KENNA of the Bay City Wheelmen Finishes First in the Great Century Relay on a Broken Wheel.

coats on their arms and even wish they had not brought them at all. The sun shone its brightest and warmest—in fact, it was a summer's day.

The bloomer girl was in her glory yesterday. She caused her skirted sisters to fairly turn green with envy. Her costume was in nearly every instance a veritable dream. There were hunderds of these bloomer girls there and those who watched from the stone walks and from windows were at a loss to decide which of them looked the prettiest. They flitted about everywhere on the course, resembling a myriad of vari-colored butterflies. Some sped along on tandems, piloting the way for their male escorts; others affected the triplet, while still others, more independent, pedaled their own wheels and went where they pleased. Many of them, though, preferred to pose afoot beneath the big shadetrees that lined the avenue and to chat with friends and make new acquaintances.

But the race—the race.

As might be expected, the Alameda finish was to provide the spectacular end of the day's event, and it did. That's why the thousands of cycling enthusiasts gathered there. Quite true, the entire journey around the peninsula was replete with exciting incidents, but all these were forgotten and lost sight of in the anxiety and intense interest that attached to the closing chapter and the proclaiming of the victor.

Ten clubs had gone into the contest with their very best trained riders. Only one could win. Pride and an aching for glory spurred all of them on, and it was a battle all the way. It was no wonder then that the 100 miles were covered in six minutes faster time than they were last year, nor that the record was once more splintered.

The marshals and police were making a last desperate effort to regain control of the swaying and struggling crowd when a lad who had appointed himself lookout and was perched upon the topmost point of a telegraph pole shouted out that he could discern far up the avenue the outlines of a wheelman who, from his costume and the desperate manner in which he was riding, was undoubtedly the leader in the great relay.

A shout went up from the crowd, and as it was taken up all along the dense line for block after block, it developed into a defeaning roar. All thoughts of order and decorum were forgotten and in a trice the ropes were torn from their fastenings and everybody was prancing about excitedly in the middle of the avenue in complete defiance of the guards.

"Can you make out his colors yet?" shouted one of the timers through his hands and directing his remarks to the lookout.

"No, there's somebody in the way," came from the top of the pole. "His head is down and he's riding like the wind. He is—hold on—now I can see him—he's a Bay City rider!"

Wow! There was noise enough before, but now pandemonium had broken loose.

"It's Kenna! Hurrah for Kenna!" The Bay City men were delirious with excitement and danced about like Piutes, waving sweaters, throiwng their caps into the air and yelling themselves hoarse.

And they had a right to, for they had won a great victory. Everybody, too, seemed to share in their joy and shouted and shouted again with them.

"Make room for the winner," was the order that now swept through the confused mass of human beings. A narrow aisle, from either side of which thousands of heads bobbed and necks craned, was quickly formed and through it swept Kenna, perspiring and tired, but the hero of the day.

There was another wild scene when this athlete crossed the tape just as one of the pedals snapped from his wheel and the machine itself collapsed. Kenna did not fall. He cleverly disengaged himself from the wreck and delivered Mayor Phelan's letter—the document that had been carried over the century circuit—to Chairman Foederer of the Alameda Board of Trustees. Had Kenna been compelled to ride another hundred yards he could not have finished without an accident.

The wonder is that he ever got home on that wheel. Two miles from the tape his rear tire flattened and he was compelled to ride on the rim. Then one of the pedals loosened and the whole machine began to wobble; but the lad would not stop—no, it was do or die with him, and he kept on as long as he could keep his balance on the machine.

"I had one thing to console me, though," said Kenna, after the race, "and that was that none of my rivals were near enough to me to make trouble. Even if my wheel had collapsed I believe I would have had time to borrow one from one of my trailers and still win out the race for my club."

Wing of the Olympic Club was next to Kenna in the last relay, and crossed the tape within a few seconds of two minutes behind the Bay City man. Bates of the Reliance Club came in third, three minutes behind Wing; Decker of the Acme Club was fourth and right on the heels of Bates. The representatives of the other contesting clubs came straggling in during the succeeding eight minutes. The color-bearer of the Alameda Cyclers was the only one who did not finish.

HOW THE RACE WAS RUN.

Events Along the Line of the Relay Course.

