on whether or no. The result was that the train was delayed, but carried to its final destination 2000 instead of 1400 passengers.

It was a grand, gala sight as the engine hove into view, with streamers flying, her five-pointed yellow star on her breast, her voice screeching at its height for the last half-mile of the journey, and the colors of 5000 people thronged about the stopping point, enveloping the great string of cars almost before they could come to a standstill.

When the train pulled in the big whistle at the water works gave the signal, and all the rest of the whistles in the city broke loose like a steam calliope in a circus parade. Bells joined in the bedlam of sound. Every tin horn that could be bought in the city screeched its unearthly sound, and men and women shouted and cheered, while the boys whistled and yelled. It was not a Morosco gallery crowd, but it had striking points of resemblance to that nightly gathering, and it was plain to be seen that the city youngster is not the only one who comprehends the use of the mouth as a noise-generator.

But the real thing—the feature of the sight which may be remembered long after the small boy has grown to manhood and stopped his hideous whistling—was the tickled old farmer and his family here and there, peering over the crowd as best their natural modesty could, their faces simply bathed in ecstatic smiles. The farmer and his comrades realized at the moment that they were gazing upon the beginning of a train service which was to save them $25,000 in freights during the first year of its existence.

The Tulare farmer is a farmer sui generis. He is a little older and a little more experienced than his brethren in and about Fresno. He is not so thrifty as his orange-growing comrade of the south; and he has a hornier hand than his fellow-farmer of the grape lands of Sonoma or of the fruit lands of Santa Clara. Prosperity has held away from him quite as doggedly as the railroad, and it has left him a sturdy, well-bearded, short-set and resolute type of man. The first beam of anything sanguine shone in his countenance to-day. He knows now that a few years more will place him on a level with the farmers of the best-developed sections of the State. He is growing peaches and prunes as well as any of his compeers, and he has a railroad which he calls his own to carry his goods to market.

The parade headed up School street from the train, and swung down from that street to Armory Hall, where it was formally organized. Thence, led by the Hanford band, it followed a circuitous route, which might easily have prevailed upon an unsuspicious visitor to believe that he had been marching in a metropolis.

General Muller and staff of Fresno and Colonel Wright and staff of Fresno led the first division, which was composed of Company E, Company F and Company C, and the Hundred Thousand Club of Fresno.

Visalia figured in the second division, having given the visitors the place of honor. Following the Tulare band was the Visalia Fire Department, the Porterville and Tulare departments and other visiting firemen. The fire laddies are as important to a country parade as the regulars are to a metropolitan parade. A. O. U. W. and other lodge representatives, the Fresno and Visalia baseball teams and people in carriages closed the procession.

All corners along the route of march were jammed with country vehicles and country people. The scene was picturesque, and will doubtless be remembered in Visalia when all the Fourth of July celebrations save the one still to come shall have been forgotten. The parade was managed very smoothly, and much credit is due to the grand marshal for his clever work.

A long and arduous night's work had brought the barbecue meats to a state fit for the lords of chivalry and more fit for the yeomanry of an American county seat. Beef and pork and mutton, cooked, seasoned and basted under the expert direction of Sam Noell, were piled four feet high over the smoldering pit, and for once barbecue meat was eaten with a relish as well as with the usual craze for novelty.

The crowd was regulated with extraordinary success by the volunteer police force, and by this means the distributors were able to supply every one with viands. Over 5000 pounds of meat was given away, the quantity being twice as large as had been consumed in any preceding barbecue.

Members of the visiting fire and militia companies were entertained independently of the barbecue by the members of the local companies. More prominent visitors were the guests of the committee of arrangements.

Besides the general crowd of celebrants there had arrived on the first train almost a half-car full of Valley Railroad officials and guests. There were Robert Watt, vice-president; Captain A. H. Payson, second vice-president; J. D. Spreckels, J. A. Hooper and Charles Holbrook, directors; Lovell White and O. D. Baldwin, trustees; Frank H. Power and Donald J. Campbell as guests. Then there were the officers of the operating department—Alexander Mackie, secretary; W. B. Storey Jr., chief engineer and general superintendent; John Moss, traffic manager; W. C. Edes, principal assistant engineer; A. D. Schindler, division superintendent, and J. T. Williams, division engineer.

