market.

FLOUR—Net cash prices for Family Extras, $3 50@3 60 ₱ bbl; Bakers' Extras, $3 40@3 50; Superfine, $2 40@2 60.

WHEAT—Strictly choice shipping $1 02½@1 03¾. Parcels adapted for milling uses sell at a range of $1 05@1 07½ ₱ ctl.

BARLEY—Feed, 67½@72½c ₱ ctl for fair to good quality, and 73½@75c for choice bright; brewing, 85@95c ₱ ctl.

OATS—Milling, $1 15@1 22½; Surprise, $1 22½@1 32½; fancy feed, $1 20@1 22½; good to choice, $1 12½@1 17½; common to fair, $1@1 10; Black, 80c@$1 20; Red, $1@1 07½; Gray, $1 02½@1 12½ ₱ ctl.

CORN—Quotable at 82½@85c ₱ ctl for large Yellow, 85@87½c for small Yellow, and 85@90c for White.

BRAN—$15 50@16 50 ₱ ton.

HAY—Wire-bound Hay sells at $1@2 ₱ ton less than rope-bound Hay. Following are wholesale city prices for rope-bound hay: Wheat, $10@14 50; Wheat and Oat, $10@13 50; Wild Oat, $9@12; Alfalfa, $10@10 50; Clover, $8 50@10; Barley, $9@10 50; compressed, $10@12 50; Stock, $8@10 ₱ ton.

STRAW—50@55c ₱ bale.

HOPS—Quotable at 16@19c ₱ lb.

RYE—87½@92½c ₱ ctl.

BUCKWHEAT—$1 35@1 45 ₱ ctl.

GROUND BARLEY—$16@17 ₱ ton.

POTATOES—Garnet Chiles, 35@50c; Early Rose, 25@40c; River Burbanks, 30@40c; River Red, 35@45c; Salinas Burbanks, 55@85c ₱ ctl; Sweets, 40@75c ₱ ctl.

ONIONS—$1 20@1 30 ₱ ctl for good to choice.

BEANS—Bayos, $1 80@1 85; Butter, $2@2 25 for small and $2 25@2 50 for large; Pink, $1 50@1 70; Red, $1 75@2 25; Lima, $2 12½@2 20; Pea, $2 10@2 20; Small White, $1 85@1 95; Large White, $1 85@1 95 ₱ ctl.

VEGETABLES—Egg Plant, 25@50c ₱ box; Green Peas, 3@4c ₱ lb; String Beans, 3@4c ₱ lb; Lima Beans, 3@4c ₱ lb; Marrowfat Squash, $6@8 ₱ ton; Cucumbers, 40@60c ₱ box; Green Peppers, 30@60c ₱ box; Tomatoes, 15@35c for large boxes; Turnips, 75c ₱ ctl; Beets, 75c@$1 ₱ sack; Parsnips, $1 25 ₱ ctl; Carrots, 40@50c; Cabbage, 50@55c; Garlic, ¾@1c ₱ lb; Cauliflower, 60@70c ₱ doz; Dry Peppers, 5@7c ₱ lb; Dry Okra, 12½@15c ₱ lb.

FRESH FRUIT—Apples, 65c@$1 ₱ box for good to choice, and 35@60c for common to fair; Pears, 25@50c ₱ box for common, and 75c@$1 for choice; Quinces, 30@60c ₱ box; Strawberries, $4@6; Persimmons, 50@75c ₱ box; Pomegranates, 50@75c ₱ box; Raspberries, $5@6 ₱ chest; Cranberries, $6@8 ₱ bbl.

GRAPES—Muscat, 15@35c; Black, 15@30c; Tokay, 15@35c ₱ box; Zinfandel Wine Grapes, $8@12 ₱ ton; White Grapes, $8@10 ₱ ton.

