NEW MARKETS FOR AMERICAN GOODS

English Manufacturers Are Apprehensive.

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LONDON, May 6.—Public attention has again been directed to America's growing competition with England in the industrial world by the announcement this week that the new English trunk line, the Great Central Railway, has ordered a batch of locomotives in America, while advices from abroad show that the Americans are beating the English right along the line.

The British Consul at La Rochelle, France, in a report just submitted, says the Americans are fast taking the agricultural machinery business in his district from English firms. The latter, it is pointed out by the Consul, would not conform to the farmer's demand for light machinery, whereas the Americans have adapted themselves to circumstances and make machinery that is exactly suited to the farmers' requirements.

The foregoing is only a sample of the tributes which are now constantly found in consular reports to American enterprise and showing that American manufactures are slowly elbowing their English rivals out of markets which the British thought were their own preserves. Articles on Anglo-American industrial and commercial rivalry which are very flattering to Americans constantly appear in the English press.

The Daily News, in a typical article this week on "American Engines—the Threatened Invasion," compares the enormous progress in power and speed of American locomotives with the slight improvements in English engines. The Daily News says:

"It is a trifle humiliating but still none the less a fact that our modern English engines, both for passenger and goods trains, have not increased in power faster than trains in weight. On the other hand, technical experts come back from America with glowing accounts of great improvements in railway working there."

The article further declares that this recently created superiority, which must be ascribed to the latest developments in the American locomotive, in which were combined speed and power, has not yet been realized in England.

In connection with this commercial invasion of the Old World by America, a Chicago engineer named Bates arrived in London this week. Mr. Bates is playing an important part in the introduction of American machinery and methods.

Eighteen months ago the Russian Government requested Mr. Bates to make a study of the River Volga, with a view to the improvement of its navigation. As a result, the Government has decided to adopt his methods for some 2500 miles of river improvement and has instructed him to construct the largest and most powerful dredging machine that could be built. This machine has just been completed in Belgium. It is an electrically self-propelling hydraulic dredge of 6500 horsepower. It is creating a great deal of comment and speculation in engineering and scientific circles.

Prince Hilkoff, the Russian Minister of Public Works, and the Belgian Minister of Public Works, together with a large company of Belgian officials, were present at tests of the dredging machine, which were made on the River Scheldt a few days ago. Since those tests were made committees representing the Australian and the Indian governments have inspected the machine, as a result of which Mr. Bates in London to-day signed contracts to furnish similar plants for India and Australia. Committees from the Panama and Suez canals, from South Africa, China and Japan, besides several European countries, are coming to inspect the machine, while the last to announce an intended visit are the King of Belgium and Prince Albert, son of the heir apparent to the Belgian throne.

ADVERTISEMENTS.

Cured His Rupture.

After Suffering Fifteen Years a Maine Citizen Recovers.

Remarkable Discovery of a New Healing System.

People who have been ruptured for some years generally settle down to the notion that they must end their lives in suffering. Usually, they have tested all sorts of cures and trusses and give up at last in despair. But now comes a

MR. WALTER J. COLBY, Brunswick, Me.

new plan, a radically different system, which says positively that any kind of a rupture, old or recent, bad or slight, can be cured completely and permanently in a very short time. The experience of Mr. Colby is cited as an evidence of what the new plan will accomplish. Mr. Colby was badly ruptured. For fifteen years he lived in constant dread of strangulation. He tried everything known in the truss line and still his rupture was there just as it had been for fifteen years, worse if anything. Some one called his attention to the so-called Dr. Rice system, but he was skeptical. He sent for an explanation of the plan, and this so appealed to his experience and sense of the fitness of things that he could not resist the impulse to try it, skeptical as he was.

The results have more than met expectations, for not only was his severe rupture returned into the abdomen and securely held there, but the cure was absolutely perfect and permanent, enabling him in a few short weeks to do any kind of work without fatigue, bother or feeling that he had ever been ruptured. It is a home cure. No pain nor danger can possibly happen. A person won't lose a moment from work. There is no operation of any kind, and the plan is so certain to cure that every ruptured person ought to know all about it. Dr. Rice has prepared an illustrated book telling about his discovery in a most convincing manner. He sends the book free to all. Write for it. If you know others who are ruptured tell them to write for this free book, or do so yourself. It will be an act of kindness which they will appreciate. Write to Dr. W. S. Rice, 418 C Main st., Adams, N. Y.