Promptly at 9 o'clock the ten men who were to ride the first relay were instructed to line up by Starter John F. McGlynn. Owing to the immense crowd around the starting point at Tenth and Market streets it was some little time before a space could be cleared sufficiently wide to allow each man a fair start, but at ten minutes past 9 everything was in readiness and he gave them the word to go. The course lay down Market street one block to Ninth street, and each man was desirous of reaching the corner first, so as to lead on the ride down the Ninth-street cable slot as far as Folsom street. Rosenheim of the Reliance Club was the lucky one, and the order behind him, as the men strung out down Ninth street was Smith (Olympic), Hardenbrook (Garden City), Davidson (Bay City), Scott (Acme), Carpenter (Alameda), Birdsal (California), Hubert (Capital City), Hamann (Imperial) and Robinson (San Francisco. Before the turn at Folsom street was reached, however, Davidson had sprinted ahead and assumed the lead.

The sharp turn into Folsom street was safely made, an immense crowd of spectators being present at this point to see the men pass. Out the asphalted boulevard the men flew along, Davidson and Hardenbrook setting most of the pace. Another turn was made at Twenty-fifth street, and here the first accident of the race occurred—Davidson's rear tire went flat from a puncture, and he soon found himself riding on the rim of the wheel and losing ground at every turn of the pedals. At the Potrero avenue turn he secured the loan of another wheel from a boy standing by and was soon chasing hotly after the bunch now some distance ahead of him. Scott of the Acmes meanwhile had also a puncture, and suffered two more and rode three strange wheels before he finished his relay. Davidson punctured again, got another wheel from a clubmate close at hand, pulled the handle bars out of that one on the Six-mile hill, got another wheel from John Leavitt, whom the Bay Citys had stationed on the hill for just such an emergency, and again punctured that before he finished. In spite of all his accidents Davidson beat Scott and Carpenter in, but his team was in a bad way, in eighth position and exactly four minutes behind the leaders. Could they ever make it up?

FIRST RELAY.

Position at Finish	Rider.	Club.	Time.	Actual Riding Time.
1..	C. J. Birdsall....	California.	9:39:55	29:55
2..	G. Hardenbrook	Garden C.	9:39:56	29:56
3..	R. Robinson....	San Fran..	9:39:57	29:57
4..	L. H. Smith....	Olympic ..	9:39:58	29:58
5..	P.H.Rosenheim	Reliance..	9:40	30:00
6..	R. F. Hamann..	Imperial..	9:41:40	31:40
7..	W. A. Hubert..	Capital C	9:41:55	31:55
8..	John Davidson.	Bay City..	9:43:55	33:55
9.	H. E. Scott.....	Acme.....	9:43:55	33:55
10.	J. F. Carpenter.	Alameda..	9:45	35:00

Fastest time—1894, 30:00; 1895, 29:35; 1896, 28:08.

The exchanges of the packets at the end of the first relay were perfect, and the crowd of people who had taken the trouble to go down the road ten miles to witness the scene were well repaid for their long journey. Coulter was first off, his clubmate, Birdsall, having led at the end of the first relay, but it was not to be that he should remain there. He ran into Henry Noonan near the end of the relay, and though Noonan suffered more personally from the encounter Coulter lost more time for his club. Noonan was badly bruised about the ankle and Coulter much shaken up, but they remounted and finished the ride. Delmas beat the bunch out in the sprint, and the Garden Citys had won the first place at the end of the second relay. Schleuter of the Acme Club, by a remarkably fast ride, made up a great deal of the time Scott lost on the first, bringing his club from ninth to fourth position. Noonan, too, had speeded well, and in spite of his fall and the consequent loss of time the Bay Citys were now in fifth place, three notches ahead of what they were on the first relay. The judges say that the Alameda Cyclers' man, Curtis, did not finish this relay, his trailer bringing his packet through for him. He had met with disaster to his wheel somewhere down the road. Cook made a splendid ride on this relay for the Olympic team.

SECOND RELAY.

Position at finish.	Rider.	Club.	Time.	Actual riding time.
1..	Tony Delmas...	Garden C.	10:09:49	29:53
2..	J. J. Borree....	Reliance..	10:10:49	30:49
3..	C. H. Yearian..	Imperial.	10:10:51	29:11
4..	Theo. Schneuter	Acme.....	10:10:55	27:00
5..	Henry Noonan.	Bay City..	10:11:00	27:05
6..	Morris M. Cook.	Olympic..	10:11:02	31:04
7..	R. A. Coulter...	California	10:11:03	31:08
8..	Thomas Welch.	Capital C.	10:12:02	30:07
9..	M. Farnsworth.	San Fran.	10:13:56	33:59
10..	M. G. Curtis....	Alameda..	10:17:45	32:47

Fastest time—1894, 33:00; 1895, 30:44; 1896, 27:12.

