

Company

R. R. Fares Refunded.

Whiskey

take a social drink oc-
if you use whiskey for
purposes; if you keep
home for emergencies—

Forget This
fire whiskey; and pure
anyone good. Served
s of the better class.

IAN & CO.
R DEALERS

troubles are ahead of him. Sullivan,
ever, is something of a scrapper him-
and he is likely to give Gans a run
the money.

the Ascot meeting will come to an end
March 14, after ninety days of pretty
races. It is probable that the
would have been extended for two
three weeks had it not been for
scandals, but talk of an extension
with the uproar.

ready the exodus from Los Angeles
begun. Dr. S. Grant Lyman will
ten horses to New Orleans in a
days.

ome of the California horses are in
with the big Eastern handicaps,
a number may be expected to start
the rich classics about New York.

the contract which has been signed
Catcher Long McLean of the Port-
Club comes into general use
throughout the baseball world, it is like-
to have a depressing effect on the
sales of intoxicants. If McLean
a single drink during the playing
on of 1906 it will cost him under his
not just \$200, coin of the realm.

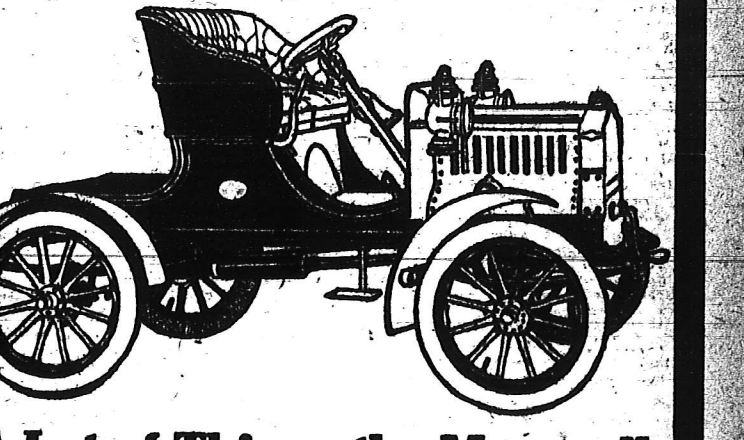
the phase of the situation which is
ing horsemen a good deal of quiet
y is the fear that the anti-racing
ent in the State may take advan-
of the exposures and begin a cru-
which will result in stopping the
here entirely. It is admitted that
a revolt is not at all impossible.

couple of Minneapolis men, G. Part-
and M. Mapes, who have been an-
g the perpetual summer of Los An-
have started on an automobile tour
California. They have big touring
and expect the finest kind of a

ly Rhoades of Kansas City and Joe
mas, a native son, have been
hed to fight at the Colma Club this
ch. Rhoades is new to the coast,
is said by those who have seen
at work to be able to go some.

Cheap Rates
to California via
Southern Route

The Southern Pacific



A Lot of Things the Maxwell Does Not Have

The Maxwell does not have one cylinder only and depend upon that one engine, which gives an impulse every second revolution, to pull the wagon. A single cylinder engine is not the proper construction and will never be used after the season of 1906 except on the very cheapest of cheap cars.

The Maxwell does not have the engine located underneath the seats, where it is inaccessible for repairs, and where it is necessary to tear the body off every time you want to tighten a screw or nut.

The Maxwell does not have a big, heavy fly wheel on either the left or the right-hand side of the car to pick up all the mud that happens to splash into the fly wheel and then kick this mud from one end to the other on the inside of the car. A car that is constructed in this manner will throw enough mud inside the body and around the engine from two or three mud holes to make it necessary for a man to clean a whole day to get the mud out.

The Maxwell does not have a chain, which, at best, is a noisy, greasy means of transmission and which is unsafe in running over freshly gravelled roads. The chain transmission is the fastest wearing and most troublesome part of an automobile. Chain transmission construction only costs one-fifth the price it costs to build the Maxwell bevel construction.