The officers took potluck with the balance of the crowd, and "were one of them." This fact was noted by the people at the station in Visalia, and it went a long way toward putting the Valley road farther into popular favor, if that were possible, than it has stood since it began to run its rails into the lower San Joaquin Valley.

Engine 4 instead of engine 3 was run through at the tug end of the train. It was under the guidance of big W. T. Gardner, the engineer who has done the burden of the work on the construction from Fresno down. With him was Fireman J. W. Cass. Conductor "Jim" Saxton was in charge of the train, assisted by Brakemen C. W. Ramsey and S. Caldwell. Assistant Chief of Construction E. A. Trencano accompanied the excursion with Chief Williams.

The run through was made without a break, thanks to the carefulness with which the track had been laid. It has been the consistent plan of Chief of Construction Williams to lay the roadbed in such fashion that there would be no back work. Since tracklaying first began the road has always been in condition to use within at least one mile of the forward gang of workmen. This method of operating has enabled the road to carry considerable freight traffic from the moment the track was down.

Good men and good wages have been the rule among workmen. Nothing lower than $1 75 has been paid, and the scale has run from that to $2. The only Chinese employed have been the cooks. The Visalia branch, from Fresno south, was begun in March of this year, but tracklaying was not commenced until July. The first rails reached the edge of Visalia on the 15th of August. Two miles of track in one day was the biggest record of tracklaying, Mr. Williams preferring solidity to mileage. People who have traveled the completed road say it is as smooth as the New York Central and equal to a speed of seventy miles an hour. It is built for sixty miles.

The afternoon match game of baseball was a lively one—red hot at times. A great crowd witnessed it and enthusiasm bubbled up in every portion of the grounds. At the end of the seventh inning the score stood 3 to 4 in favor of the Visalians, but at this point the Fresno boys did not like a decision of the umpire and threw up the game.

The militia made a creditable showing at a dress parade in the afternoon, following the games and sports. From supper hour until time for the evening exercises—the speeches and the ball—the crowd was entertained with more music from the bands. Both the Tulare and the Hanford bands are excellent organizations, which might be heard with favor in larger cities. The city's first illuminated bicycle parade took place in the evening.

At 3 o'clock in the afternoon carriages were provided and the visiting officers of the Valley road were driven to the principal points of interest in the country tributary to the city. They were greatly pleased with the activity at the fruit ranches and in the factories and other industries, and concluded their drive convinced that the directors of the road had made no mistake in choosing this city as one of the principal points for traffic.

The general committee of the celebration was delighted with the success of the day. It had surpassed anticipations twofold. Said Chairman J. C. Ward: "The crowd is the largest we have ever had in Visalia; it has been good-natured, easily controlled and happy. It indicates how glad everybody in this vicinity is that we now have a competing railroad."

Nearly $2000 was subscribed and expended by the citizens of Visalia in the day's festivities. The committee on finances reported that at no previous public celebration had subscriptions been so promptly and liberally paid. In addition to the monetary gifts there were donations of the meats for the barbecue, of flags and bunting, of prizes and countless other things.

The general committee has been composed of Messrs. J. C. Ward, chairman; Z. J. Witten, secretary; A. G. Wishon, William Kettner, H. Levinson and E. H. Wust. There have been numerous subcommittees, all of which, with the general committee, have given themselves to the work with the same zeal that the citizens of the county manifested in securing $28,000 in subscriptions to the Valley road itself.

ORATORY AT NIGHT.

Visalians Congratulated on Their Release From Monopoly's Shackles.

VISALIA, CAL., Sept. 9.—The hour of 8 o'clock had come in a brilliant moonlight to-night when the people of the valley and the officers of the Valley road got together to exchange formal compliments and speeches. The crowd before the Courthouse was large enough to tax the voice of a Bryan. There were on the platform the visiting Valley Railroad officers, the president of the evening, Mayor Hammond, Judge Nye of Oakland, several visiting editors and the orator of the evening, Hon. William H. Alford.

Judge Gray, chairman of the evening, opened the meeting with a brief and terse speech, alluding to the cause of the day's jubilation. He stated that the assembly had been gathered to celebrate the fact that Visalia was "on the map," thanks to the San Joaquin Valley Railway. He introduced Hon. William H. Alford as the speaker of the day.

Mr. Alford began with a brief review of the early beginning of Visalia. He called attention to the fact that Visalia was the only town in the valley not built by a railroad.