At the very beginning of the third there was trouble. George Fuller, the Olympic rider, slipped and fell as he was getting under way, and smashed his wheel badly. The best he could do was to jump out on the one his predecessor, Cook, had just dismounted from. With this lost time he was only one second slower than the fastest time made on the relay. Ben Noonan, Squires and Joe Delmas set the pace between them. Casenave, the Reliance Club's Los Angeles flyer, set the pace for a time, but did it so poorly they soon dispensed with his services in that direction.

This relay was 10½ miles long, a fact which many were not aware of, so that the times made as shown by the table are all the more crediitable. It seems that in remeasuring the relay course recently and changing the route through San Francisco, it was found necessary to do this, rather than change the relay stations at every point along the line. To equalize matters and make the exact 100 miles, the last relay was 9½ miles instead of 10.

THIRD RELAY.

Position at finish	Rider.	Club.	Time.	Actual riding time.
1	Benj. Noonan...	Bay City..	10:38	27:00
2	H. W. Squires..	Acme.....	10:38:01	27:06
3	Jos. Delmas....	Gardn City	10:38:02	28:13
4	Geo. P. Fuller..	Olympic ..	10:38:03	27:01
5	M. A. Casenave.	Reliance..	10:38:04	27:15
6	E. C. Barley	Imperial..	10:38:05	27:14
7	T. White.....	California.	10:38:45	27:42
8	R. F. Smith.....	Capitl City	10:39:25	27:23
9	C. Goodwin.....	San Fran	10:43:15	29:19
10	Al. Cumbers....	Alameda..	10:46:45	29:00

Fastest time 1894, 26:44; 1895, 28:56; 1896, 24:39.

There was a bad dump on the fourth relay. It seems that Clark, of the Garden Citys, who was selected to ride this stretch, has a large number of farmer friends in the neighborhood who all turned out to see him go past, and he was kept busy waving his hand in response to their many salutations. In a forgetful moment he took off both hands, his wheel wobbled, and down he went, bringing four others down with him. Fortunately he was some short distance back of the leaders—the Olympic, Bay City and Reliance men—and they were not affected by the fall. There was only a second's difference between the finishing time of Russ, Griffiths and Elford, all of whom, though from rival clubs, are friendly with each other and gladly exchanged the pacing for their general good.

FOURTH RELAY.

Position at finish.	Rider.	Club.	Time.	Actual Riding Time.
1..	E. F. Russ.....	Olympic ..	11:06:25	28:22
2..	I. A. Griffiths ..	Bay City..	11:06:26	28:26
3..	B. H. Elford....	Reliance..	11:06:27	28:23
4..	C. H. Staples....	Acme.....	11:07:11	29:10
5..	A. T. Clark.....	Garden C.	11:07:12	29:10
6..	A. Casey.....	California.	11:07:13	28:28
7..	W. H. Smith....	Imperial..	11:07:14	29:09
8..	Fred Weideman	Capital C.	11:10:50	31:25
9..	F. L. Thistl.....	San Fran	11:12:09	28:55
10..	E. M. Whalley..	Alameda..	11:16:22	29:37

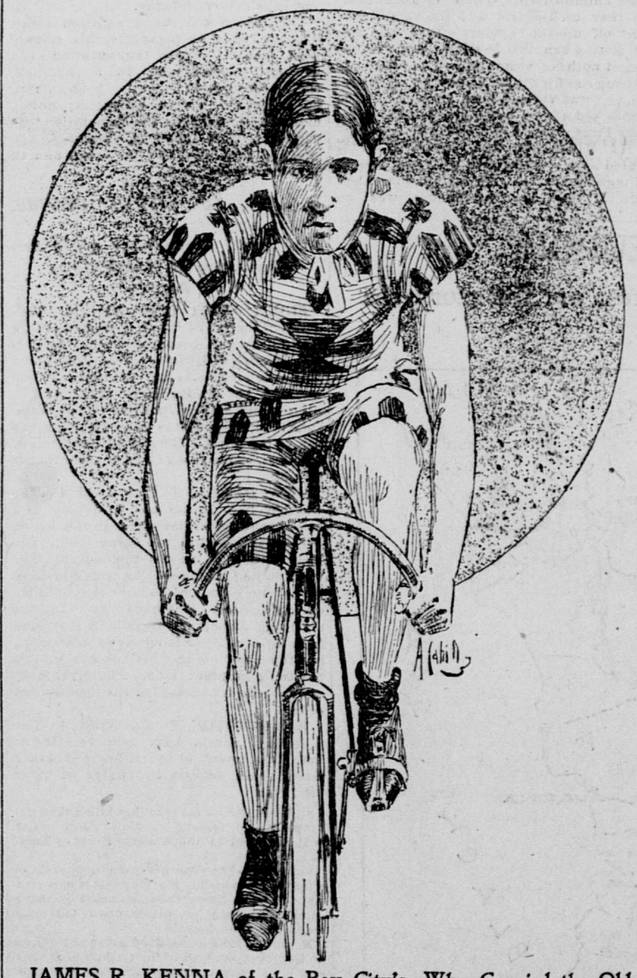
Fastest time 1894, 27:50; 1895, 26:59; 1896, 26:36.

