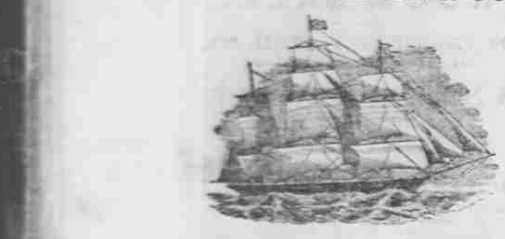
Received and for Sale
—BY—
F. T. LENEHAN & CO.



EX 'AGLAIA' & 'CEDER,'
And other late arrivals.

TONS BEST SMITHS' COAL,
Tons Best Glasgow Splint Steam Coal.
Bar Iron, in assorted sizes.

LIME JUICE CORDIALS!
In 3 doz. cases of the celebrated manufacture of
JOHN GILLON & Co., Glasgow.

—ALSO—

The Following Machinery,
One Sugar Mill, Complete
THREE
WESTON'S CENTRIFUGAL MACHINES.
FIVE
STEAM CLARIFIERS, 400 and 500 Galls.

DRY GOODS
Of Various Descriptions.

LIQUORS.

Cases Heidsick's Champagne, pints and quarts,
Barton Lawrence's Champagne, pts and qts,
Barton Lawrence's Champagne, extra dry,
Cases Hennessey's ****** Brandy,
Cases Martell's xxx Brandy,
Cases Pinet's 1862 Brandy,
Cases Small Geneva,
Baskets Best Geneva,
Cases Best Old Tom Gin,
Cases Best Kinahan's L Irish Whiskey,
Cases Dunville's Irish Whiskey,
Best Scotch Whiskey,
Quarter Casks Best Hennessey's Pale Brandy,
Quarter Casks Best Martell's Brandy,
Quarter Casks Jamaica Rum.

BEST AMERICAN WHISKIES!
Occidental, Hermitage and O.F.C.

DEMIJOHNS ALCOHOL,
Cases Best Pale Sherry, Cases Best Old Port,
Quarter Casks Pale Sherry,
Quarter Casks Irish Whiskey,

McEwan's India Pale Ale,
Pints and Quarts.

India Pale Ale, pints and quarts,
Bass & Co's India Pale Ale, pints and quarts,
Orange Bitters, in cases,

ALSO, JUST LANDED EX "CEDER!"
M'EWAN'S XXX STOUT, in stone jugs.
QUARTS AND PINTS.
PORT WINE, in 3 doz. cases; SHERRY Wine in 3 doz. cases, of superior quality.
582-3m F. T. LENEHAN & CO.

Matting, Matting, Matting!
Cheap as the Cheapest,
White 4-4 Contract & Good
—AT—
CASTLE & COOKE'S!

NEW GOODS, NEW GOODS!
—EX—
STEAMER CYPHRENES!
FROM
San Francisco, New York and England
Consisting in Part of

AMOSKEAG DENIMS,
Fine and Medium Tickings,
Amoskeag Brn. Drills, Amoskeag Blue Drills,
Fine and Medium White Flannels,
Unbleached Cottons.
One Case of those Superior G. B. Bleached Cottons.

—ALSO—

Downer's Kerosene Oil,
FROM BOSTON. ALSO,
Garden and Plantation Hoes, No. 1 and 2; Mattocks
C. S. Spades, Shovels, Scoops and Rakes,
Handled Axes, Hatchets—Shingling and Axe pattern
Rim Knob Locks, Chest and Padlocks, &c.
Clothes Pins, Raw Hides, Sash Cords, Sand Paper,
Sash Cord, Springs, Mucilage, Horse Cards,
Sledges, Champers, Horse Nails and Shoe Ink,
T Hinges—5 to 14 in., Tinned Tacks—6 to 14 in.
W. W., Paint, Shoe, Scrub and Varnish Brushes,
Self Heat Irons, Mason's Blacking,
Corn Starch, Whiting, Metallic Paint,
Snow White Zinc, Eastern Brooms, Putty,
A large Assortment of Chimneys, Common, Clipper, Sun, Perkins & Howes, &c.
Lanterns, Kerosene Wicks, &c.
A few dozen of the best Patent Glass Preserving Jars,
—ALSO—

Per Jane A. Falkinburg,
Oregon Dried Apples. Oregon Hams
Fresh Salmon, 1 and 2 lb. tins,
Pilot Bread.