"The sole cause of this celebration," said he, "is that the incoming railroad will lift some of the burdens that rest upon the trade of this community. Life here is now to be easier, man is to have more time for the good things of life. Mankind is elevated just as fast as the burden is lifted from the patient shoulder of trade."

Mr. Alford recurred at some length oratorically to the history of trade from Phœnicia down to Great Britain. His eulogy of trade was brilliant and protracted.

"It was and it is trade," declared he, "and trade alone to which we must ascribe the grandeur of the progress of our own country. Thought flies where commerce flies before ideas light the path of trade. In its last analysis the question of trade is the question of human liberty.

"A competing railroad reduces the tax by lowering the freight, a legislature increases the tax by charging more for production. The same is done by city councils. This is the enslavement of trade. We are free in every other way. Now let us not rest until the prophecy made by the arrival of this Valley road is fulfilled and we have stricken all the fetters from our trade."

Colonel Frank H. Powers of the law department of the San Joaquin Valley Railroad was then introduced. Mr. Powers said in part:

There could be no body of men, directors of any enterprise, who would not be proud and grateful for such a reception as this. But it would be worse than presumption for us to think it personal or even intended entirely as a compliment to the great enterprise we represent. The directors appreciate that they are but the representatives of a railroad which has been built as a people's road by the people's money to serve the people's wants made necessary by the crying needs of the producing people in the interior of San Joaquin Valley, and that this reception is practically a mutual jubilation over the completion of one stage of the people's solution of the transportation question.

The significance of the occasion seems to have taken hold of the public mind. You have been joined on the jugular vein of commerce by a new artery. We all hope to profit by it—we, as representatives of the commercial and financial interests whose original contributions have made the road possible, have been invited to join with you, our colaborers, in a grand celebration over the arrival of the first passenger train to reach your lovely city over the new road.

Your achievements and possibilities for further greatness are part of the history of California. What schoolboy does not know of Tulare's fruitful vineyards and orchards, her orange and citrus fruit products, her lumber and grazing industries and vast irrigation projects, her prune trees that bear 1100 pounds to the tree, her lumber pines which measure forty-five feet in diameter. We Californians all know what you can do, and we rejoice with you now at the renewed prospect of more of the outside world knowing you.

With this new outlet to tidewater Tulare's products reach the consuming world at a reduction of from 10 to 25 per cent. The freights on tidewater regulate themselves. No board of directors can dictate prices there. The law of supply and demand alone controls. We are here to rejoice with you over the opening of a road which will be compelled to earn money only on the capital actually invested in the building of the road and purchase of its rolling stock. A fair return on this, together with the actual cost of maintenance, is all that will be expected on this road at any time, and much less than is expected at the outset. So every farmer and every man whose interests are intimately connected with the farming industry we know feels glad that from now on his freight, which is the prohibition tariff between his product and the selling market in many instances, is to be measured hereafter on a basis of "quantum volebat"—payment for the value of services measured on a fair and equitable standard.

This road has been born from necessity and has been built by its beneficiaries. The San Francisco merchants needed it because they wanted the producers to have an available market wherein they could sell their goods at a profit which they could use in trade; the capitalists needed it, not because they hoped for a commensurate income upon the money invested in it, for the builders of this road have no hope to gain adequate returns as railroad operators, but because they wanted their other investments in this State—buildings, manufacturing plants and other metropolitan enterprises—to earn increased returns through an increased prosperity throughout the State; and most of all, and most directly, the agriculturists and producers needed it because competition in transportation will make definite and steady the lessening of freights to tidewater.

Now, then, farmers of Tulare, the merchants and capitalists have done their part, you must do the rest. You and your neighbors and the local merchants and professional men immediately dependent upon your welfare for their success must do your part by keeping the road going. We have furnished the artery to the jugular vein of commerce, you must furnish the blood to pulse through it and give the whole body politic of our great commonwealth such new life and vigor as an increased circulation of valuable products will generate.

This enterprise is not intended to be a money-making investment. It has two objects: First, to stimulate trade; and secondly, to demonstrate to the railroad operators of the world that California's merchants and capitalists have sufficient confidence in California's resources to tap her main artery of production, and that they also have sufficient confidence in the spirit of fairness and appreciation on the part of the producers in that artery to feel certain that they in turn will patronize the road so as to make it a success.