VALET IN PLACE OF LADY'S MAID

Fad Said to Have Been Started by an American Woman in London.

LONDON, May 6.—T. P. O'Connor, in his society paper, Mainly About People, lays considerable stress upon what he calls the increasing imitation of the fads of American girls by London society, and points out that a New York woman was responsible for the innovation of a valet usurping the place of lady's maid. Two cases are cited of lucky male servants, one being a young French peasant and the other a cute little Jap.

The same paper says American luncheons and American teas are among the newest things in London, and then with a praiseworthy desire to give all the information possible it says that the American luncheon is quite "a lunch without men."

THE "GAP" MAY NOT BE CLOSED

Huntington Seeking to Back Out.

Special Dispatch to The Call.

SANTA BARBARA, May 6.—Edward Ivison, chairman of the right of way committee of this county, and the one upon whom the burden of correspondence with the railroad officials has fallen, received a very discouraging letter late this afternoon which may mean another long delay on the part of the Southern Pacific Company in the closing of the much-talked-of "gap" between Ellwood and Surf. The deeds for every mile of road through this and San Luis Obispo counties have been in the hands of the company for ten years, and it was hardly thought at this late day that any trouble as to right of way would delay the company in the completion of the work.

The sub contractors have had difficulty with Louis G. Dreyfus, well known here as a shrewd real estate agent, and who owns many acres of land about fifteen miles from this city through which the road must run. This has caused the officials of the road to demand a halt on his part or else work will cease. Several camps have been established along the way as far as the Eagle Canyon land owned by Dreyfus. At this point the contract of Ramish & Marsh begins, and they have found it utterly impossible to come to any conclusions regarding a camp location. Dreyfus demanded rent for lands to be used for camp privilege, which the contractors did not want to pay. Then the Supervisors of this county stepped in and granted the right to establish camps along the county road to these men, but this was not satisfactory to them. Dreyfus also demanded pay for water and quarry rights, and, the sub-contractors say, has placed every obstacle in their way. This has delayed the work of construction three weeks, giving the already too-anxious corporation a hole through which to back out of its agreement to complete the road immediately.

There is also considerable trouble in regard to securing the right of way for side issues, such as camp conveniences through the Santa Anita rancho, which is conducted by the Hollister estate and through which the road must go for a distance of twenty-seven miles. It is understood that this can be easily settled.

Although it is admitted by all that Dreyfus has done much to prevent the road's advancement through his property, yet it is thought here Collis P. Huntington is using this for an excuse for not building the line. Huntington's letter and Edward Ivison's reply, which was mailed this evening, are as follows:

SAN FRANCISCO, May 2, 1899.

To Mr. Edward Ivison, Santa Barbara—My Dear Sir: There seems to be some difficulty in obtaining the right of way between Surf and Santa Barbara, and I very much regret it, as I have had great trouble in getting this work started.

I am quite willing to admit that the work should have been completed long before this, but there has been opposition from within on the ground that the line would not pay us to build, since we already had a good line between San Francisco and Los Angeles, via the San Joaquin Valley. It seems strange to me now that we should find our progress hindered by opposition to our getting the right of way through properties that lie in the line of our route and by all sorts of obstacles other than asking unreasonable consideration, things to be done in return for such right of way privileges, and all this when, as everybody ought to be able to see, the completing of this important gap will be very much more to the interest of the people along the line of our road than it can be to the owners and builders of the road.

We do not expect to get even fair returns for the investment we are making in building this new road for years to come, although of course we are building with the hope and belief that the time will come when we shall get some just return for the large amount of money we have laid out and are yet to expend. Undoubtedly considerable business which will go over the new coast line will be business actually taken from the old line up the valley, as the new line will have some advantages over the other, but unless we can get the right of way secured to us within a reasonable time the work will be stopped and I shall be in favor myself of putting the matter forthwith into the courts in order to obtain the required rights of way. Naturally that would take much time—possibly years—and it is questionable whether some of the property-owners would not so object to this being done that they would prefer to have the work stopped indefinitely, although it will not if we can get the rights of way, even by litigation, within a reasonable length of time.

