

# OUTDOOR SPORTS.

## Interesting Events in the Cycle World and in Athletic Fields.

The sportsmen are now having a great feast of pleasure. Duck and quail shooting is in full blast and the large strings of ducks that are daily arriving from the marshes are an evidence of the number of birds that have already arrived from the north.

The wheelmen are hoping to see some great racing after the arrival of the expert Eastern riders, who are due here in a few days. Among the pastimes that will create considerable interest this winter are football, baseball, coursing, rowing and boxing. In the following columns will be found the very latest news of interest to sportsmen in general.

**THE WHEELMEN.**  
An Aggregation of Eastern Racing Talent Will Soon Be Here.

The season for bicycle road racing in this State practically ended last Sunday with the ten-mile event of the California

cluding to-morrow. The existence of an opposition ticket has created considerable interest, and a large vote will be polled. What the result will be can scarcely be foretold, as there seemed to be about an equal number of supporters of both tickets. In the hands of either the league will be well served, as Judge Kerrigan is at the head of both, and the other officers are all well chosen.

With the approach of November comes the reminder that the National Circuit races will soon be with us, probably the first week in next month, and then we will see an aggregation of racing talent such as has never been seen on this coast. The only regret is that there is no track in San Francisco or the immediate vicinity upon which these men can race, and for that reason the residents of this city will miss the opportunity of seeing some of the men whose names and records are known the world over unless their enthusiasm leads them to journey to San Jose, where there will be a big two days' tournament on November 8 and 9. The entry blanks for these races, which are to be held under the auspices of the Garden City Cyclers,



TOM M. COOPER OF DETROIT, NOW OF THE BAY CITY WHEELMEN.

Associated Cycling Clubs, which was so replete with accidents and incidents. But, thanks to the equable climate we live in, club runs may be held almost continuously through the winter to many points, and our wheels need never be put aside for any great length of time owing to the severity of winter weather.

The road race last Sunday is still the uppermost topic among wheelmen, and the terrible fate of young Harvey is greatly lamented. Those at the finish of the race, and there were probably a large thousand wheelmen there, did not know that at least three times that number lined the roadside the entire distance, where a better view could be obtained, and this accounts for the apparently small number at the finish.

That the proportion of those who did not ride out the race, because of accidents to their wheels, and consequently to themselves, should be exactly one-third of those who started, clearly demonstrated that the racing machine of to-day, and particularly the tires, are entirely too light and fragile for road use. Some of the men whose chances for success seemed rosiest were thrown or forced to quit by collapsing wheels and tires, and if a record could have been kept of all the disasters it would have made an interesting table for comparison as to the relative merits of certain machines.

While the scoring and timing at the finish were very accurate as far as they went, this was only possible because of the long experience of a few of the officials and the personal acquaintance with nearly all the contestants, but it was then evident that some improvement should be made in the handling of road races at the finish. The CALL's cycling editor has been an official at the finish nearly every road race this year, and has realized the incompleteness and inaccuracy of the present system whereby one man marks down the times given him by a timer, and must at the same instant look up and get the number of the man crossing the tape. Imagine the impossibility of doing this correctly when, as last Sunday, seven or eight men lined the line within the space of one second, amid the howling and cheering of an excited mob of wheelmen all crowding around and shutting the riders from the view of the officials.