The re was nothing of moment on the fifth relay, wh ch ended at the outskirts of San Jose. The net riding time of Tantau, Menne and Mott, for the three leading clubs, was identical, they having started and finished just a second apart from each other.

FIFTH RELAY.

Position at finish	Rider.	Club.	Time.	Actual Riding Time.
1	George Tantau..	Olympic ..	11:33:00	26:35
2	A. J. Menne....	Bay City..	11:33:01	26:35
3	P. R. Mott.....	Reliance..	11:33:02	26:35
4	E. J. Smith.....	Acme.....	11:33:03	25:52
5	Dan Murphy....	Garden C.	11:34:00	26:48
6	Ray Hoeg.....	California.	11:34:05	26:52
7	Jos. Catanich....	Imperial..	11:37:00	29:46
8	L. A. Young....	Capital C..	11:38:00	27:10
9	H. S. Beach.....	San Fran..	11:39:00	26:51
10	M. E. Gaines....	Alameda..	11:46:00	29:38

Fastest time 1894, 27:55; 1895, 28:13; 1896, 25:04.



JAMES R. KENNA of the Bay City's, Who Carried the Old Gold and Crimson First Across the Tape.

The end of the sixth relay was also devoid of anything sensational. The three foremost clubs held the very same places and rode in the same time. The Acmes' man was perhaps 100 yards behind and the clubs behind him had not changed their positions. They all "stayed by the baggage," hoping against hope and trying their best to overcome the lost ground.

This relay was through San Jose and ended at Berryessa. An immense concourse of people lined the streets of the Garden City to watch the riders pass, and while the fact that their home club was nearly three minutes behind somewhat dampened their enthusiasm, they remembered that the Bay Citys, in just such a predicament, had won the race in 1896, and the thought was cheering to them.

SIXTH RELAY.

Position at finish.	Rider.	Club.	Time.	Actual Riding Time.
1	R. H. Hammond	Olympic ..	12:03:34	30:34
2	J. C. Williamson	Bay City..	12:03:35	30:34
3	C. D. Gooch.....	Reliance..	12:03:36	30:34
4	G. A. Wyman....	Acme.....	12:03:37	30:34
5	T. Bellotl.....	California.	12:06	32:00
6	D. D. Baker.....	Garden C..	12:06:01	32:01
7	J. S. Egan.	Imperial..	12:07	30:00
8	M. G. Francis....	San Fran.	12:09:14	31:14
9	W. Leitch.....	Capital C..	12:09:15	30:15
10	G. P. Thorne....	Alameda..	12:17:15	31:15

Fastest time 1894, 30:00; 1895, 28:30; 1896, 28:15.

Neither did the seventh relay show any material change in positions. At the end the Olympics still led, but only by two seconds; the Bay Citys had advanced one notch and were in second position by fifteen seconds over the Reliance Club and the Acmes were close upon them. This relay was supposed to be a very weak spot in the Bay Citys' team, according to the prognostications of a cycling writer in a morning paper. Haley was said to be an unknown quantity, the inference being that he lacked the speed and endurance necessary to carry him over the course as fast as the men from other clubs would ride it. But despite these predictions he worried along and was within a second of making the fastest time. The Alamedas had dropped back so far that no time was taken, and although they eventually finished the race there is no record of their riding times after the sixth relay.

SEVENTH RELAY.