Also, on hand,
Paris, Eagle 2 and 20, and Clipper Plows,
Cultivators, Horse Hoes, Canal Barrows,
Cane Knives, Scythes and Snaths, &c.
Cut Nails 2d to 60d, Cut Spikes 5 to 8 inch.
Files—Round Square, Flat and ½-Round, 6 to 18 in.
A LARGE ASSORTMENT OF
Shelf Hardware, Saddlery, Paints & Oils
Glass—8x10, 10x12, 12x16, &c.,
—AND—
A Large Asst. of other Goods,
WHICH WILL BE
Sold at Low Rates
—BY—
CASTLE & COOKE.
582 3m

More Lime!
BOLLES & CO., HAVE RECEIVED per the "Murray" and "M. B. Roberts,
200 Barrels Best California Lime!
Which will be sold at the lowest prices, in other words, we will not be UNDERSOLD in this article.
California Potatoes and Onions!
A small quantity received per the "Murray."
582 For Sale by BOLLES & CO

CALIFORNIA OAT HAY.
CALIFORNIA SILVER SKIN ONIONS.
CALIFORNIA POTATOES.
Received per Murray, and for sale by
582 BOLLES & CO.

COTTON DUCK,
A NEW LOT OF THE LAWRENCE FACTORY—an assortment of Numbers received per Ceylon and for sale low by [583] BOLLES & CO.

INFLATION.
THE BEAUTIFUL
NEW STOCK
—OF—
THE UNDERSIGNED
Has accumulated to such an extent per the Steamer
"City of San Francisco!"
That it needs
CONTRACTION

This Elegant Stock
CONSISTS of the FOLLOWING ELEGANT Stylish Articles:
Ladies' Riveted Sole Leather Trunks,
Ladies' Riveted Bridle Leather Trunks,
Ladies' Elegant Leather Trunks,
Ladies' Canvas-covered Trunks,
Ladies' State Room Trunks,
Girls' Toy or Doll Trunks,

LADIES' RETICULES!
In great variety and in all colors.
Gent's Riveted Sole Leather Trunks,
Gent's Riveted Bridle Leather Trunks,
Gent's Leather Trunks,
Gent's Riveted Sole Leather Valises,
Gent's Bound Edge Valises,
Gent's Black and Colored Leather Valises.
Gent's Patent Corner Valises,
Gent's Boston Valises,
Gent's Carpet Valises,

Ladies & Children's Manila School Bags
A BEAUTIFUL LINE OF
Dolls Trunks!
SHAWL STRAPS,
BLANKET STRAPS,
TRUNK STRAPS,
Tourists' Valises.

.....ALSO.....

JUST TO HAND!
A Beautiful Line of
GENT'S SHOE WARE!
Including the celebrated
CORK SOLE GAITERS,
Now so generally used in the United States. This Shoe is Perfectly Water Proof.

—ALSO—
A FULL LINE OF NEW STYLES OF
JEWELRY!
Of all Kinds and Latest Designs.
Watches in Gold and Silver,
Lockets, Locket and Neck Chains,
Chatalains, Gent's best Chains and Guards,
Gold Rings, Diamond Rings,
Diamond Bracelets,
Silver Forks and Spoons,
Silver Cake & Fish Knives,
Silver Butter Knives,
Berry Spoons,
Salt Spoons,
Sugar Shells, &c.

Ladies you are Respectfully Invited to
EXAMINE THESE NICE GOODS
Before Purchasing Elsewhere.
583 3m M. McINERNY.

1876. 1876.
SOMETHING NEW
SAVE YOUR MONEY.
THE UNDERSIGNED HAS ON HAND AND FOR SALE
C. R. SALMON BELLIES
EXTRA NO. 1,
In 12 1-2 lb. Kits, 20 lb. Kits and 25 lb. Kits,
Full weight, thoroughly packed, warranted to keep sweet and good.
PRICES FAR BELOW ANYTHING OF THE KIND
in the city.
—ALSO—
BBLS. COLUMBIA RIVER SALMON!
SEASON 1875, No. 1,
200 Lbs. Each at equally LOW PRICES!
ALSO, A FEW BARRELS
C. R. SALMON BACKS
No. 1 EXTRA, SEASON 1875,
Two hundred pounds each at $9. ALSO—
A FEW BBLS. C. R. SALMON
NO. 1, 200 LBS. EACH,
SEASON 1874 AT THE LOW PRICE OF $9.
☞ Buyers are respectfully requested to call and examine for themselves. ☜
☞ Orders from the Trade, City, and Islands generally solicited and promptly filled.
E. C. M'CANDLESS,
573 3m FISH MARKET, STALLS 2 & 3.