CITRUS FRUIT—Mexican Limes, $2 50@3 50 ₱ box; Lemons, Sicily, —@—; California Lemons, $1@2 for common, and $2 50@3 for good to choice; Bananas, $1 50@2 50 ₱ bunch; Hawaiian Pineapples, $2@4; Mexican Pineapples, $3@4 ₱ dozen.

DRIED FRUIT—Apples, 4@4½c ₱ lb for quartered, 4@5c ₱ lb for sliced, and 8@8½c for evaporated; Pears, 6@7c ₱ lb for bleached halves and 4@6c for quarters; bleached Peaches, 6@7½c; sun-dried Peaches, 5@6c; Apricots, Moorparks, 11@12c; do, Royals, 10@11c for bleached and 6@7c for sun-dried; Prunes, 4@5c ₱ lb for the four sizes; Plums, 5@6c for pitted and 2@3c for unpitted; Figs, 4@5c for pressed and 2@3c for unpressed; White Nectarines, 6½@7c; Red Nectarines, 5@6c ₱ lb.

RAISINS—London Layers, $1 20@1 25; loose Muscatels, in boxes, 95c@$1; clusters, $1 50@2; loose Muscatels, in sacks, 3@4c ₱ lb for three-crown, 2@3c for two-crown; dried Grapes, 1½@2c ₱ lb.

BUTTER—Creamery, 27@28½c; fancy dairy, 25@26c; good to choice, 22½@24c; common grades, 18@22c ₱ lb; pickled roll, 19@21c; firkin, 18@20c; Eastern ladle-packed, 17@18c ₱ lb.

CHEESE—Choice to fancy new, 11½@13c; fair to good, 9@10½c; Eastern, ordinary to fine, 11@14c ₱ lb.

EGGS—California ranch, 37½@45c; store lots, 25@35c ₱ dozen; Eastern Eggs, 21@24c for ordinary and 25@27½c for choice.

POULTRY—Live Turkeys—Gobblers, 16@17c ₱ lb; Hens, 15@16c, dressed Turkeys, 17@20c ₱ lb; Roosters, $4@4 50 for old, $4@5 50 for young; Fryers, $4@4 50; Broilers, $2 50@3 50; Hens, $5@6; Ducks, $3 50@5; Geese, $1 50@2 ₱ pair; Pigeons, $1@1 50 ₱ dozen.

GAME—Quail, $1@1 25 ₱ dozen; Canvasbacks, $3@3 50; Mallard, $3 50@4; Widgeon, $1 50@1 75; Teal, $1 50@1 75; Sprig, $2@2 50; small Ducks, $1@1 25; Gray Geese, $2@2 50; White Geese, $1@1 25; Brant, $1@1 25; English Snipe, $1 25@1 50 ₱ dozen; common Snipe, 50@75c ₱ dozen; Hare, $1@1 25; Rabbits, $1 25@1 50 ₱ dozen.

Meat Market.

Following are the rates for whole carcasses rom slaughterers to dealers:

BEEF—First quality, 5@5½c; second quality, 4½@5c; third quality, 3½@4c ₱ lb.

CALVES—4@5c for large, and 6@7c ₱ lb for small.

MUTTON—4@5½c ₱ lb.

LAMB—6@7c ₱ lb.

PORK—Live Hogs, on foot, grain fed, heavy and medium, 5½@6c; stock Hogs, 5½@5½c; dressed Hogs, 7¼@8½c ₱ lb.

Eastern Grain Market.

NEW YORK, November 17th.

WHEAT—November, 65¼c; December, 66c; January, 67¼c; February, 68⅝c; March, 69⅞c; May, 72½c.

CHICAGO, November 17th.

WHEAT—November, 59½c; December, 60¼c; May, 67½c.

SACRAMENTO MARKET.

Game Plentiful, Especially Ducks and Quail.

SACRAMENTO, Nov. 17th.

The local markets were well supplied with Game of all descriptions, canvasback Ducks especially being plentiful, and sold very readily at the high ruling price, $1 25 per pair. The north wind no doubt drove them down this way, as they are said by hunters to be very plentiful. The markets are at present well supplied with choice mountain Apples, which sell at reasonable rates. Grapes are about done for. Other lines of produce show no change.