It is only one man I can suggest, and it was partially adopted at last Sunday's race with considerable success. One timer called the various times to a scorer and noted how many men passed in each bunch. If there were six times were afterward given as one-fifth of the time apart. A clerk on a raised platform, where he could see plainly, called out each rider's number to another scorer, and when the two scores were compared they fitted to a nicety. Beside the timer who did the calling stood two other timers, who checked him with their watches, thus making that part of the work accurate. A check on the whole the timer's scorer put down such riders' numbers as he conveniently got. The whole plan worked fairly well, and but for it the records of the road race would have been sadly jumbled. The experiment was tried by George B. Wetmore, who called out the times to the writer, and was checked by George H. Stratton and Captain George H. Strong. George L. Hall kept score of the riders' numbers, and had a merry time of it, there were so many of them and they came so fast—from one to five every second. Still an accurate score was secured, as the records in last Monday's papers will attest. If any one has a better plan to suggest THE CALL will be glad to submit it to its readers that the matter may be generally discussed prior to the next meeting of the Associated Clubs, when the delegates will talk the various suggestions over and adopt some plan for next year's road races. Incidentally, I may add that it is to be hoped that the next board of timers will attend the various events more regularly when requested by the racing board. Most of them were quite lax in their duties the past season. Perhaps if there were fewer official timers, and the association paid their expenses, more prompt attendance would be secured.

The annual election of the North California Division League of American Wheelmen is now in progress, the voting con-

are now out and the events and prizes are as follows:

NOVEMBER 8—EVENT.	Prize.	Value.
One-third of a mile, open, Class A.	Unset diamond Unset diamond Bicycle suit	\$40 00 25 00 10 00
Mile, handicap, Class A.	Unset diamond Unset diamond Trousers	40 00 25 00 10 00
Mile, open, Class B.	Unset diamond Unset diamond	125 00 25 00
Two-thirds of a mile, handicap, Class B.	Unset diamond Unset diamond	85 00 45 00
NOVEMBER 9—EVENT. <th>Prize.</th> <th>Value.</th>	Prize.	Value.
One mile, open, Class A.	Unset diamond Unset diamond Overcoat	\$50 00 100 00 15 00
Two-thirds of a mile, handicap, Class B.	Unset diamond Unset diamond Trousers	40 00 25 00 10 00
One-third of a mile, scratch, Class B.	Unset diamond Unset diamond Unset diamond	20 00 45 00 20 00
One mile, handicap, Class B.	Unset diamond Unset diamond	100 00 55 00
Five-mile National championship, For A and B riders.	L. A. W. National Unset diamond Silver and bronze medals 1st, 2d and 3d prizes, respectively.	100 00 100 00 1st, 2d and 3d prizes, respectively.

Entries must be in the hands of Secretary George W. Pollard no later than November 1, accompanied by the usual fee of 50 cents for each event entered.

The one-mile open, class B, will be the greatest event of all, and it will be entered by Bald, Cooper, Murphy, Sims, Macdonald, Cabanne, Tins, Johnson and other crack racers from the East, competing with Wells, Foster, Terrill, Jones and the other great class B men of the coast. Only sickness or death would keep a wheelman from witnessing such a race as that, and probably all the local devotees of the sport have already commenced to arrange their affairs so as to be in San Jose on those two great days in November.

While our personal acquaintance with Bald, Cooper and Murphy will lead us to watch his course and applaud his victories while here, the greatest interest will attach to Tom Cooper of Detroit, whose likeness is herewith presented. We know little of him except in regard to reputation, and must quote from the Referee to gain an idea of who he is and what he has done. It says:

The honor of having done the most creditable and remarkable work of the year must in fact be awarded to Tom Cooper, the new star of the racing world, who has won a National reputation in little more than two months. Cooper's sudden development has no parallel in recent racing history. Record breakers like Johnson and Ziegler have become famous in a day, but there is no recent instance where a young rider, in his first season's experience, known only as a fair man in handicaps, has taken the field when the season was half over, and in two months placed more victories to his credit than the best of his rivals had been able to secure in four. Cooper is the phenomenon of 1895 and undoubtedly the best rider in class B at the present moment. Bald's work this year, fine as it has been, cannot be compared with Cooper's for brilliancy and effectiveness.

All we can say is if there are men who can defeat Bald we want to see the race, and as Murphy and Cooper have repeatedly done so, and they will soon be here, the racing prospects seem particularly bright.