New Music.
Just Received by "D. C. Murray."
POOR OLD NANCE, song.
Tell Until You Prosper, song.
The Sweet Little Spot on the Hill, song and chorus.
Old Village Church.
The Star that Light my Lover Home.
Out in the Starlight.
Where the Beautiful Rivers Flow.
Time may Steal the Roses Darling.
On Wings of Love, waltz.
Dream of the Sea, waltzes.
Fleur de lis, mazurka.
My Love has gone a Sailing.
Not Yet, new song.
Cantate Domino, Church Service.
Venite, Church Service.
Te Deum Laudamus.
The Surf Bird, mazurka.
And Many Other New Pieces.
For Sale at (579 3t) H. M. WHITNEY'S.

Choice Music.
GEMS of GERMAN, SCOTTISH and SACRED SONG.
The Home Circle, vols. 1, 2 and 3,
The Silver Chord—Musical Gem,
The Piano at Home—Pianist's Album,
Piano Forte Gems—The Musical Treasure,
Gems of Strauss—Opera Bouffe,
The Organ at Home—Carmina Sacra,
Richardson's Piano Forte Instructor,
And all the popular S. S. Juvenile tune books, with over 200 pieces late music, vocal and instrumental.
585 1m For Sale by H. M. WHITNEY.

Just Received,
PER "SYREN" DIRECT FROM BOSTON,
American Prime Pork,
American Mess Beef,
New Bedford Towline,
New Bedford Cutting Falls,
New Bedford Whalemen's Oars
Fifty Bales Best Patent Oakum!
All of which I be sold at low prices, by
582 BOLLES & CO.

HAWAIIAN GAZETTE
AN INDEPENDENT JOURNAL,
DEVOTED TO HAWAIIAN PROGRESS.

Progress of the Great Jetty Works at the Mouth of the Mississippi.

On January 15, 1876, the jetty works constructed under the United States grant, made to Mr. James B. Eads on March 3 last, had been so far extended into the sea that the almost complete control of the river discharge had been accomplished through a distance of 1½ miles from the land's end, and within 2,500 feet of the crest of the bar.

Through the extent of this mile and a half, the river current had swept out 1,263,222 cubic yards of the bar on December 25, 1875, and the removal by the river is progressing at the rate of about 30,000 cubic yards per day; 2,000,000 yards more will have to be secured away before 20 feet depth of water is secured across the bar.

The works of each line of jetty are partially constructed out beyond the crest of the bar to the fall distance they are intended to be built, and the work on this portion of the jetties is being pushed with the utmost vigor, over 25,000 cubic yards of willow mattress work having been constructed and securely placed in position, and ballasted with stone, within the last 30 days—the total amount laid thus far being about 125,000 cubic yards. The construction of 20,000 additional yards is all that is now required to build the jetties up above mean low tide, and out to the crest of the bar, 10,500 feet from the land's end at the mouth of the Mississippi.

It is confidently believed that a sufficient amount of material is now in place, if no more work were done, to insure a depth of 20 feet of water across the bar, within three or four months. One remarkable feature, thus far developed, is the deepening of the water between the incomplete jetties on the outer slope of the bar, which is doubtless caused by the tidal action that is now partially controlled by the jetty works beyond the crest. This deepening clearly shows how groundless are the fears that the effect of the jetties would simply be to pile out the excavated material on the outer slope of the bar. The fact that the crest of the bar has not deepened, notwithstanding the immense amount of material excavated from above it, between the lines of the jetties, is in exact accordance with the theory upon which Mr. Eads has based his application of of the jetty system to the improvement of the mouth of the Mississippi.