I know, however, how difficult it is to get these matters out of court after they are once in, and so I wish to say here that if your people want this road you should bestir yourselves at once and see that all obstacles to its construction are removed as rapidly as they well can be.

We should be willing to pay something for the right of way, although as I have indicated before every man who owns lands which the road will need to traverse will, in my opinion, be benefited by the presence of the road tenfold what the builders and owners of the road will be through their outlay in completing it. Yours truly, C. P. HUNTINGTON.

Santa Barbara, Cal., May 5, 1899.

To C. P. Huntington Esq., President Southern Pacific Railroad Company—My Dear Sir: Your letter under date of May 2 is at hand and contents noted. The right of way committee is at a loss to know what particular case you refer to when you say that you "are meeting with opposition in obtaining the right of way between Surf and Santa Barbara." I presume you meant between Surf and Ellwood, as the road is already built from Santa Barbara to Ellwood. Our committee say "you have deeds for every mile of road through our county and cannot understand wherein you have cause of complaint." You give no particulars and give no names of parties who are making the trouble, so how are we to know? Your letter is the first intimation we have had that anybody is "kicking," and of course we can say or do nothing until such information comes from your company. Yours truly.

EDWARD IVISON.

"Pegamoid" gold, latest, best, perfect paint; sample bottle 25c. Pegamoid, 63 Chronicle bldg.

MR. GAGE GIVES BROWN A PLACE

Named Him for Board of Equalization.

Special Dispatch to The Call.

SACRAMENTO, May 6.—Late this afternoon Governor Gage appointed ex-Secretary of State Lou H. Brown as a member of the Board of Equalization from the First District, to succeeed A. Chesebrough. The term for which Mr. Chesebrough was elected expired on the first Monday in January last. At the general election last November J. G. Edwards, editor of the Coast Review, was elected on the Republican ticket to represent the First District as the successor of Chesebrough. Edwards died before the time appointed by law for his induction into office and Chesebrough continued to perform official functions under the provisions of law providing that his service should continue until his successor qualified.

Mr. Chesebrough, who is an active business man of San Francisco, desired to retire from the board at the expiration of his four years' term last January, but Governor Gage requested him to remain and declined to accept his resignation. At Los Angeles recently Chesebrough again insisted that the Governor should appoint his successor, and so it was determined that Lou Brown should have the place. The latter will serve until his successor is chosen at the general election to be held in November, 1900.

There were many aspirants for the position, among them H. Herzer, formerly Chief Deputy Assessor of San Francisco under John D. Siebe; ex-Supervisor Morton, Thomas Walkington and James Briggs. Morton was strongly backed by H. H. Lynch.

Ex-Secretary of State Brown expected something better from Governor Gage's administration than a commission permitting him to serve nineteen months as an equalizer. His friends assert that he had positive assurance at the time he withdrew from the gubernatorial nomination that he would be appointed president of the State Board of Harbor Commissioners in the event of Gage's election. He could have secured easily a renomination for the office of Secretary of State, but the ambition to become Governor blinded his judgment. His hope of becoming Harbor Commissioner was dashed to the earth when Paris Kilburn was appointed to succeed E. L. Colnon, and then Brown was willing to take anything that the administration might tender.

It is the gossip here to-night that the appointment of Brown was desired by the Southern Pacific Company. He has been rated all along as a railroad man. Brown resided in Alameda County when he was elected Secretary of State, and after his election moved to Sacramento. As he is appointed to represent the San Francisco district it is presumed he has resided in the city and county of San Francisco a sufficient length of time to render him eligible to represent the district.

The Board of Equalization now has two Browns—Brown of Calaveras and Brown of San Francisco. The other members of the board are R. H. Beamer of Woodland, T. O. Toland of Los Angeles and Controller Colgan.

Major Frank McLaughlin, chairman of the Republican State Central Committee, was "on the inside" with the Governor this afternoon, and the outside gossip was to the effect that the Major was pulling hard to get the Governor to appoint Jacob Steppacher Registrar of Voters. It was the opinion on the outside that the major was in a fair way to carry his point. The story told to outsiders was that Burns favored the appointment of Assemblyman Rickard, and the Governor was inclined to name George H. Pippy for the place.