The Maxwell does not have the carburetor underneath the body of the wagon, where it is just right to collect mud and water, stop your engine, and then make it necessary to lie on your back or stand on your head to get to it.

The Maxwell does not have a wood body, which is heavy and subject to cracks and squeaks. All the best cars made in this country and abroad have metal bodies, which are lighter, stronger and will take on a better paint finish. This is the reason the Maxwell has a metal body.

The Maxwell does not have a short choppy spring that shakes and jolts you even on fair roads, but has semi-elliptical springs swung on the outside of the body, which is the latest design.

The Maxwell does not have a cheap pipe radiator with stamped tin flanges to carry off the heat. Instead of a radiator of this kind, which costs from \$7 to \$8, the Maxwell has a genuine honeycomb radiator of the latest and best design, which is capable at all times of keeping the engines cool.

The Maxwell does not have a pump to pump water from the radiator to the engine because with a first-class radiator with sufficient capacity, properly made, the Maxwell does not need a pump, which is always more or less troublesome on any kind of an automobile.

The Maxwell does not have an angle-iron frame, which is the cheapest method of automobile construction made today, but instead has a pressed steel frame of the same style and quality as is used on the finest American and French cars and which is the best and most expensive construction known.

The Maxwell does not have pantsote upholstery with excelsior stuffing, but has a high grade leather with hair for a cushion.

The Maxwell does not have a great many other poor and imperfect parts in construction that are noticeable to the experienced buyer of an automobile. The Maxwell is so well made that it is well worth the price we ask. It is not a cheap automobile, but it is the best light automobile built in America at the price. It is better than a great many other automobiles that sell for twice the price.

The Maxwell has the most noiseless running engine built regardless of price or power. We are always willing to demonstrate these points to a prospective buyer.

STATE AGENTS FOR

Maxwell
National
Stoddard-Dayton
Premier
Automobiles

THE
Fisher Automobile
Company

Indiana's Largest Dealers INDIANAPOLIS, IND.

CURES
BLOOD POISON

and 550 from the same time a year ago though the receipts were lighter than the market shows no improvement in prices held barely steady. The figures current at the close of last week. The outlet for all desirable narrowed somewhat, especially steer prices for these grades ruling steady cents lower. During the early part of week competition was keen and prices strong. However, in the last half of week demand from outside sources fell off and market weakened. The demand on good to choice butcher stock of male grades, which met a fair trade steady prices. Bulls active and steady. Calves are 50 cents lower than a week ago. The market yesterday was dull and the supply was light and the most desirable grades were not well represented offerings. A fair clearance was finally the market closing quiet and easy.

SHORTH MARKET QUIET.
The total receipts of sheep and lambs the week were the lightest of the season far, not enough being offered at any time to interest many buyers. Much complaint heard concerning the quality. Best are 25 cents lower than the close of week. Top lambs sold for \$7.75; best \$6. There is a good demand for prime or stock. No sheep on sale yesterday, the nominally steady.

REPRESENTATIVE SALES.

| | | | | | | |
|-----|-----|------|-----|-----|-----|-----|
| 281 | ... | 6.40 | 84 | ... | 176 | 120 |
| 178 | ... | 6.35 | 74 | ... | 212 | 80 |
| 187 | ... | 6.35 | 80 | ... | 152 | 40 |
| 198 | ... | 6.35 | 100 | ... | 162 | 80 |
| 204 | ... | 6.35 | 45 | ... | 178 | 120 |
| 220 | ... | 6.35 | 61 | ... | 190 | 320 |
| 261 | 240 | 6.35 | 103 | ... | 133 | 40 |
| 290 | 80 | 6.35 | 69 | ... | 211 | 860 |

CATTLE.