Position at finish.	Rider.	Club.	Time.	Actual Riding Time.
1..	Ed Saunders....	Olympic ..	12:32:24	28:49
2..	F. R. Haley	Bay City..	12:32:25	28:50
3..	J. S. Brereton...	Reliance..	12:32:40	29:04
4..	J. R. Sampson..	Acme.....	12:33:16	29:33
5..	R. W. Bridgman	Gard'n City	12:35:34	29:33
6..	J. J. Van Dyne..	California.	12:36:20	30:36
7..	E. L. Cordy.....	Imperial..	12:39:10	32:10
8..	R. D. Patterson.	Capit'l City	12:39:40	31:55
9..	Charles Dable...	San Fran.	12:40:40	31:26
10..	Cliff Cummings.	Alameda..	no time	.....

Fastest time 1894, 32:51; 1895, 28:11; 1896, 29:39.

The Acmes were expected to spring a surprise on the eighth in their Riverside man, Carson Shoemaker, and to offset him Fritz Lacey of Los Angeles, who rode on the Bay City team last year and the year before, came up and was put on the eighth. But Carson did not do anything miraculous owing to a puncture, and Lacey beat him half a minute and Deacon over a minute. Deacon finished first for the Reliance Club, Kragness (Olympic) and Lacey (Bay City) right behind him, but it was not a hurricane finish, just a good, swift pace, with no time lost and none gained.

EIGHTH RELAY.

Position at finish.	Rider.	Club.	Time.	Actual Riding Time.
1..	A. P. Deacon....	Reliance..	12:53:50	27:10
2..	Ed Kragness....	Olympic ..	1:00:00	27:37
3..	F. G. Lacey	Bay City..	1:00:15	27:40
4..	C. Shoemaker...	Acme.....	1:01:30	28:20
5..	C. M. Smith	Garden C..	1:04:35	29:31
6..	L. T. Olsen.....	California.	1:08:32	32:12
7..	W. W. Naack....	Imperial..	1:09:37	30:27
8..	C. P. Wilson....	Capital C..	1:09:38	29:58
9..	M. Quimby.....	San Fran.	1:09:39	28:59
10..	W. Thompson ..	Alameda..	No time	taken

Fastest time—1894, 36:46; 1895, 31:33; 1896, 27:23.

And then came the ninth, the relay on which for the past two years Emil Ulbricht of Los Angeles had won the event for the Bay City Wheelmen. Ulbricht is down in South America now repairing bicycles for the King of Peru, or the Emperor of Ecuador, or some other such high-titled luminary of the tropics, but the Bay Citys found a splendid substitute for him in another speedy, determined Teuton, Charley Kraft, formerly of Benicia. Kraft is said to be one of the greatest unpaced road riders in the world, and he maintained his reputation by his ride of yesterday.

The story of this relay is best told in a few words by George E. Dixon of the Bay City Wheelmen, who was Kraft's trailer, as follows:

"We started out on about equal terms, Kraft, Bay City; Kroetz, Olympic, and Yeoman, Reliance. I followed behind as trailer for Kraft and Clarence Davis as trailer for Kroetz. We jogged along at a three-minute clip, talking and joshing, for about three miles, until we were well past Alvarado, Kraft, Yeoman and Kroetz setting the pace. Finally I thought it was about time for Kraft to wake up, so I said, 'Light out, Charley,' and, say, you would have thought we were standing still the way he left us. We tried to hold him, but it was out of the question. Yeoman soon quit, and though Kroetz, Davis and I kept along as best we could, we could see Kraft was gaining on us at every turn of the pedals.

"We saw Syd Vincent swing in alongside Kraft some distance up the road. He stayed alongside about a second and was then satisfied to fall in behind him, and he didn't last there more than 300 yards. And you know Syd is no slouch of a road rider himself. I knew we had the race won then, and wasn't much surprised when they told me at the end of the relay that Kraft had handed the packet to Kenna fully two and a half minutes before the Olympic man came along."

The Californias took a backward move on this relay. They had held sixth place right along this far, but Muller through misfortune to his wheel lost time for them, and they dropped back to ninth place, which was practically last; the Alamedas were so far out of the race.

NINTH RELAY.

Position at finish.	Rider.	Club.	Time.	Actual Riding Time.
1	C. A. Kraft.....	Bay City..	1:30:15	30:00
2	George Kroetz..	Olympic ..	1:32:25	32:25
3	Wm. Yeoman...	Reliance..	1:33:36	33:46
4	M. F. Rose.....	Acme.....	1:34	32:30
5	Lester Westlake	GardnCity	1:39:38	34:43
6	I. R. Lind.....	Imperial..	1:42	32:23
7	L. A. Payen....	Capitl City	1:42:05	32:27
8	J. Black.....	San Fran	1:42:07	32:28
9	Fred Muller.....	California.	1:42:09	33:37
10	Frank Thomas..	Alamada .	No time	taken.