Those predicting the failure of the system have constantly asserted that the chief part of the sedimentary matter of the river was pushed out to sea, on the bottom, by the action of the current; while Mr. Eads has persistently declared that this was a grave error, and that these matters were almost wholly borne to the sea suspended in the water of the river, and that, the more rapid the current, the greater would be the amount of material held by it in suspension; and hence an increase of current above the normal in any part of the river, flowing over a strictly alluvial bed, would cause the water to take up an additional load of this matter, which it would retain in suspension so long as the velocity of current was maintained; and when thus charged, it would be simply impossible for it to take up any load or produce any additional scouring. The current receives its first acceleration at the upper end of the jetty works, and here it first becomes charged with the surplus load. It receives no further acceleration in its passage over the crest of the bar (owing to the incompleteness of the work there,) over which it escapes laterally. The enlargement produced by the excavation gradually reduces the current, where it occurs, by the enlargement of the channel, and the acceleration and extra loading of the water then takes place lower down and nearer the crest of the bar. The effect of this is to shorten up the base of the bar, and to deepen the channel above it, before the crest is reduced.

The original crest of the bar was a plateau 3,500 feet wide, over which an average depth of 7½ feet of water could be found, between the parallel lines of the jetties, which are placed 1000 feet asunder. This plateau is now reduced to a width of less than 600 feet, and will be gradually reduced to nothing, before the deepening of the bar crest will begin to take place. As the current is quite as rapid now across the crest of the bar as it is between the completed parts of the jetties, it is evident that, if the sedimentary matters of the river were pushed along the bottom by the current, the deposits which are most elevated, like the summit of the bar, would be the first to be pushed off, and piled up beyond the bar crest, in the sea water beneath the river discharge, or in what has been termed the "dead angle." The base of the bar on the 20 feet line of depth was nearly 10,000 feet long when the jetties were commenced. This base has been shortened still more than the plateau forming the bar summit, and is now only about 6,200 feet long, measured in the direction of the jetties.—*Scien-American.*

Newspaper Progress.

Circulation of the Prominent English and Continental Journals.

From an extended article on journalism in the New York *Sun* we extract the following:

Assuming that the first daily paper was started about the year 1700, we find that the amazing progress achieved has been the work of but five generations. No other invention, or industry, has ever advanced at such a speed. Instead of the maximum of 500 copies for a paper 175 years ago, we now have several thousand copies as the minimum under which no paper can possibly live, and we begin to consider 100,000 copies as merely a large, though by no means the highest circulation. And it must be borne in mind that these figures have been reached, notwithstanding the increase in the number of papers. In 1702, the Daily Courant was the only daily paper in London, with a circulation of 500 copies. To-day, there are ten leading papers (not to speak of the smaller suburban sheets) with a total circulation exceeding 600,000 a day. This progress has, however, been particularly striking in the last fifty years. The stamp returns show that the circulation of the London Times, for instance, increased as follows; 1834, 10,000 copies; 1844, 23,000; 1854, 51,650. During the Crimean war it reached 70,000, and remained for several years stationary at that figure, with a tendency to decline under the pressure of the excellent penny papers which had lately been brought to life. Since the abolition of the stamp it has become more difficult to ascertain the exact circulation of any of the papers. But it is generally believed that the Times does not issue at the present time more than 60,000 a day. The circulation of the other leading London papers is, so far as I was able to ascertain, until recently as follows:—Daily Telegraph, 160,000; Echo, 150,000; Daily News, 90,000; Standard, morning edition, 40,000; evening edition, 50,000.

It must be remarked, however, that the circulation of both the Telegraph and the Echo is said to be declining. The great improvement which has taken place within a few years in the management of the Daily News, has drawn off a large number of readers from the Telegraph, while the Echo lost its reputation with the recent change of proprietorship, when it fell into the hands of Albert Grant, the London Jay Gould. Add to the above figures those which represent the circulation of the Morning Advertiser, Morning Post, Pall Mall Gazette and Globe, and we obtain a total of something like 610,000 copies for ten daily papers of London.

The number of daily papers of Paris is much larger than that of London, and the circulation of every one of them accordingly much more limited. Paris has only one paper which can boast of a circulation of 130,000 copies, and that is Le Petit Journal, a miniature one-cent sheet, of which the chief attractions are the novels daily run through its *feuilleton*. Second to the Petit Journal stands the Figaro, with an edition of 70,000. None of the other Paris papers exceeds a circulation of 25,000, while some of them barely reach 2,000. It has been calculated, however, that the total of various newspaper sheets daily issued in Paris approaches very closely to 500,000 which would make a larger pro rata on her 2,000,000 inhabitants than the 600,000 sheets make on the 3,000,000 inhabitants of London.