Retail prices of the various named are as follows:

GREEN FRUIT—Apples—Swaar, Bellflowers, Spitzenberg, Greenings, Maiden Blush, Pippins, etc., 3c ₱ lb; $1 05@1 25 ₱ box. Grapes—Emperor, Cornichon, Muscats, Mission and Tokays, 3c ₱ lb. Cranberries, 12½c ₱ quart, 45c ₱ gallon. Pomegranates, 20@35c ₱ dozen.

DRIED FRUITS—Apricots, 10@12c ₱ lb; Apples, 8@10c; Peaches, 12@16c; Plums, 12@14c; Prunes, 8@16c; Pears, 7@9c; Nectarines, 12@16c; Grapes, $1 ₱ box; Figs, 5@8c ₱ lb.

CITRUS FRUIT—Limes—10c ₱ doz. Lemons—Common, 20c ₱ doz; St. Paulis, 35c ₱ doz. Bananas, 25@40c ₱ doz; Cocoanuts, 10c each. Oranges—Mexican, 25c ₱ doz.

NUTS—New crop soft-shell Almonds, 20c ₱ lb; do Walnuts, 15c.

DAIRY PRODUCTS—Butter—Valley, ₱ roll, 40c; Pickle Roll, fair, 40c; Fancy, 50c; Fancy Petaluma, 65c; Fancy Creamery, 70c; Eastern, packed, 20c; Firkin, 20@23c; Cheese—California, 15c ₱ lb; Young America, 16c; Eastern Creamery, 20c; Limburger, 20c; Genuine Swiss, 40c; American, 25c; Martin's Creamery, 20c.

EGGS—Fresh Ranch, 40c ₱ doz; Eastern, 30c.

POULTRY—Turkeys—Live, 20c ₱ lb; Gobblers, 20c; dressed, 24c. Chickens—Hens, $6@6 50 ₱ doz, 60@75c each; Springs, $5 ₱ doz, 50c each; Broilers, $4 ₱ doz, 40c each; Tame Ducks, $7 50 ₱ doz, 75c each; Geese, $1 35 each.

GAME—Teal, 30c ₱ pair; Widgeon, 35c; Sprig, 65c; Mallards, 90c; Canvasbacks, $1; Snipe, $2 25 ₱ doz; Quail, $1 50; Gray Geese, 75c ₱ pair; Black, do, 50c.

VEGETABLES—Onions, 3c ₱ lb; Sweet Potatoes, 2c; Cabbage, 1½c; Green Peppers, 5c; dried, do, 12½c; Lima Beans, 6c; Tomatoes, 3c ₱ box; Egg Plant, 5c; Red Cabbage, 10c each; Celery, 10c; Cauliflower, 10c; Savoy Cabbage, 10c; Squash, Hubbard, 2c; Marrowfat, 2c; Crookneck, 2c; Yellow Pumpkins, 1c; Lettuce, 12½c; Green Onions, 12½c; Radishes, 12½c; Turnips, 12½c; Carrots, 12½c; Beets, 12½c; Oyster Plant, 12½c; Leek, 12½c; Alameda Peas, 5c; Sacramento, do, 5c; Garlic, 6c; Chicory, three for 10c; Spinach, 5c ₱ lb.

POTATOES—River Reds, 50c ₱ sack; Early Rose, 65@75c; River Burbank, 90c; Salinas, do, $1 25 ₱ 100 lbs; Sweets, $1 ₱ sack.

MEATS—Beef—Prime Rib Roast, 12½@15c; Chuck Roast, 10c; Rump, 8c; Brisket, 8c; Corned Beef, 8c; Porterhouse Steak, 15@18c; Loin Steak, 12½@15c; Round Steak, 10c; Chuck, 10c. Veal—Loin and Rib Chops, 15c; Roast Veal, 12c. Mutton—Leg, 11@12½c; Loin and Rib Chops, 12½c; Mutton Stew, 8c; Shoulder Chops, 8c. Pork—Roast or Chops, 15c; Corned Pork, 15c; Sausage, 12½c; Vienna Sausage, 15c; Bacon, 14@19c; Ham, 16@20c.