State Senator La Rue had an audience with the executive and presented his views concerning the management of the Napa Asylum for the Insane.

Lieutenant Governor Neff paid a visit to the Governor to-day.

Governor Gage appointed and commissioned as directors of the State Normal School at San Diego I. B. Dockweiler of Los Angeles, term one year; W. R. Guy of San Diego, term two years; Z. B. West of Santa Ana, term three years; George Fuller and Dr. R. M. Powers of San Diego, term four years.

For directors of the Chico Normal School he named the following: Clifford Coggins of Igerna, Siskiyou County, term one year; Richard Belcher, Marysville, term two years; Frank D. Ryan, Sacramento, term three years; T. H. Barnard and F. C. Lusk, of Chico, terms four years.

As a board of directors of the Industrial Home of Mechanical Trades for the Adult Blind he named: John P. Irish, vice Nathaniel T. James; Nathan W. Spaulding, vice H. O. Trowbridge; George E. Randolph, vice George M. Shaw; Henry M. Sanborn, vice James F. Smith, and William S. Wells, vice J. R. Glascock—all to hold at pleasure of the Governor.

Colonel Burns came up on the late train to-night and is quartered at the same hotel with Governor Gage.

LEADERS SHUT OUT BY THE CINCINNATIS

NATIONAL LEAGUE STANDING.

Clubs—	W.	L.	Pct.	Clubs—	W.	L.	Pct.
St. Louis	11	5	.688	Baltimore	9	10	.474
Chicago	13	6	.684	Louisville	8	9	.471
Philadelphia	13	6	.684	New York	7	9	.438
Brooklyn	12	7	.632	Pittsburg	6	9	.400
Cincinnati	8	7	.533	Washington	4	14	.222
Boston	10	9	.526	Cleveland	3	13	.188

CINCINNATI, May 6.—Jones was a mark for the Reds to-day. The Tebeauites played miserable ball behind him and could not hit Dammann. The locals stole nine bases because of Jones' inability to watch the bags. The game was called at the end of the eighth inning owing to darkness. Score:

Clubs—	R.	H.	E.
Cincinnati	11	15	1
St. Louis	0	11	3

Batteries—Dammann and Peitz; Jones and Criger. Umpires—Swartwood and Warner.

CHICAGO, May 6.—The Cast-offs lost their fourth straight game to the Orphans to-day in a loosely played and uninteresting game. A rattling double play on a long throw by Ryan to first caused the only excitement. Attendance, 5500. Score:

Clubs—	R.	H.	E.
Chicago	10	11	5
Cleveland	5	11	3

Batteries—Taylor and Chance; Hill and Sugden. Umpires—Brown and Smith.

NEW YORK, May 6.—The Giants defeated the Washingtons in another close game to-day. The game was practically won in the fifth inning, when Davis made an infield hit, scoring Meekin. Both pitchers did good work. A double play by Wilson in the eighth inning was the fielding feature of the game. Attendance, 3000. Score:

Clubs—	R.	H.	E.
New York	3	6	2
Washington	2	7	2

Batteries—Meekin and Warner; Dineen and McGuire. Umpires—Gaffney and Andrews.

PHILADELPHIA, May 6.—The Phillies played wretched ball this afternon and were badly beaten by Baltimore. Miller and Fraser, who started to pitch, were wild and were taken out at the end of the third inning. Baltimore put up a snappy game. The Phillies' base-running was very poor. Attendance, 10,171. Score:

Clubs—	R.	H.	E.
Philadelphia	3	11	5
Baltimore	11	11	1

Batteries—Fraser, Donohue, Bernhard, Douglass and McFarland; Miller, McGinnty and Robinson. Umpires—Hunt and Connolly.

PITTSBURG, May 6.—Dowling and Payne both pitched good games up to the tenth inning, when Dowling weakened. In the eleventh, after five runs had been scored against him, Woods went in without warming up and gave two more. Louisville's half of the eleventh was played in darkness, and they succeeded in getting two runs. Attendance, 3800. Score:

Clubs—	R.	H.	E.
Pittsburg	10	20	1
Louisville	5	11	2

Batteries—Payne and Bowerman; Dowling, Woods and Kittredge. Umpires—O'Day and Brennan.