Murphy and Cooper are now riding under the colors of the Bay City Wheelmen of San Francisco, having been induced to join that club by Wells and Terrill, who are now on the circuit. Of them the Referee says:

Terrill and Wells, the California giants, are puzzled to know where the power in their riding comes in, as compared to the riding of the men of the East. Terrill thinks that it is in the last jump, which the men of the extreme West do not train for. Both can ride fast enough, but have the little tricks of the trade to a nicety.

Harry F. Terrill, the great class A rider, will not return to the East, but is spending his time sight-seeing. He has written me from St. Louis a characteristic letter, which is, in part, as follows:

I attended three National circuit meets—at Philadelphia, Louisville and St. Louis—and they did not interest me. I was spending my time just hand-clapping, like a Sunday-school student. Wait till the circuit-chasers strike the coast! I have a couple of them now with cowboy stories, Indian stories, etc. Pinky Bliss

helped me, and they believed him, as he has done before. I leave this afternoon for New Orleans, and do not know when I will be home. May go to Denver, Tours.

The Garden City Cyclers of San Jose will hold a five-mile handicap road race over the East San Jose course to-morrow morning, the entries and handicaps for which are as follows:

Tony Delmas, scratch; Hardy Downing, scratch; B. E. Daw, 20 sec.; E. A. Moody, 20 sec.; J. C. Smith, 30 sec.; Al Hubbard, 40 sec.; C. N. Travin, 50 sec.; J. D. Lawrence, 1 min.; Rene Brassey, 1 min.; J. W. Taylor, 1 min.; W. K. Jamison, 1 min.; J. M. 10 sec.; W. K. Jamison, 1 min.; J. M. 10 sec.; A. Holloway, 1 min.; 20 sec.; Everett Davis, 1 min.; 20 sec.; G. W. Taylor, 2 min.; N. Koser, 2 min.; Lipsett, 1 min.; 40 sec.; Roy Walters, 1 min.; 40 sec.; Frank Holmes, 2 min.; T. Frank Smith, 2 min.; Irving Snyder, 2 min.; F. T. Cooper, 2 min.; Max Whittlesey, 2 min.; 30 sec.; Henry Plate, 2 min.; 30 sec.; J. B. Lamkin, 3 min.

There will be seven place prizes and one for best time. After the race the club will ride to Alum Rock, six miles, where lunch will be served. It is expected that fully 150 members will participate in the latter feature of the day's sport. Under the regime of the new road officers great interest is being taken in the various runs, and they are largely attended. Captain Carey is working hard for the good of the club, and as the support he receives from the members is his only encouragement he deserves all credit for his untiring efforts in their behalf.

Wilber J. Edwards may be unable to race for some time to come owing to a severe abrasion of his knee from hitting his head on the handlebars of his bicycle.

R. M. Thompson, captain of the Pilot Wheelmen of Santa Cruz, arrived in this city yesterday and will return to-morrow. While here he is the guest of the Bay City Wheelmen.

The Pacific Cycling Club will have a run to the beach and Presidio to-morrow, starting from the corner of Eddy and Devisadero streets at 9 o'clock sharp.

The club has been arranged to have a club run to Inglewood to-morrow, starting from the clubhouse, 2336 Folsom street, at half-past 9 o'clock. They have adopted a pin in the shape of a liberty bell, and the club dance will come off on the evening, November 8, at Mission Parlor Hall.

The Olympic Cyclers will have a run to Millbrae to-morrow, under Captain Butz, leaving the clubhouse at 8:30 o'clock sharp.

The lunch has been arranged for at the hotel. Footraces and a two-mile bicycle race will take place, and medals will be given for each event.

Evidently Sterling Elliott has kept himself posted on the news stories relating to the death of a young man in Oakland, supposed to have been caused by wheeling, which created so much comment about six weeks ago, for he now comes out editorially in the League Bulletin with the following:

The doctors in California have been disputing as to whether a certain young man died from the effects of riding a bicycle or from some other cause.

There seems to have been much high-priced testimony brought out on both sides.

Now, without going into the merits of this particular case let us admit, for the sake of the argument, that he was, without the slightest doubt, killed by the bicycle as alleged—in the language of the "New York Times," "what are you going to do about it?"