BREADSTUFFS—Flour, $4 40 ₱ bbl, $1 10 for 50 lb sacks, $2 20 for 100-lb sacks; Oatmeal, 10-lb sacks, 40c; Cornmeal, 10-lb sacks, 25c; Cracked Wheat, 10-lb sacks, 35c; Hominy, 10-lb sacks, 40c; Graham Flour, 10-lb sacks, 30c; Buckwheat, 10-lb sacks, 50c; Rye, 35c ₱ 10-lb sacks.

HAY AND GRAIN—Oat Hay, 70c ₱ cwt; Wheat, 70c; second quality, 60c; Alfalfa, 60@65c; Wheat, whole, $1 25; Barley, 95c; Ground Barley, $1 05; Feed Oats, $1 40@1 60; Wild White Oats, $1 25@1 50; Middlings, $1 10; Bran, 95c; Straw, 60@70c.

California Fruit Sales.

CHICAGO, Nov. 17.—The Porter Brothers Company sold at auction to-day three cars of California fruit at the following prices: Verdel grapes, $2 25; half-crates Verdel grapes, 85c; Tokay grapes, $1 95@2 05; half-crates Tokay grapes, 60c@$1 20; half-crates Cornichon grapes, $1 10; half-crates Muscat grapes, 60@95c; half-crates Ferrara grapes, 55@60c; half-crates Morocco grapes, 30c.

The Best Authorities,

Such as Dr. Dio Lewis, Professor Gross and others, agree that catarrh is not a local but a constitutional disease. It therefore requires a constitutional remedy like Hood's Sarsaparilla, which permanently cures catarrh.

"Almost as Palatable as Milk"

This is a fact with regard to Scott's Emulsion of Cod Liver Oil. The difference between the oil, in its plain state, is very apparent. In

Scott's Emulsion

you detect no fish-oil taste. As it is a help to digestion there is *no after effect except good effect*. Keep in mind that Scott's Emulsion is the best promoter of flesh and strength known to science.

Prepared by Scott & Bowne, N. Y. All druggists.

SAN FRANCISCO STOCK MARKET.

SAN FRANCISCO, November 17, 1893.

MORNING SESSION.

Alpha	20c	G. & C.	1 15
Alta	15c	H. & N.	80@85c
Andes	60c	Kentuck	15c
Belcher	80c	Mexican	1 05@1 10
Benton	75c	Occidental	30c
B. & B.	2 45@2 50	Ophir	1 70@1 75
Bullion	15c	Overman	35c
Caledonia	15c	Potosi	95c@1 00
Challenge	85@90c	Savage	85@95c
Chollar	70c	S. Nev	1 30
C. C. & Va.	3 70@3 75	Seg. Belcher	20c
C. Imperial	5c	Union	90@95c
C. Point	80@85c	Y. Jacket	1 00

AFTERNOON SESSION.

Alta	15c	H. & N.	80c
Andes	50c	Kentuck	20c
Belcher	75c	Mexican	1 00@1 05
B. & B.	2 35@2 45	Mono	15c
Bullion	40c	Ophir	1 70@1 75
Challenge	70@75c	Occidental	20c
Chollar	70c	Potosi	90@95c
C. N. Y.	10c	Savage	85c
C. Point	70c	S. Nevada	1 20@1 25
C. & C. Va.	3 60	Union	90@95c
G. & C.	1 10@1 15	Y. Jacket	90c@1 00

Before Buckley.

James Cousins was granted a jury trial of the charge against him of battery on Con Kelly and a venire of twenty-five jurors ordered for the 21st in the Police Court yesterday.