The builders of this road do not want any fame. They want good, solid, business-like appreciation of the fact that this road has already lessened your freight 30 per cent and given you an increased passenger accommodation, which ten years of petitions without this road could not have brought about. They want your freight and your patronage.

The eyes of the railroad world are upon you. Will you maintain the people's road, or will you desert it at the first time a temporary advantage, not met by this road because not warranted by the traffic, shall offer itself, though in your heart you know it never would have been offered but for the existence of this road? Think with what importance are fraught the acts of you San Joaquin farmers in the next few years—for it won't be many years before the increased volume of trade will make this road a success in spite of all drawbacks. If this road is a success California's future is assured, and reflexively Tulare will progress with her sister counties. Already you have felt the spur of increased activity, because with the completion of this road has come a lessening of freight rates fully 30 per cent. We all feel enthusiastic over it, but is the enthusiasm going to last after the first flash of interest has cooled off?

Dean Swift said, "He who makes two blades of grass grow where one grew before is a benefactor."

Our pioneer fathers, now that they have got over the spell of the gold fever which first brought them here, are beginning to learn the lesson pronounced by that great thinker. Agriculture, not mining, is now the basis of our prosperity. The fame of our gold is eclipsed by that of our wheat and our fruits. Agriculture is daily becoming a greater interest and gold-mining, relatively, if not absolutely, less. Breadstuffs, fruit, raisins, wool, lumber and wine seem now developing into the great industries of our State. Our agriculture is naturally diversified and profitable beyond what would be possible elsewhere, owing to the peculiarities of our climate. There is but one drawback—transportation facilities.

The day is at hand when a more splendid civilization than any which has preceded it will rise upon these distant shores. Already we hear the buzz of preparation in every quarter; already we listen to the tread of the advancing hordes. From the north, east and south, from the lakes to the gulf, from the swelling tide of population will gather and pour in a mighty tide across the continent, bringing to us the youth, the enterprise and energy of the older countries to search for the riches on the shores of the Pacific; to view the most sublime scenery on the continent; to repair physical constitutions racked by the extremes of climate, the inclement air and the miasma of the East; to enjoy with us this country, with its cloudless sky and healthful air, its fruitful soil, its noble harbors and bay and its watercourses opening access to the two great inland valleys, which our hardy pioneers, brave with faith in its future, with fixedness of purpose and with large hearts and stalwart arms, have developed.

Mr. Powers was liberally applauded and may be said in vulgar parlance to have made a "hit." His epigrams were pungent and were appreciated.

Lovell White spoke in brief on behalf of the trustees, thanking the people of the San Joaquin Valley for their contributions to the success of the road. Mr. White won his way easily in his short speech to the full affection of the audience.

The closing address was by Judge Stephen G. Nye. He said he had heard Tulare called "the God forsaken," but he had concluded that he had heard only a "lying rumor." He was profuse with apologies for having given the rumor credence, and the audience laughed long and heartily at every turn of the venerable speaker's abundant humor. The Judge described the philanthropic manner in which the Southern Pacific had settled Tulare County.

"They took everything we had to bring us here; then they took everything we had except a little grain for seed to take our products away, and thus they settled San Joaquin Valley."

WHAT VISALIA GAINS.

Leading Citizens Tell of the Benefits to the Town and Country.

VISALIA, CAL., Sept. 9.—The following question was put by THE CALL correspondent to a number of representative business men of Visalia:

"What, in your opinion, does the coming of the Valley road mean to Visalia?"

Their answers are as follows:

A. Levis, merchant—It means that inside of twelve months the population of the town will increase 25 or 30 per cent. It will have the tendency to build up the town, and it will bring into the immediate community many small landholders to improve the country.

Supervisor J. W. Thomas—It means liberation from commercial thralldom. It means the transportation of the varied products of this part of the valley for a fair compensation instead of for "all the traffic will bear." It will enhance the value of all our property.

William Kettner, insurance agent and real estate dealer—It means an increase in our population in three years to double what we have now.

H. Levinson—The coming of the Valley road means that this town will soon be the best interior town in the valley. I don't believe we can conceive the benefits.

Ben W. Maddox, editor Times—It means that people can engage in farming, fruit-growing, stock-raising, merchandising and manufacturing without having the Southern Pacific for a side partner. In other words, it means that the railroad monopoly is at an end in Tulare County.