How about the 3,000,000 riders who were not killed?

How about the thousands whose falling health has actually been built up by the bicycle?

How about the hundreds of thousands who get more comfort and happiness out of the bicycle than from any other temporary agency?

Of course, people have been killed by the bicycle. So have people been killed by railroads, farm wagons, mules and watermelons. People have died in bed, and been choked with fish bones.

Deaths have occurred from drinking water; also from drinking other kind of juice.

People have been smothered in folding-beds, and blown up by kerosene oil.

To such good ends do our lungs have led to bad results, but we would call the attention of the learned M. D.'s to the fact that escaping gas cannot kill the human race.

It is too late to stay the progress of the "steel steed" with any but real objections.

The people who insist upon the fatal results that have been predicted, and who are coming during the life of the present generation, now tell us that the real effects of the bicycle will be many times smaller than of people who are killed by railroads and in many other ways.

So, it must necessarily be that as fascinating a pastime as cycle riding sometimes induces its devotee to overexert, and the result might even be fatal.

But the argument against the wheel? But the bicycle is new yet, and must expect to come under the eagle eye of the profession of medicine. The great majority of physicians endorse the life-giving safety, and only regret the occasional misdeeds.

Those who have not yet tried it for themselves will soon become exceedingly unfashionable.

Mr. Elliott is considered one of the brainiest cycling editors in the world, and his comment will be read with interest and attention by all wheelmen.

Frank Byrne of the Imperial Club wants the coast ten-mile record of 25:45, now held by George Nissen, and will try to get it from Fruitvale to Hayward's this afternoon, paced by four tandem teams. Three of these teams will be made up of Conger and Stange, Jaegling and Egan, Fuller and Lemmon, and the fourth by J. L. Donovan.

The California Cycling Club's road race has been postponed until November 3, and all other immediate events have been put off until next month, owing to the death of Mr. Harvey last Sunday.

S. B. Vincent, the class A racer, was not severely injured in his fall in the park Thursday, and will be around again in a few days.

It will come as a great surprise to the wheelmen hereabouts to learn that Stanley G. Soyars has retired from cycling journalism and is no longer editor of the department of the Chronicle. Hereafter he will confine all his time to his other business, and to the league, if he is elected secretary-treasurer, which seems a certainty.

**THE CYCLE GIRL.**  
The hammock girl is out of date,  
The carriage girl is passé,  
The girl who rides the bicycle,  
Rules the world to-day.  
She flashes by with graceful speed,  
As if a feather on the wind,  
And as she glides along she finds  
Admirers everywhere.

Let Bishop Doane and Bishop Cox  
Abuse her as they may,  
The cycle girl is here, and here she stays,  
And she is here to stay.  
She doesn't care how much they fuss,  
For she knows she's all right,  
And even as they grumble, they  
Must own she's out of sight.

So here's to the sweet cycle girl,  
In bloomers,  
She's worth a dozen of the  
That lingers round and lingers;  
And here's to a wish that  
A-ralling on the fence;  
That she may live in grace  
And some day have more sense.  
—Somerville Journal.

**BAY FISHING.**  
Good Catches of Sea Trout and Rockfish Made Near Sausalito.

Rocked fishing continues good along the Sausalito and Tiburon shores, and it is reported that larger fish have been caught on these grounds during the week than at any time before this season.

On Sunday last Frank Miller and two companions caught fully 100 pounds of red and blue rockcod near Lime Point, the largest weighing five and a half pounds, and five of them weighing over three pounds each.

On Monday Al Wilson, the well-known angler and friend, caught eighty-five pounds of red rockcod at Point Cavallo, the largest weighing four and a half pounds, and eight of them weighing two pounds each.

Sea trout are quite plentiful, especially

near the Sugarloaf rock and at Point Diablo. A few large cods, which have also been caught lately in the same vicinity.