Fastest time 1894, 33:00; 1895, 29:19; 1896, 33:35.

The race was practically decided by Kraft's phenomenal ride on the ninth, and little but the incidents of the tenth need be told. Kenna for the Bay Citys was off over two minutes ahead of the others. He punctured his rear tire half way out and rode it in flat the remaining five miles, much to the damage of the tire and rim. He was followed in by three or four members of his own club, who were ready to exchange wheels with him should any of his competitors come in sight from behind, making a hard finish necessary. But his lead was so great it was unnecessary. Wing for the Olympics came along two minutes later, then Bates (Reliance) and Decker (Acme), three minutes behind Wing, and fighting to get through the crowd which had by this time surged around the finish to congratulate Kenna. The other clubs came straggling in later in the order shown below:

TENTH RELAY.

Position at finish.	Rider.	Club.	Time.	Actual riding time.
1..	J. R. Kenna	Bay City..	1:59:39	29:24
2..	J. E. Wing	Olympic..	2:01:24	28:59
3..	C. D. Bates.....	Reliance..	2:04:23	30:49
4..	E. W. Decker...	Acme.....	2:04:26	30:26
5..	J. C. Smith.....	Garden C..	2:08:44	29:06
6..	A. E. Bozio.....	Imperial..	2:12:27	30:27
7..	J. Hirsch.....	Capital C.	2:12:28	30:23
8..	G. M. Hamlin...	San Fran..	1:12:34	30:27
9..	W.C. Dohrmann	California	2:12:36	30:27
10..	E. F. Graham...	Alameda..	No time	taken.

Fastest time—1894, 32:05; 1895, 28:01; 1896 31:01.

The time made by the ten men in the Bay City Club was 4 hours, 49 minutes, 39 seconds, which is 6 minutes and 33 seconds faster than the time of last year's race.

This makes the third successive year that the Bay Citys have won the great relay race, and thereby they become entitled to the possession for all time of the Varney relay trophy, an elegant silver cup. The only other club that ever won it was the Garden City Cyclers of San Jose the first time the relay was run in 1894.

In the packet which each rider carried was enclosed a letter from Mayor Phelan of this City to Hon. Joseph Forderer, president of the Board of Trustees of the city of Alameda, explaining the purpose of the race. Kenna delivered his packet to Mr. Forderer, who was present at the finish, immediately upon his arrival.

The many intricate details and arrangements for the race were admirably handled by the road-racing and records committee of the California Associated Cycling Clubs, consisting of Charles Albert Adams, Chester Myrick and A. W. Weibe. The regularly appointed board of timers, judges, scorers, etc., of the association officiated at the start and finish, and on each relay these officials were furnished by the various clubs competing, one from each club.

The impression is general that the best team won the big race. Not only were the men the fastest riders, but by attention to little details the club's officers had everything so well arranged that for them to lose the race by ordinary accidents, such as punctures or broken wheels, was almost impossible. For instance, on the first relay the Bay Citys had twenty extra men stationed half a mile apart with an extra wheel ready for Davidson if he needed it. And the value of this service is shown when it is said that Davidson had to change weels five times. The same twenty men, after the first relay was run, crossed the bay and spread themselves out over the ninth and tenth relays, ready to lend aid to Kraft or Kenna if necessary. Out of 156 members which the Bay City Club has, 142 had some actual duty to perform on the day of the race, and every last one of them did what he was told to

Great credit is due to Frank H. Kerrigan, president; Henry L. Day, captain; George P. Wetmore, Frank H. Waters, and other prominent members of the club, for the interest they took in the club's team, and the time and care they spent on the placing and arranging of the men.

The annual relay race of California is one of the greatest cycling events in the United States. Looking at it topographically there is no other locality so favored for such a race as around the bay of San Francisco. And similar events in the East on straightaway courses do not compare with ours for time made or the interest taken by the riders and the public. It is the race of the year, the cycling derby, as it were.

Mayor's Office,
City and County of San Francisco.
James D. Phelan, Mayor.
San Francisco, April 2, 1897.

Hon. Joseph Forderer, President Board of Trustees, City of Alameda—Dear Sir: On April 4, 1897, ten contestants will start from this City on a bicycle relay race around the bay of San Francisco with a letter similar to this, which will be in the possession of each rider; the one first arriving will deliver the letter to you.