W. B. Wallace, attorney-at-law—The Valley road will increase the value of all property in this city and surrounding country, and I believe there will follow a marked prosperity for the whole county.

Judge W. W. Cross, late of the Superior Court—It means a reduction of freights and fares that leave funds sufficient to capitalize this part of the country. These funds have been taken from us heretofore.

Major W. H. Hammond—It means we're on the map. It means a continuation of the prosperity that has just struck us and a new and long era of it. It means much that is gratifying and agreeable to us all.

Death of David S. McCarthy.

NEW YORK, N. Y., Sept. 9.—David S. McCarthy died at his home, 2323 Seventh avenue, yesterday, at the age of 56 years. He was the son of the late Dennis McCarthy, a '49er, a noted editor and for a time Street Superintendent of San Francisco. Mr. McCarthy went to California in 1868. In 1876 he went to Europe and spent two years abroad. Then he became interested in mining ventures in Colorado. For several years he was connected with the dock department of this city.

Captain McConihe Dead.

WASHINGTON, D. C., Sept. 9.—Adjutant-General Ruggles received a telegram to-day saying that Captain Samuel McConihe of the Fourteenth Infantry died at St. Luke's Hospital, New York City, last evening from Bright's disease.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. Druggists refund the money if it fails to cure. 25c.*

PHELAN'S CONGRATULATIONS.

San Francisco's Mayor Says the Metropolis Rejoices With Visalia's People.

SAN FRANCISCO, Sept. 9.

To Robert Watt, Vice-President Valley Railroad, Visalia: San Francisco greets Visalia and congratulates the Valley road on its practical solution of the railroad question in California by building a railroad and operating it in the interest of its customers. The people of the San Joaquin Valley must recognize the fact that their interest and the road's interest are identical. The city and country must stand or fall together. San Francisco rejoices with you.

JAMES PHELAN, Mayor.

SOME FEATURES OF THE ADMISSION DAY CELEBRATION AT SANTA ROSA.

FOOD WILL BE VERY SCARCE

Yukon River Steamers Cannot Carry Enough to Dawson.

Only One Man in Twenty at St. Michael Will Get Forward This Winter.

Advices Brought by the Schooner Alice Cook Show the Northern Outlook Is Gloomy.

PORT TOWNSEND, WASH., Sept. 9.—The American schooner Alice Cook, Captain Penhallow, arrived to-day, twenty-six days from St. Michael. She brought no passengers and no treasure. Captain Penhallow reports that very little freight has been taken from St. Michael up the river this season as compared with the reported demands for and scarcity of food and provisions at Dawson City. The captain says that the little steamers at present plying on the Yukon are wholly inadequate. They can carry only a small portion of the freight transferred at St. Michael for Dawson City.

All the warehouses at the landings are full, and passengers who have reached that point en route to the goldfields are all put to work at little or no salary constructing warehouses in which their freight may be stored to protect it from the elements until the river opens to enable them to go up the next summer.

Captain Penhallow says that not one man in twenty at St. Michael will get up the river this fall, and that there are no quarters at St. Michael where they can be entertained during the winter unless some boat ties up there as a hotel until the river opens next summer.

The Alice Cook's officers say that if the earth affords a more lonely or desolate spot than St. Michael it has not been their misfortune to land in it in all their careers as seafaring men.

Just previous to the sailing of the steamer Queen for Alaska last night customs officers made a seizure of thirty gallons of whisky. The owner was not posted on the revenue laws and appeared to claim the goods. He was at once arrested by the customs officials and released on his own recognizance. He tarried not for the investigation, but left on the Queen.

A good story is told in connection with the seizure of whisky and bar goods made on the Al-Ki two days ago. The owners of the goods which were confiscated afterward sent fifteen men ashore with money to buy whisky in quart bottles. This was done and the bottles were smuggled aboard under loose-fitting mackinaws and miners' shirts.

VICTORIA, B. C., Sept. 9.—The passengers and crew who went north on the steamer Eugene and returned on the Bristol have obtained judgment against the Portland and Alaska Trading and Transportation Company—the crew for the amount of their wages and the passengers the amounts paid for fares.