—Steers.—

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| —Steers.— | | | |
|------------|-------------|-----|-----------|
| No. | Av. Price | No. | Av. Price |
| 3 | 1258 \$5.10 | 4 | 102 |
| 18 | 1100 4.90 | 4 | 85 |
| 5 | 925 4.75 | | |
| —Heifers.— | | | |
| 15 | 705 4.50 | 15 | 74 |
| 2 | 562 3.50 | 4 | 53 |
| —Cows.— | | | |
| 2 | 1150 8.75 | 3 | 91 |
| 3 | 1000 3.50 | | |
| —Bulls.— | | | |
| 1 | | | 1740 |
| —Calves.— | | | |
| 4 | 180 7.50 | 7 | 121 |
| 3 | 182 7.25 | 2 | 90 |
| 5 | 120 7.00 | 2 | 101 |

QUOTATIONS.

| —Hogs.— | |
|------------------------------------|--------|
| Selected bacon | \$6.30 |
| Best heavies | 6.35 |
| Good choice heavy | 6.20 |
| Common medium heavy | 6.00 |
| Ordinary light mixed | 6.20 |
| Common light mixed | 6.10 |
| Best pigs | 5.80 |
| Light pigs | 5.20 |
| Roughs | 5.50 |
| —Steers.— | |
| Prime steers, 1,200 lbs up | \$5.25 |
| Choice steers, 1,200 to 1,300 lbs. | 4.75 |
| Medium steers, 900 to 1,150 lbs. | 4.00 |
| Choice feeders, 850 to 1,150 lbs. | 3.40 |
| Medium to good feeders | 3.00 |
| Common stockers | 2.00 |
| —Cows.— | |
| Prime cows | \$3.25 |
| Good to choice cows | 3.00 |
| Medium cows | 2.50 |
| Good cutters | 1.00 |
| Canners | 1.00 |
| —Heifers.— | |
| Prime heifers | \$4.25 |
| Good to choice | 3.75 |
| Common to medium | 3.00 |
| —Bulls.— | |
| Good to choice export bulls | \$3.50 |
| Butcher bulls | 3.00 |
| Bologna bulls | 1.50 |
| —Calves.— | |
| Veal calves, first grade | \$6.75 |
| Heavy and thin calves | 3.00 |
| —Sheep and Lambs.— | |
| Spring lambs | \$6.50 |
| Best yearlings | 4.50 |
| Cull lambs | 2.50 |
| Best sheep | 4.00 |
| Fair to medium sheep | 3.00 |
| Cull sheep | 2.00 |
| Wool, 100 lbs. | 2.00 |

LIVE STOCK BY WIRE.

PITTSBURG, Pa., March 3.—Cattle: choice fair and market steady; choice, \$6.75; prime, \$6.20@6.40; good to choice, \$4.00@4.40; common to fair heifer, \$2.50@3.00; common to good fat cow, \$4.00; common to good fat bull, \$3.00@3.50; fresh cows and springers, \$3.50@5.00; good to fair, \$2.00@3.00. Sheep and lambs—Su: fair, market steady. Veal calves—\$2.00 heavy and thin, \$4.00; prime wethers, \$6.00; good meat, \$5.40@5.55; lambs, \$6.00. Hogs: receipts 10; double decker, market; choice, \$6.00@6.10; higher, prime heavy, \$5.00; medium, \$4.50; light, \$4.00. Pigs: \$5.00@5.50.

KANSAS CITY, Mo., March 3.—Cat: Receipts 500; market steady; choice ex: steers, \$2.25@2.50; stockers and feeders, 4.00; native cows, \$2.25@4.10; native he: \$2.25@5; bulls, \$2.75@4; calves, \$3.00. Receipts for the week, 41,500. Hogs—Rec: 1,500; market 500.00; higher, top, \$6.10; of rats, \$5.00@5.15; heavy, \$5.12½; packers, \$5.75@6.10; pigs and lights, \$5.10; receipts for the week, 51,100. Ste: Receipts 300; market steady; native la: \$5.50@5.75; ewes and yearlings, \$4.75@