In all other European countries the newspaper circulation is far below the above figures. There is not a paper in Germany with the exception of the Allgemeine Zeitung of Augsburg, which has yet reached an edition of 40,000. In Russia, 25,000 is said to be the largest figure which the Moscow Gazette and the St. Petersburg Gazette have ever attained. In Italy and Spain 5,000 copies is considered a large circulation, and the most popular paper of the former country, Opinione, did not exceed 20,000 copies even during the excitement of the war of 1859. Unita Cattolica, for a number of years the most firmly established paper, never exceeded a circulation of 10,000.

High Life in Washington.

At the President's reception and at other places during the week a perfect Golconda of the precious gems, and a ship load of the richest silks, velvets, and laces, have been unfolded to our view. Among the diamonds worthy of especial notice, those of Mrs. Justice Miller have been already mentioned. For several seasons she had the gratification of knowing that she possessed the finest diamonds of any American lady in Washington Society, with the exception possibly of Mrs. Fish, who never wears a great number at one time. Mrs. Bridges, the beautiful young wife of the Pennsylvania millionaire, who was in Washington last winter, wore one of the most magnificent necklaces of solitare diamonds ever seen, perhaps, upon any lady in the country, with large solitare earrings to match. Among other of our own ladies possessed of these precious gems, large and rich enough to represent a fortune, are Mrs. John C. New of Indiana, a gentle, modest and altogether charming lady; Mrs. Grant and her pretty daughter-in-law; Mrs. Potter Palmer of Chicago, whose extreme beauty needs no foreign aid of ornament, but whose extreme wealth must needs show itself to the world in the richest of gems, velvets and laces; Mrs. Ronalds of New York, whose diamonds are very noticeable; Madame Bergman; Madame the Baroness de Overbeck, daughter of Mrs. Dahlgren; and Madame Hegerman, the lovely American bride of the Danish Minister.

Among foreign ladies, Madame Borges wears a magnificent bouquet de corsage of diamonds and rubies, exceedingly beautiful, together with earrings and necklaces of the same priceless stones. Madame Mantilla also wore exquisite diamonds at the late Presidential levee, among which is a bouquet de corsage as delicate as gossamer, beaded with dew drops. Mrs. Fish's aigrette for the hair, which she generally wears at the foot of her plumes, has the same delicate, yet brilliant effect. Mrs. Gore Jones, Madame Mariscal, Madame Sant Anna, Countess Hoyos, and a great many other ladies seen in society during the season, are possessors of these lovely gems, which always look to the writer like dew drops petrified with the sunlight in their bosoms.

Mrs. Grant has a set of opals set round with diamonds. These stones seem to have caught the light of the glowing Indian summer sunset, and to hold it imprisoned in their depths.

Mrs. Hallett Kilbourne and Mrs. Lieutenant Scott own valuable turquoises, purchased in Rome, in which the waters of the Mediterranean and the azure skies of Italy seem concentrated, while countless cameos of priceless value are seen upon the snowy necks of many other ladies in Washington.—*Home Journal.*

A Mighty Enterprise.

The great feat accomplished by the United States in connecting the Atlantic and Pacific Oceans, by a railroad across the United States, is stimulating enterprise in Europe and it is now proposed—indeed the plan is matured—to connect the Atlantic and Pacific Oceans by a railroad through Central Asia. At a conference of the geographers recently held, Col. Bogdanowitz explained some of the details of the road, which, it is expected, will overcome one of the greatest obstacles to the extension of civilization, namely, the separation of a large part of Asia from Europe, by vast deserts, in which no means of transit but a railroad, could be of any use. A railroad alone can develop the resources of the many lands through which it would pass; and as the mineral wealth of Siberia and the Ural mountains is well known, the exploration and mining of these regions would be encouraged, and their resources developed.