BOSTON, May 6.—After tieing a finely played game in the last half of the ninth inning, the Champions were defeated to-day through the ability of the Brooklyns to hit Nichols in the other half of the extra inning. The game, which was slow at times, proved vastly exciting in the last two innings. Daily played a fine game for the visitors, making some wonderful stops and catches. Attendance, 4000. Score:

Clubs—	R.	H.	E.
Brooklyn	12	14	3
Boston	10	16	3

Batteries—Kennedy, Yeager and Farrell; Nichols and Bergen. Umpires—Emslie and McDonald.

H. Murphy, 630 Market street, lends money on second mortgages and estates.

SLOAN'S MOUNT WINS THE GREAT JUBILEE

LONDON, May 6.—At the second day's racing of the Kempton Park spring meeting to-day Lord William Beresford's Knight of the Thistle, ridden by Tod Sloan, won the Great Jubilee stakes of 1500 sovereigns. Mr. Hould's Greenan was second and H. V. Long's Lord Edward II third. The betting was 9 to 2 against Knight of the Thistle, 25 to 1 against Greenan and 100 to 7 against Lord Edward II.

The racing brought together a very large company of people distinguished in society and politics. Among those present were the Prince of Wales, Prince Christian, the Duke of Devonshire and the Earl of Rosebery. Many of the ladies wore brilliant toilets. Mrs. Langtry had on a costume of light blue, with a black hat, those being the colors of Knight of the Thistle, owned by Lord William Beresford.

There was a tedious delay at the post before a start was effected for the Jubilee stakes. Knight of the Thistle showed considerable temper, refusing to join the field. There was hot betting on Knight of the Thistle and Tom Kringle up to the start and both left off at the same price, 9 to 2. After several breakaways Lord Edward II, Nunicer and Dark David got the best of a fair start, but after the first quarter of a mile Knight of the Thistle assumed the lead and, making the remainder of the running, won by a length, after stalling off Greenan's challange below the distance post. The result was loudly cheered. The race was worth 3600 sovereigns, apart from bets.

Captain Bewick's four-year-old chestnut filly Wylam by Simington, out of Samaria, won the Hampton handicap of 200 sovereigns. Sloan's mount, Esmeralda, crossed her legs in going to the post, threw Sloan and bolted and thus took no part in the race. Sloan was thrown over Esmeralda's head, but rose quickly and, mounting a policeman's hack, rode to the post. Esmeralda could not be caught in time for the start.

Sloan won the May auction plate of 200 sovereigns on Lord Farquhar's Bobette in a field of fourteen horses. Pizzicate was second and Lady Janet was third. The betting was 11 to 10 against Bobette.

Advances made on furniture and pianos, with or without removal. J. Noonan, 1017-1023 Mission.

Battle of Manila Bay.

A grand panorama of the famous victory at the instant when Dewey signaled "Close Up!" Inspiring in its scope. Marvelous in detail.

Market and Eighth. Open day and evening. Admission 50c. Children 25c.

Prof. W. G. Rollins, the eminent orator, Lectures every half hour.

DIVINE HEALER.

ROMANCE IN THE LIFE OF A CRIPPLE

Met a Policeman, a Crowd and a Wonderful Surprise.

One Hour After Meeting Healer Truth He Threw His Crutches Away.

COLLECTION OF STRANGE CURIOS

Remarkable Alleviation of Suffering and Cures of Chronic Diseases at 440 Geary Street.

A cripple, sad-eyed and weary, hobbling slowly along on crutches, came up Geary street a few days ago, and after crossing Mason street his attention was attracted to an immense concourse of people in front of the house numbered 440 Geary.

"What's the row?" he asked of a jaunty policeman who was balancing himself on one foot on the curb.

"No row at all, at all," responded the blue coat. "It's the same ould thing."

"Same old thing?" queried the cripple, dodging a crowd of newcomers.

"Yis," said the policeman. "They're all waitin' their turn with Healer Truth."

"Who's Healer Truth?"

The policeman stared at the cripple in amazement. "Ye don't know who Healer Truth is?" he gasped. "By St. Patrick, ye don't read the papers thin, me lad. He's a healer of most ivery disease known to man."

The cripple's eyes flashed and he breathed heavily. "I wonder if he can cure me?" he asked, after a pause.