Davidge & Co. have been restrained from paying any moneys held by them to the Portland Company. There seems to be no redress for the Bristol's passengers, they being unable to find out just who the charterers are. Victoria merchants, however, are interesting themselves, and will endeavor to extricate the passengers from their unfortunate position. Some men are talking of chartering a steamer to take them to St. Michael. Others will go in by the Stickeen route, and some will even face Skaguay trail. The Canadian Pacific Navigation Company intend to put on a regular line of steamers between here and Wrangel in the spring to connect with the steamer which plies on the Stickeen.

By that time there will be steamers on the Teslin lake, which will make the Stickeen route a popular one to the Yukon mines.

Cleveland Not Yet Reported.

PORT TOWNSEND, WASH., Sept. 9.—The steamer Cleveland has not yet been reported. A dense fog prevails at the cape and in the straits to-night, and the steamer could not be sighted at a long distance if she were to appear.

SPYING ON OUR FORTIFICATIONS.

Work in Which the Naval Attache of the Spanish Legation Has Been Engaged.

NEW YORK, N. Y., Sept. 10.—A special to the Journal and Advertiser from Washington says:

The Spanish emissary who has been inspecting the fortifications along the Atlantic seaboard is Lieutenant S. C. Sebral, naval attache of the Spanish legation at Washington.

In a report from Captain V. B. Abbott, in charge of the Government work at Charleston, S. C., Lieutenant Sebral is named as the man who has been engaged in this work.

Lieutenant Sebral is not a member of the diplomatic corps and is not, therefore, subject to a demand for recall, unless it can be shown that he has violated some statute respecting the safe guarding of our fortifications. It is shown that the naval attache has actually been guilty of this breach of etiquette and that the Government is investigating Sebral's recent movements.

LONDON, ENG., Sept. 9.—The Daily Mail this morning, in an editorial on the reported preparations in the United States for a fight with Spain warns the American Government and the Americans that they had better content themselves with writing warlike articles and firing Fourth of July squibs instead of running into battle with "stupid Europeans who mean business and fire real bullets."

Free of Tonnage Duty.

WASHINGTON, D. C., Sept. 9.—The Government of Mexico has issued notices that sailing vessels, coal laden, will be admitted to Mexican ports free of tonnage duty.

NEW TO-DAY.

INDIA OPIUM CURE

BRUCE D. KIMMIS.

A VEGETABLE COMPOUND TAKEN INTERNALLY. No hypodermic injections. Opium, morphine and cocaine habitues cured. All symptoms controlled from the first. Nervous system restored to its normal vigor. Treatment absolutely painless. Consultation free. Medicine shipped to any part of the United States for $10 per bottle. Patients can treat themselves at home or at THE INDIA SANITARIUM, 201 Turk street, San Francisco Cal. Correspondence invited.

BRUCE D. KIMMIS, Manager.

HUDYAN

That is what cures you. If you are in doubt about it inquire. If it will not stop losses in a week it is because you have neglected yourself. Weak knees are made strong by HUDYAN. Weak backs are made strong by HUDYAN. If you use HUDYAN you do not have spots before your eyes. If you use HUDYAN you do not shake and tremble. If you get the great HUDYAN remedio-treatment you no longer are a weakling. Be sensible! Is there any reason in the world why others should enjoy full pleasure and you feel like a boy instead of being a man? But you have got to make an effort. You must do something. Write to the doctors of that grand institute—from which alone you can get HUDYAN—and ask them to help you. They will do it. They will make a man of you—no matter how bad you have been. You may have lost almost all of your manhood, and so don't feel like seeing any one or asking for advice. Use your weak will power that is left. Get a postage stamp—even if you have to borrow it—and write for free and satisfactory testimonials and circulars telling you all about what HUDYAN has done for thousands of others on this big Slope. It has cured them all. And why will you not let it cure you? Wrecks of the worst kind—yes, of the very worst kind—have been saved in a week by

HUDYAN

Hudson Medical Institute

Stockton, Ellis and Market Sts.

SAN FRANCISCO, CAL.

FOR COPPER RIVER DIRECT.

THE SCHOONER LA NINFA WILL POSITIVELY sail on MONDAY, Sept. 13, from Mainstreet Wharf. Passage, inclusive in vessel and launch, including 14 months' provisions, $250

BRUSHES FOR BARBERS, BAKERS, bootblacks, bathhouses, billiard-tables, brewers, bookbinders, candy-makers, canners, dyers, flourmills, foundries, laundries, paperhangers, printers, painters, shoe factories, stablemen, tar-roofers, tanners, tailors, etc.

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