It is proposed that the road shall start from Nijni Novgorod, in Russia, where is now the extreme eastern station in the network of European railroad; it will run along the Volga, the Kama, to Ekaterinbourg on the Asiatic side of the Ural mountains, then enter Asia, proceed in the direction of Treumen and Omsk at the Irtish, cross the river and proceed by way of Kainsk to Tomsk on the Tom, a branch of the Obi, and cross the river. Tomsk is the principal centre of commerce of central Siberia; thence the road will run directly to Irkutsh at Lake Baikal. Thence to pass to the frontier of China, and thence it is no longer an exclusively Russian, but an international undertaking. And here, also, the only serious engineering difficulties commence, at the mountain range of Kinghan, which in it northern part, is crossed by the Amoor river. This range is the greatest obstacle, and it will be necessary to pass by the Mantchooria, and to lay the road from Baikal to Verhneoudinsk, through the valley of the Selenga. Then the best route to reach Pekin, the capital of China, near the Yellow Sea has been found to be that of Tchita and Dolonnor. At the southern end, the famous great wall will be crossed, it already lies in ruins in a great many places. The whole distance from Nijin Novgorod to Pekin will be 4,500 miles, of which 2,800 ran through Russian territory.

When this plan is closely examined, according to known topographical data, the apparent difficulties dwindle down to nothing when compared to those encountered in the western section of our Pacific railroad. In the section from Tomsk to Lake Baikal, the country is rolling and interspersed with rivers and streams; but the greatest height is only 3,500 feet, and the largest rivers are but of very moderate width and depth. Russia has raised in fifteen years more than $1,000,000,0000 with which to construct 15,000 miles of railroad, and can easily find $300,000,000 or $400,000,000 to construct a line of such value to all the civilized world.—*Scientific American.*

Orville Grant and the Post Trade.

WASHINGTON, March 9.—Orville M. Grant testified to-day before the Committee on Expenditures of the War Department. He said he never at any time, either orally or in writing, had any authority from Belknap in any relation to post-tradership, and that he never directly or indirectly, exercised through others control of such tradership. He had obtained a post-sutlership for a man appointed at Fort Stevens. He was not interested with any parties, who obtained appointments of post-traderships from the Secretary of War. He said he was interested in contracts under the Indian Department; that he obtained a position on his own account from Commissioner Smith. He made application for a trading-post at Fort Peck, and received a letter from the President in reply, which was favorable. The President notified him that there would be vacancies at Fort Peck, Fort Belknap and Standing Rock, and he applied for these places in pursuance of knowledge given him by the President. These were the only trading stations in which he had any interest. He was a half partner of Joseph Leighton in the Standing Rock post, though he never put in anything. He was not only not required to furnish capital, but not required to attend to any business. He had influence with the President to manage such matters to some extent, although he did not always find the matter to be profitable. He had not pressed the tradership on the attention of the President. Witness testified that he was now in the employ of Basher & Co., of Baltimore, as solicitor, at a salary of $200 per month. His solicitorship was connected not only with the Government, but with private parties. He had obtained a contract from General Meiggs, of the Quartermaster's Bureau, but only to the extent of $400 or $500.

THE HAWAIIAN TREATY—SPEECHES OF LUTTRELL AND PAGE.—WASHINGTON, March 11th. Lutterell's speech on the Hawaiian treaty was very comprehensive in range. After enlarging on the natural, political and naval advantages to be derived from the treaty, and quoting General Schofield, Admiral Porter, Secretary Bristow, Clay and others in support of his assertions, he contended that in a purely commercial point of view it would be a great benefit, especially to the Pacific coast. The people there wanted the promised outlet for their surplus products and manufactures, and in return the laboring classes would receive cheaper sugar and other necessities which are not produced at home. He also denounced vigorously Kelly's charge that the measure is a job. After challenging him to proof, he proceeded to discredit the high protective tariff job and various other things supported by that gentleman, and also took occasion to make an elaborate reply to Kelly's aspersions on California and her hard money system, showing by a mass of estistics the prosperity and much more than average progress of the State in the elements of greatness.

Page's remarks were extempore and brief. He forcibly presented several of the principal points in favor of reciprocity. Among other things he argued that if the treaty were not ratified we should lose the carrying trade between San Francisco and the islands in less than a year.

Adventure of a Diamond Vender in Detroit.

Such a sight may never be seen in Detroit again—twelve diamond pins artistically arranged on a white card board—twelve glittering, glistening, sparkling, resplendent diamonds, not one of which would have looked out of place on the shirt-front of Duke Alexis.