Angelo Brustolini was tried for battery on Ah Wen. Wen testified that he went to take some washing to Caffaro's saloon and Brustolini caught hold of his queue and cut it off. As he did not have any witnesses, and the defendant and two witnesses denied it, he was acquitted.

The case of Bell Webber, charged with being a common drunk, was postponed till to-day, she being too much indisposed to appear in court.

Baby Raw as Beefsteak

Baby very sick with eczema when three months old. Had home doctors and specialists. Got worse all the time. Whole body raw as beefsteak. Hair gone. Expected him to die. Sick six months before we tried CUTICURA. No faith in them but in two months he was entirely cured. Not a spot on him now and plenty of hair.
MRS. FRANK BARRETT, Winfield, Mich.

Baby Bad with Eczema

Our baby boy, four months old, had bad case of eczema. Head was a solid sore. Face and body badly affected. Itching terrible. Three doctors did not help him. Hands tied sixteen weeks. Mittens on his hands to prevent his scratching. CUTICURA REMEDIES cured him, and we recommend them to others.
G. B. & J. HARRIS, Webster, Ind.

Baby Itched Terribly

Baby three months old broke out with white pimples on red surface. Itching terrible, scabs on head and face. Used everything for five months. Grew worse. Purchased CUTICURA REMEDIES, used them, and in three weeks there was not a sore or pimple, not even a scar.
MRS. OSCAR JAMES, Woodston, Kan.

Baby Suffering Agony

Baby had eczema, worst form. Baffled the best doctors here. Was in agony eight months. Began with CUTICURA REMEDIES. In two months the awful disease had ceased its vengeance. No trace could be seen, my darling boy was cured. J. A. NICOLES, Bunker Hill, Ind.

CUTICURA WORKS WONDERS

And its cures are the most remarkable performed by any blood and skin remedy of modern times. Parents remember that cures made in infancy are speedy, permanent and economical.

Sold throughout the world. Price, CUTICURA, 50c. SOAP, 25c. RESOLVENT, $1. POTTER DRUG AND CHEM. CORP., Sole Props., Boston.

"How to Cure Skin Diseases," free.

BABY'S Skin and Scalp purified and beautified by **Cuticura Soap.** Absolutely pure.

THE RECORD-UNION AND WEEKLY UNION are the best for the family circle.

Miscellaneous.

RADWAY'S READY RELIEF FOR PAIN

THE CHEAPEST AND BEST MEDICINE FOR FAMILY USE IN THE WORLD.

Instantly stops the most excruciating pains; cures all congestions and inflammations.

For Sprains, Bruises, Backache, Pains in the Chest or Sides, Headache, Toothache, Congestions, Inflammations, Sore Throat, Bronchitis, Colds on the Lungs, or any complaint arising from "Taking Cold," Rheumatism, Neuralgia, Lumbago, Sciatica, Pains in the Small of the Back, or any other external Pain, a few applications act like magic, causing the pain to instantly stop. All Internal Pains, Diarrhea, Colic, Spasms, Nausea, Fainting Spells are relieved instantly and quickly cured by taking inwardly 20 to 60 Drops in a half tumbler of water. Fifty Cents a Bottle. Sold by Druggists. Taken with RADWAY'S PILLS there is no better Cure or Preventive of Fever and Ague.

FRAY BENTOS

is a town n Uruguay, South America, on the river Plate. It would not be celebrated except that it is where the celebrated

Liebig Company's

EXTRACT OF BEEF

comes from, and in the fertile grazing fields around it, are reared the cattle which are slaughtered—1,000 to 2,000 a day—to make this famous product, which is known 'round the world as the standard for

QUALITY, FLAVOR AND PURITY.

IN THE SUPERIOR COURT OF THE State of California, in and for the County of Yolo.

Cupay Valley Land Company, plaintiff, vs. Mary H. Robb, defendant.

The People of the State of California send greeting to Mary H. Robb, defendant.