I trust you will see fit to crown the successful competitor and proclaim him victor. Respectfully,

[Seal.] JAS. D. PHELAN, Mayor.

This was the wording of the message which was borne along by the relay riders over a stretch of 100 miles from this City around the bay to Alameda in the great race yesterday. A copy was furnished to each club, the one first to deliver it to Mr. Forderer to be declared the winner.

WHAT SOCIETY IS DOING.

The Gould At Home on Thursday Evening — Genial Club Reception.

Miss Sadie Gould gave a delightful "at home" to a number of her friends on Thursday evening, April 1.

The house was beautifully decorated with smilax and California poppies.

Dancing, vocal and instrumental music were among the features of the evening.

Dr. W. H. Sieberst was toastmaster and furnished lots of merriment throughout.

The regular monthly entertainment and dance of the Native Sons of Vermont will be held at Odd Fellows' Hall, Friday evening, April 9. The following programme has been prepared for the evening: Overture, Delleplane's orchestra; song, selected, Miss Nora Dona; "Greelkens," illusionist, in a ventriloquial monologue, assisted by his comic automatons; quartet, "Greeting to Spring" (Strauss-Wilson), Lyric Quartet, Professor and Mrs. Martin Schultz, directors; "Dream Faces," a dramatic fancy in one act, by the Columbian Stock Company; Robert, Reginald Travers; Philip, Bert Morrison; Margaret, Miss Freda Gallick; Lucy, Miss Effie Bonde.

On last Saturday evening the Genial Social Club of this City gave an entertainment and dance in Judson's Hall. Among those present were Mrs. Keogh, Misses Florence Judson, Fannie Judson, Minnie Judson, Lottie Holliday, G. Holliday, Anita McCain, Mabel Standley and Marion Plant, Messrs. A. Belimam, C. Barry, I. Johnson, A. Johnson, D. Mahoney, F. Mahoney, W. McInniss, J. Bender, R. Judson, J. Mayle, A. Harris, G. Anderson, J. Chisholm, Roy Anderson, B. McDonald, J. Gillmore, M. McIlhain, E. van Waltenburg and H. Thompson.

A very pleasant surprise party was given to Master James Reid, March 27, at his residence, 3455 Seventeenth street. The house was beautifully decorated with lilies. Dances and songs were continued till 12 o'clock, when supper was served.

Mrs. W. A. Nevills, wife of Captain Nevills, owner of the celebrated Rawhilde mine, accompanied by Miss Mollie Pierce, daughter of Mr. and Mrs. James M. Pierce, sailed on the steamship Coptic for China and Japan last Thursday afternoon. The ladies will tour in the Orient during the summer months and may extend their journeying to the island of Samoa, returning to San Francisco in the early fall. A large number of friends of both ladies were at the ship to wish them bon voyage.

Mrs. J. A. Bauer, Mrs. C. J. Foster, Mrs. C. A. Van Bergen are among those registered at Paso Robles. W. H. Loomis and wife of Brooklyn, Mrs. A. Wiley, W. J. Wiley of San Francisco, Mrs. J. F. Nolan and Mrs. P. F. Nolan are spending a month at Paso Robles.

W. F. Siebert and F. E. Riley and wife of San Francisco, Mr. and Mrs. Chester Thorne of Tacoma, C. A. Holland and wife of British Columbia have spent the month at Paso Robles.

Mrs. Mary T. Clark and Mrs. Josephine Fischer and daughter, Miss Ella Fischer of 227 Connecticut street, Buffalo, N. Y., after visiting the various places of interest throughout the southern part of the State, are now stopping with their brother, George Walcom, 609 Dolores street.

Mrs. M. M. Lowenthal of 2211 Sutter street has discontinued her day at home for the present.

Mrs. Charles E. Post has left the Hotel Oliver and gone to her ranch, near Saratoga, Santa Clara County.

Dr. David Starr Jordan will deliver a lecture on the "Evolution of the Mind" at the Second Unitarian Church, on Tuesday evening, April 6.

Miss Rose Breslauer, who has been visiting her sister, Mrs. J. Cohen of Susanville, has returned and will be pleased to see her friends at 1416 Geary street.

Mrs. B. Meyer and Miss Annie Meyer, of 2413 Washington street, have removed to 927 Post street. At home the second Tuesday of the month.

Dr. and Mrs. George K. Frink will be at home the first and second Sundays of each month at their residence in Belvidere. Mrs. Frink will be home Wednesdays.

Mrs. Hermann Adler has moved to 2332 Pine street and will be at home the third Monday of each month.