"Try him, me lad; try him."

The cripple went his way and was lost in the crowd. An hour later the policeman was accosted by a young man who asked him if he knew him.

"Oi never set eyes on ye before," said the officer.

"I'm the cripple you sent to Healer Truth just now."

"The divil ye are," shouted the officer. "That fellow was a cripple and wore crutches. There's nothing wrong with ye, apparently, me lad."

"Nevertheless I'm the man," answered the other. "One treatment by Healer Truth made a new man of me and I was enabled to leave my crutches in his office. After another treatment I'll be as well as ever I was. Much obliged to you." The one-time cripple then disappeared.

This is a daily occurrence in and about the office of Healer Francis Truth, at 440 Geary street. Hundreds of sufferers, whose cases were regarded as absolutely without hope, have recovered the use of their limbs and eyes and been enabled to enjoy the sweets of health at his hands. The marvelous cures effected by him in the past few months have served to bring to his door the afflicted of every walk of life and in all stages of disease. Of the thousands who have gathered there not a single one has failed to secure relief and in hundreds lasting cures were accomplished.

Healer Truth's private office is a curio in its way and is worthy of a visit. The walls are adorned with crutches artistically arranged, cast-off goggles, ear frumpets, shoes, etc. Even the last quid of a tobacco chewer finds a place in the collection as a reminder of a man who gave up tobacco after using it for thirty years. In the corners and under the tables are numerous canes, more or less new, which were discarded by their owners as useless after their first treatment by Healer Truth. All of these relics are watched with jealous care by the healer as being souvenirs without price.

Over 3000 persons are now undergoing Healer Truth's treatments; a record that far surpasses that of any practitioner in this city or State. In addition to these there are hundreds of patients living at distant points who are being treated for various diseases. The correspondence in connection with these cases is enormous, and Healer Truth enjoys the distinction of daily receiving the heaviest mail of any single individual in San Francisco.

Several very wonderful cures were accomplished by Healer Truth during the past week. Several women who were sufferers for years from serious female complaints found absolute relief in one or two treatments. Two who were almost totally deaf had their hearing restored, and several cases of impotency were satisfactorily treated. Three cases of rheumatism of many years' standing in which lasting cures were effected are placed to Healer Truth's credit. Many specific cases might be mentioned were it not that Healer Truth is bound not to reveal the identity of his patients. The wishes of patients in this respect are invariably complied with. Healer Truth is, however, privileged by hundreds to refer to them privately and inquirers after additional details are referred to him.

OCEAN TRAVEL.

Pacific Coast Steamship Co.

Steamers leave Broadway wharf, San Francisco:

For Alaskan ports, 10 a. m., May 1, 6, 11, 16, 21, 26, 31; June 5; change at Seattle.

For Victoria, Vancouver (B. C.), Port Townsend, Seattle, Tacoma, Everett, Anacortes and New Whatcom (Wash.), 10 a. m., May 1, 6, 11, 16, 21, 26, 31; June 5, and every fifth day thereafter; change at Seattle to this company's steamers for Alaska and G. N. Ry.; at Tacoma to N. P. Ry.; at Vancouver to C. P. Ry.

For Eureka (Humboldt Bay), 2 p. m., May 4, 9, 14, 19, 24, 29; June 3, and every fifth day thereafter.

For Santa Cruz, Monterey, San Simeon, Cayucos, Port Harford (San Luis Obispo), Gaviota, Santa Barbara, Ventura, Hueneme, San Pedro, East San Pedro (Los Angeles) and Newport, 9 a. m., May 4, 8, 12, 16, 20, 24, 28; June 1, and every fourth day thereafter.

For San Diego, stopping only at Port Harford (San Luis Obispo), Santa Barbara, Port Los Angeles and Redondo (Los Angeles), 11 a. m., May 2, 6, 10, 14, 18, 22, 26, 30; June 3, and every fourth day thereafter.

For Ensenada, Magdalena Bay, San Jose del Cabo, Mazatlan, Altata, La Paz, Santa Rosalia and Guaymas (Mex.), 10 a. m., 7th of each month.

For further information obtain folder.

The company reserves the right to change without previous notice steamers, sailing dates and hours of sailing.