### THE GUN AND DOG.

**Bloomer Girls Go Rail-Shooting on the Alameda Marshes.**

According to the many sportsmen who are preparing for an onslaught on quail and duck to-morrow it can be safely said that many thousands rounds of ammunition will be wasted to-day and to-morrow on field and marsh.

Wild ducks are seemingly in great demand, and as they cannot be purchased in the markets sportsmen, and especially those who are good shots, have discovered new friends by the thousands.

It was expected that last Tuesday would introduce a war between the keepers and the so-called pot-hunters who met on the Suisun marshes. Fortunately, however, there was no bloodshed, but some warm exchange of words resulted. The keepers were, however, kept so busily engaged retrieving dead and wounded birds for their masters that they could not well spare the time to interview the poachers.

A sportsman who arrived yesterday from Suisun stated that a keeper who was stationed at the Whittier pond last Wednesday left his post purposely to annoy a man who was shooting near at hand and returned a heavier and wiser man.

The keeper stationed himself about fifty yards from the hunter and waved his hands and arms, and tried to pick the hunter into the pond. Finally, a little blue-winged teal swept flash-like over the tule, and passing the hunter, it flew in the direction of the keeper. The hunter's gun was brought quickly to his shoulder; the keeper detected the dangerous predicament he was in and turned his back upon the hunter. A sharp report followed; a duck lay dead



LADIES IN BLOOMERS SHOOTING RAIL ON THE ALAMEDA MARSHES. (Sketched by a "Call" artist.)

on the pond and a keeper was dancing keeper-like on a soggy bank stung by many grains of chilled shot. The hunter apologized to the keeper, and the latter, in turn, the keeper now kept well out of range of the poacher's shotguns, and it is presumed that there are others who will do likewise.

It is expected that on Sunday there will be a matinee show, the keeper detected the dangerous predicament he was in and turned his back upon the hunter. A sharp report followed; a duck lay dead

lishmen and Gaudaur, and they are not regatt men either.

A large crowd assembled at Long Bridge Sunday to witness the Pioneer inter-club regatta. The first event was a large race between the juniors, and was won by the following crew: James Powers, captain and bow; Charles Harrison, forward water; Phil Reid, after water; Walter Campbell, stroke, and George Fitzsimmons, coxswain. Time, 11:12.

The second race was between the seniors and married men crews, and was won by the seniors in 10 minutes. The winning crew was made up of: Fred Orr, bow and captain; Coney Ochs, forward water; George Collopy, after water; John Clifford, stroke, and George Fitzsimmons, coxswain.

The regatta was J. B. Brennan, Judge—W. A. McGill, J. T. Powers and W. Duplissen. Timekeeper—J. T. Sullivan.

The Pioneers have added to their present equipment of boats the finest outrigger skiff ever built on this coast. It is the property of J. T. Sullivan, a prominent local oarsman. It is 24 feet long, 18 inches wide and 8 inches deep. It is constructed of cedar with oak frames, weighs 45 pounds and cost \$100. Sullivan, its owner, is fast reducing his avoirdupois and getting in rowing trim. When Peterson returns from Texas it is Sullivan's intention to challenge him to a skiff race.

At the next meeting of the Pacific Athletic Association held last Friday evening the decision of the referee of the recent Sacramento regatta was sustained, and the South End crews were awarded the medals.

It is the intention of the association to hire a hall and have Governor Budd present the medals won in the fieldday and regatta of September 9.

At the next meeting of the South End Club the twenty-nary up for membership will be voted on, and the contract for the painting of its boathouse will be let.

The Alameda Boating Club is determined to revive rowing. S. J. Pembroke of this club has issued a challenge to any amateur race in outrigger skiffs, J.

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also like to be represented and is thinking of sending a crew and a single sculler to the races.

Great things are expected from Peterson. California's pride, in this regatta, and if form is any criterion he ought to give a good account of himself. Only having four weeks in which to perfect his condition he is making the most of it and training as he never trained before in his life. He rows from ten to twenty miles daily, and when not in his shell he is trying cross-country walking.