Native Daughters of the Golden West.

Last week Golden State Parlor elected Miss Rosa O'Day, Miss Millie Tietjen and Miss Louisa Heyersen as a committee on the Carnival of the Golden Gate.

Buena Vista Parlor is in a prosperous condition. At its last held meeting five applications were received and candidates are being initiated at every meeting.

Through the untiring efforts of Mrs. Theodore Lunstedt, a most active worker in the order, a new parlor was brought into existence in the Western Addition and it was instituted last Monday night in New Devisadero Hall by District Deputy Mrs. Annie Simpson of Buena Vista Parlor, assisted by Grand Vice-President Mrs. Belle Wingfield Conrad, acting as grand president; Mrs. Georgie Cotter Ryan, grand secretary, and Mrs. Annie Worth, grand marshal. The institution of the parlor, which promises to be one that will strive to become the banner parlor of the City, was witnessed by a large number of prominent members of the order, each of the ten city parlors being represented. There were also present the following named: Mrs. Mary E. Tillman, grand president; Mrs. Belle W. Conrad, grand vice-president; Mrs. Georgie C. Ryan, grand secretary, and Miss Lizzie Douglass, grand trustee; District Deputies Miss Carrie Creigh of Minerva Parlor, Mrs. J. A. Steinbach of Alta Parlor, Miss Rosa O'Day of Golden State Parlor and Mrs. Daniel Daniels of Fremont Parlor.

After the ceremonies there was a collation, and addresses were made by the grand officers, Mrs. Lillian A. Carlile of La Estrella Parlor, Mrs. Genevieve C. Baker of Buena Vista Parlor, Mrs. J. A. Steinbach of Alta Parlor, Mrs. D. Daniels of Fremont Parlor and District Deputy Mrs. Simpson. The officers of the new parlor are: Mrs. Flora Ryland, past president; Mrs. Minnie Kalloch, president; Mrs. Annie Mocker, Mrs. Mamie Brown and Miss Jennie Creighton, vice-presidents; Mrs. Georgie Stout, recording secretary; Mrs. Annie Hendrickson, financial secretary; Mrs. Minnie Gunzendorfer, treasurer; Miss Dora Eltner, marshal; Miss May Colvin, inside sentinel; Miss Zettie Stampee, outside sentinel; Miss Sarah Jolley, Mrs. Henrietta Backmier and Miss Emma Conliff, trustees.

Laurel Parlor of Nevada City will at an early date celebrate its tenth anniversary by a banquet.

Falconer Exonerated.

Joseph Hagan, S. C. Baillie, George Brown, O. P. Welsh, J. P. Wingate, N. Nathan and D. E. Besecker, the board of final arbitrators of the Ancient Order of Foresters of the California jurisdiction, after having held nine sessions to try Permanent Secretary John Falconer upon charges of having used language calculated to cast an aspersion upon certain members of the order, in connection with the handling of money belonging to the order, delivered its verdict last Saturday night. The general charge was conduct unbecoming a Forester. Upon the trial, which was held with closed doors, the permanent secretary used as witnesses in defense those who had been produced to press the charges against him, with the result that the verdict is one of not guilty. As the testimony was secret, it is impossible to give even a synopsis of it, but the result of the investigation will cause a closer watch to be placed on the finances of the order.

Why

Do you feel that it is impossible for you to get back that great rosy manhood of which you were once so proud? It is because you have been fooled often and often—now isn't it? Think!

Not

A single inch of you feels as well as it ought to at this moment, and yet if you would but be wise, instead of trying to see how very foolish you can be, things would be very different.

Try

What memory you have; what vim is there; how much sleep do you get; those tell-tale spots before the eyes; and that eternal fear of an asylum or a grave. Do you persuade yourself that you are well?

The

Man who won't try to get well ought to be let alone perhaps, but the grand doctors of the Hudson Medical Institute have patience with all people. Go there, ask what has been done for others by

GREAT HUDYAN.

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Is made a necessity by the impure condition of the blood after winter's hearty foods and breathing vitiated air in home, office, schoolroom or shop. When weak, thin or impure the blood cannot nourish the body as it should. The demand for cleansing and invigorating is grandly met by Hood's Sarsaparilla, which gives the blood just the quality and vitality needed to maintain health, properly digest food, build up and steady the nerves and overcome that tired feeling. It is the ideal Spring Medicine. Get only

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Prepared by C. I. Hood & Co., Lowell, Mass.

Hood's Pills act easily, promptly and effectively 25 cents.

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