TICKET OFFICE—4 New Montgomery street (Palace Hotel).

GOODALL, PERKINS & CO., Gen. Agts., 10 Market st., San Francisco.

THE O. R. & N. CO.

DISPATCH FAST STEAMERS TO

PORTLAND

From Spear-street Wharf at 10 a. m.

FARE $12 First Class Including Berths $8 Second Class and Meals.

Columbia sails April 23; May 3, 13, 23.

State of California sails April 28; May 8, 18, 28.

Short line to Walla Walla, Spokane, Butte, Helena and all points in the Northwest. Through tickets to all points East.

E. C. WARD, General Agent, 630 Market street.

GOODALL, PERKINS & CO., Superintendent.

OCEAN TRAVEL.

For Golovin Bay, Port Clarence, Kotzebue Sound,

Connecting at Kubuck River with the steamer JOHN REILLY.

BARK ALASKA,

B. COGAN, Master.

Will Sail on or About May 1.

For freight or passage apply to B. COGAN, 44 East st.

TOYO KISEN KAISHA.

STEAMERS WILL LEAVE WHARF, CORner First and Brannan streets, 1 p. m., for YOKOHAMA and HONGKONG, calling at Kobe (Hiogo), Nagasaki and Shanghai, and connecting at Hongkong with steamers for India, etc. No cargo received on board on day of sailing.

AMERICA MARU.....Saturday, May 6
HONGKONG MARU.....Thursday, June 1
NIPPON MARU.....Tuesday, June 27

Round-trip tickets at reduced rates. For freight and passage apply at company's office, 421 Market street, corner First.

W. B. CURTIS, General Agent.

COMPAGNIE GENERALE TRANSATLANTIQUE.

DIRECT LINE to HAVRE-PARIS.

Sailing every Saturday at 10 a. m. from Pier 42, North River, foot of Morton st. LA CHAMPAGNE, May 13; LA BRETAGNE, May 20; LA TOURAINE, May 27; LA GASCOGNE, June 3; LA CHAMPAGNE, June 10. First-class to Havre, $65 and upward, 5 per cent reduction on round trip. Second-class to Havre, $45; 10 per cent reduction on round trip. GENERAL AGENCY FOR UNITED STATES AND CANADA, 3 Bowling Green, New York. J. F. FUGAZI & CO., Pacific Coast Agents, 5 Montgomery ave., San Francisco.

OCEAN TRAVEL.

AMERICAN LINE.

NEW YORK, SOUTHAMPTON, LONDON, PARIS.

Sailing at Cherbourg, westbound.

From New York Every Wednesday, 10 a. m.

St. Louis.....May 3 | St. Louis.....May 24
Paris.....May 10 | Paris.....May 31
St. Paul.....May 17 | St. Paul.....June 7

RED STAR LINE.

New York and Antwerp.

From New York Every Wednesday, 12 noon.

Noordland.....May 3 | Westernland....May 24
Friesland.....May 10 | Kensington.....May 31
Southwark.....May 17 | Noordland.....June 7

EMPIRE LINE.

Seattle, St. Michael, Dawson City.

For full information regarding freight and passage apply to INTERNATIONAL NAVIGATION COMPANY, 30 Montgomery st., or any of its agencies.

OCEANIC Steamship Company.

S. S. Moana sails via Honolulu and Auckland, for Sydney Wednesday, May 17, at 10 p. m.

The S. S. Australia sails for Honolulu Wednesday, May 31, at 2 p. m.

Favorite Line Round the World, via Hawaii, Samoa, New Zealand, Australia, India, Suez, England, etc.; $610 first class.

J. D. SPRECKELS & BROS. CO., Agts., 114 Montgomery Pier 7, Foot Pacific St. Freight Office, 327 Market St.

BAY AND RIVER STEAMERS.

STOCKTON EXCURSIONS.

THE STEAMER H. J. CORCORAN

Will leave Washington-street wharf at 8 a. m. daily, returning from Stockton at 6 p. m. daily (Saturday excepted). Regular steamers leave Washington-street wharf at 6 p. m. daily (excepting Sunday).

CALIFORNIA NAV. AND IMP. CO. Telephone Main 805.

FOR U. S. NAVY-YARD AND VALLEJO.

Steamer "Monticello."

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