An exhibition of endurance was given by Peterson the other day on Austin Lake. Starting on even terms with one of Austin's fastest steamers, the Ben Hur, he succeeded in maintaining an early lead, rowing thirty-eight strokes to the minute, for ten miles. Letting himself out on the last mile he completely outsped the steamer. He has offered to oustainance the fastest steamer on the lake during any of his practice spins.

When Peterson arrived in Texas and found he could only enter one race—the single scull—he was about to return home, but the managers of the regatta, appreciating his ability as a drawing card, offered to pay all his expenses and get Hanlan to row double with him provided he would remain and take part in the regatta. Peterson is a great favorite with the Texas people. His quiet demeanor and beautiful stroke have won him many friends.

A portion of a letter received by Peterson just prior to his departure for Texas shows what the people of Texas think of his ability as an oarsman:

Whoever you double up with will win that \$1000 sure, and I don't see what would keep you from making a stronger race than ever in the single scull. The weather will just suit you this time, and you need not be afraid of winter sick.

Consider this a cordial invitation from all your Austin friends to attend the regatta. There are two men here who are willing to bet that you will win out and beat the Eng-

lishmen and Gaudaur, and they are not regatt men either.

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**REDINGTON & CO.**

Lancaster of the sloop-yacht Edna preferred. The club would also like to match A. Bangs and F. Ayers against any of the crack Whitehall rowers of the bay.

### ATHLETIC.

**John Higgins, Champion Jumper of the World—Olympic Field Day.**

The secretary of the Olympic Club, Charles Bosworth, is contemplating the holding of a great field day some time in the future in San Mateo County, similar to that which the Olympic Club gave at Southern Park, near San Leandro, some few weeks ago, only on a much larger scale. Mr. Bosworth proposes to have cycle racing, footracing, cross-country racing and many other kinds of field sports which are popular in the East.

During a conversation which took place last evening between two prominent amateur athletes concerning Harry Hutchins' famous 300-yard race, which he negotiated in 30 seconds, a wager was made that Hutchins never accomplished the feat in England. The amateur who bet that the champion sprinter did accomplish this remarkable athletic performance in England lost his bet, as the feat was performed in Scotland.

The conversation then turned to jumping, and the athlete who won on Hutchins' famous 300-yard race, which he negotiated in 30 seconds, a wager was made that Hutchins never accomplished the feat in England. The amateur who bet that the champion sprinter did accomplish this remarkable athletic performance in England lost his bet, as the feat was performed in Scotland.

John Higgins beat Joseph Darby at Moorfield Grounds, Fallsouth, for £50 a side, July 22, 1893, at one hop, two strides and jump. Result—Darby jumped first, clearing 44 feet 8 inches; John Higgins then jumped 46 feet 8 1/2 inches. Darby in his next two efforts failed to reach his own mark, Higgins thereby beating Darby 2 1/2 inches in his first attempt. The old record made by Emerson of Heywood at Royal Oak Grounds, Manchester, was 45 feet 3 inches, and had stood twenty-two years. John Higgins is

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Its excellence is due to its presenting in the form most acceptable and pleasant to the taste, the refreshing and truly beneficial properties of a perfect laxative; effectually cleansing the system, dispelling colds, headaches and fevers and permanently curing constipation. It has given satisfaction to millions and met with the approval of the medical profession because it acts on the kidneys, Liver and Bowels without weakening them and it is perfectly free from every objectionable substance.

Syrup of Figs is for sale by all druggists in 50c and \$1 bottles, but it is manufactured by the California Fig Syrup Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.

Li Po Tai Jr., son of the famous Li Po Tai, has taken his father's business, and is, after eleven years' study in China, fully prepared to locate and treat all diseases.

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"It always did please the palate; now it pleases the eye as well."

**La Estrella**

All-Havana Key West Cigar

Its high quality is not in dispute, but you should see the handsome shapes, sizes and colors it now comes in. Let your dealer show you the new Estrellas—which are all NEW CROP tobacco.

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