You are hereby required to appear in an action brought against you by the above-named plaintiff, in the Superior Court of the State of California, in and for the County of Yolo, and to answer the complaint filed therein within ten days (exclusive of the day of service) after the service on you of this summons—if served within this county; within thirty days if served elsewhere.

The said action is brought to obtain a judgment and decree of this court:

First: That the defendant do and perform each and all the conditions and undertakings imposed by a certain contract entered into between the parties hereto on the 24th day of April, 1888, and relating to Lot No. 34 of the Bonyuge tract, situated in Yolo County, California.

Second: That the defendant pay the plaintiff the sum of five hundred and four dollars, for interest due, according to the terms of the said contract; together with the sum of fifty-seven 60-100 dollars paid by the plaintiff for taxes on the land described, with interest from the dates of such payments at the rate of seven per cent. per annum; together with the amounts found due for rents and profits, and costs of suit.

Third: Forever barring and foreclosing the defendant from all claim of right in or to said lands.

All of which, together with a copy of the contract referred to, will more fully appear in the complaint herein, which is hereby referred to.

And you are hereby notified that if you fail to appear and answer the said complaint, as above required, the said plaintiff will apply to the court for the relief herein and in said complaint demanded.

Given under my hand and the seal of said Superior Court, this 3d day of February, in the year of our Lord one thousand eight hundred and ninety-three.

[SEAL] R. W. PENDEGAST, Clerk.

WM. SINGER, JR., room 66, cor. Fourth and Townsend streets, San Francisco, attorney for plaintiff. o21-9t8

Baker & Hamilton,

—IMPORTERS AND JOBBERS OF—

HARDWARE, IRON, STEEL, COAL, POWDER,

Agricultural Implements and Machines,

BARBED WIRE, CORDAGE, BELTING.

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TO-DAY!

A Great Day for Bargains.

A BANKRUPT STOCK

—OF—

CLOTHING, FURNISHING GOODS, BOOTS, SHOES, ETC.

BESIDES, ON SALE AT A GREAT CUT,

Blankets, Comforters, Women's and Children's Wool Hosiery, Fancy Goods and Millinery.

500 BOYS' KNEE PANTS SUITS in sizes running from 6 to 14. Sold regular from $2 to $4. Sale prices, 98c, $1 15, $1 25, $1 45, $1 75 and $1 95.

100 MEN'S SUITS on sale at a greater loss than our sale prices, such as
Men's All-wool Suits in neat patterns for $5. Good value for $10.
Men's Castor Beaver Square-cut Suits for $12. Sold for $20.

Other qualities in Wool Suits, in different patterns, from $4 75 to $10.

Men's Heavy Storm Coats and Ulsters, $4 95 and $8 45, in heavy all wool. Considered good value for double. All-wool Overcoats, $6 95 and $7 45.

10 Cases Men's and Boys' Furnishing Goods.

Men's $1 Finished Heavy Merino Shirts and Drawers for 50c. Sizes from 36 to 50.
Boys' Heavy Merino Shirts and Drawers, sizes from 26 to 34, 25c. In gray and white.
Men's $1 Extra Heavy Overshirts, lace fronts and collars, for 50c.
Men's 40c Fancy Flannelette Overshirts for 19c.
Men's Gray Check Heavy 50c Overshirts for 25c.
Men's Plain Twilled Cotton 50c Overshirts, light brown color, for 25c.

OILSKIN CLOTHING.—Buy it now and save 70c on the dollar. Men's $2 50 Extra Long Double Oilskins for $1. Medium lengths that sold for $1 75 and $2; our price until sold, 50c and 75c. Storm Hats, 15c. Heavy Duck Vests, 65c.

The Gipsy Hat

For Ladies and Misses, in pointed and medium crown, satin. Price, 75c; cloth crown, 65c.

DRY GOODS DEPARTMENT.

Full-size Comforters, turkey red covered, 90c each.
10-4 White Blankets, fancy border, tape bound, $1 15 each.
Four-point All-wool Gray California Blankets