The diamond merchant was not a young man; neither was he old and broken down. He was just about old enough to sell diamonds and just about seedy enough to make folks believe he would discount a thousand dollars on each precious stone for the sake of obtaining cash down. He first tackled the special policeman at the Central depot. He held up the card, flashing the twelve diamonds in the officers eyes, and sweetly said:

"You are a noble-looking man. I've visited the principal cities of Europe and Africa, and I never saw a more noble-looking officer than you There is only one thing lacking—you should have one of these diamonds."

"Can't afford it," replied the officer, feeling to see if the lone two-dollar bill in his watch pocket was safe.

"These diamonds are being sold by all first-class jewellers at $500 each," whispered the man, "but I'll tell you what I'll do. I took them on chattel mortgage, and I'll let you have one for twenty-five dollars."

Snide! replied the officer, as he examined them.

"Snide! Dear me! but I thought you were a keen, sharp fellow. Go with me to a jeweller, and if he denies that these are diamonds of the first water I'll give you the whole twelve."

The officer couldn't buy. The man came down to five dollars, and at last dropped to two, but it was Saturday, and policeman loves chicken for his Sunday dinner. There were a great many hackmen around the depot. The stranger went out among them, selected one whose make-up betokened good taste, and drawing him away from the rest he asked:

"You wouldn't go back on a poor man, would you?"

"Never," was the earnest reply.

"Here's some diamonds I stole in Paris," whispered the stranger as he pulled out the card. "I'm hard-up, and will sell one or two."

The hackman gazed at the jewels for half a minute, handed them back, and began to unbutton his overcoat.

"You have had a good bringing up," whispered the stranger, "and you can wear one of these diamonds and be consistent. There are men in De——"

"I'll hurt you if you don't go away!" growled the hackman.

"As I said, I stole these diamonds in Paris, and I've got to part with one or two to pay current expenses," continued the peddler.

"A dollar diamond! Bass-wood! Whittle! Is there no taste in Detroit?"

The hackman rushed at the peddler, and the peddler had to leave the neighborhood of the depot. He went over to where a city expressman sat on his sleigh, waiting for a job, and such a soft, tender, pie-plantish smile as he smiled would almost make cabbage plants sprout in January.

"It isn't very often one sees a man of your stylish look driving an express wagon," remarked the stranger.

"Take your trunk up, sir?" asked the driver; "any part of the city for fifty cents."

"Your looks go to show that you once moved in high circles," continued the stranger, "and I have no doubt that you wore one of these."

"Ah! those are beauties," said the driver, as he saw the card of diamonds."

"Guess they were beauties. One of them on your shirt front would look well."

"It would that."

"And, owing to the way I got hold of 'em, I can sell you one cheap. I found 'em on the street in New York City, where a thief dropped 'em, and I'm hard up, and will sell you one almost at your own price."

"And I must have one," replied the driver. "Do you warrant them real diamonds?"

"Of course I do."

"And the pin is gold?"

"Pure gold, sir."

"And you want how much?"

"Well," whispered the stranger, as he looked all around, "if you wont blow on me I'll let you have one for seven dollars."

"Seven dollars!" yelled the driver; "do you think I can find food for a horse and nine children, and pay rent, and buy clothes, and spend a seven dollars for a diamond? Why, I can buy diamonds for two shillings!"

"Oh, no you can't. If I wasn't hard up I wouldn't sell one of these for less than $500."

"Haven't I driven an express wagon in Detroit for fourteen years? Don't I know the price to diamonds? Wasn't I in the army for three long years? I'll give twenty cents and no more."

"I couldn't do that."

"Then leave me alone, you swindler, you! I believe you came here to steal my horse-blanket!"

The two had a fight. It was a one-sided fight. The stranger had his head jammed into the snow and his breath shut off, and when he got up his twelve diamonds were missing. Although valued at $6,000, he did not stop to look for them, but with his thumb and finger down behind his coat-collar to pull out the lumps of snow, he made haste to be somewhere else. The driver borrowed a pin to take the place of a shirt-button, and feelingly remarked:

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It was unfortunate, for the curative process was arrested, the kidneys flagged in their action, again becoming torpid, the water increased with frightful rapidity and he soon again found himself in a very alarming state. The remedy was again had recourse to, and by its persevering use the disease was a second time subdued. But this was a most aggravated and severe case, and it took all the virtues of the Remedy, combined with care and time, to eradicate the effects of the disease. But through a persevering use of it a permanent cure was effected, and he resumed his active out-of-door occupation, within a short time, a well man.
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