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EDITORIAL ROOMS, 217 to 221 Stevenson St. Telephone Press 202.

Delivered by Carriers, 15 Cents Per Week. Single Copies, 5 Cents.

Terms by Mail, Including Postage: DAILY CALL (including Sunday), one year, \$10.00. DAILY CALL (including Sunday), 6 months, \$6.00. DAILY CALL (including Sunday), 3 months, \$3.50. DAILY CALL—By Single Month, 30c. SUNDAY CALL, One Year, \$10.00. WEEKLY CALL, One Year, \$10.00.

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AMUSEMENTS.

Aleazar—Tennessee's Partner. Grand Opera-house—"Cinderella." Saturday night. Columbia—"The Little Minister." Tivoli—"The Wedding Day." Central—"The Gladiator." Orpheum—Vaudeville. Olympia, corner Mason and Eddy streets—Specialties. Chateau, Zoo and Theater—Vaudeville every afternoon and evening. Fischer—Vaudeville. Tanqueray Park—Races. Recreation Park—Baseball.

AUCTION SALES.

By G. H. Umben—Thursday, April 15, at 12 o'clock. Business Property, at 14 Montgomery Street.

TO SUBSCRIBERS LEAVING TOWN FOR THE SUMMER.

Call subscribers contemplating a change of residence during the summer months can have their paper forwarded by mail to their new addresses by notifying The Call Business Office. This paper will also be on sale at all summer resorts and is represented by a local agent in all towns on the coast.

PACIFYING PROMISES.

REPORTS from the Philippines for the last two months have gratified our people by a prospect of peace in the archipelago. It has been announced by nearly every steamer and often by cable that large numbers of the natives are taking the oath of allegiance and settling down to peaceful vocations.

This is what is needed in order that our home people may learn something about those possessions. At present they have no knowledge that equips them for judgment. If the Filipinos accept the civil government put over them by the commission and lay down their arms we will be brought nearer to the actual scene of the problem we must solve and will see its details in all their naked vexation. But just as this pleasant prospect pleases comes another and quite different statement of the situation, which, if true, means that the past trouble will be as nothing compared to what the future will bring. It is positively stated that the action of the natives is influenced entirely by promises made to them that if they will take the oath of allegiance they shall have statehood in the American Union and share our birthright of American liberty.

Enough harm has been done already by promises, actual or implied. Consul Pratt admits that at Singapore he promised Aguinaldo American alliance and an independent Filipino government, and the late Consul Wildman reported that he drew for Aguinaldo at Hongkong the proclamation and scheme of government which the latter proclaimed in the islands, and under which Wildman declared he ruled with dignity and justice for more than a year. In addition to this, Dewey and Anderson both treated the Filipinos as allies, and our flagship saluted their flag.

It is useless, for Dewey and the other parties to this elaborate system of implications to deny now that they had authority and merely baited the Filipinos with hope in order to get their help against the Spaniards. The issue is not what they meant nor their motive, but what the Filipinos believed them to mean and the motive they thought inspired it. It is this Filipino interpretation of all this questionable diplomacy that has caused more than two years of war and cost more than two hundred millions of treasure.

This being so, the American people want no projection of that policy into the operations of the civil commission. The people are opposed to making States out of those islands and bestowment of fellow citizenship upon these people. To this they will never assent. Every political party in this country is opposed to it. The very work being done by the commission now should prove to every one that the commission is opposed to it. That body has organized the public schools on the basis of sectarian religious teaching in the schools by the ministers of religion. That will never be permitted in an American State. It is repugnant to our ideas of religious liberty. Our school system is secular, and when it ceases to be secular it should be destroyed.

So if this sudden access of Filipino loyalty is procured by any such promises, made or implied, it is but the forerunner of more serious trouble than we have seen there heretofore.

The Philippines will never be States, the Filipinos will never be equal citizens of this country. When they learn this there will be another indignation outbreak, being by what they will regard as a breach of pledge and a violation of faith.

We warn the commission to cleanse itself of any suspicion of responsibility for this double dealing. It is easy to see that some of the rich Filipinos, or especially the clergy, may have propagated such an idea, the commission not being responsible. But, even if this be so, the commission can do its duty to this country only by telling the natives how the hard but necessary truth that their islands can never be States and they can never be citizens.

ON TO BUFFALO.

THE greatest expectations are planted in the Buffalo International Exposition, which opens in May, to continue until November.

We observe that several Eastern States have made legislative appropriations of \$20,000 to \$75,000 to collect, install and explain their exhibits there. The exposition will not only stimulate reciprocal interstate trade, but will doubtless produce a much needed revival in our trade with the other Americas. We are losing trade in Central and South America. It is no answer to this to point out that it has not decreased. To stand still is to lose, for that population and its needs are increasing, and failure to get our share of the increase is a loss.

California has a great stake in the exposition, greater, indeed, than in the Columbian or Paris affairs. As for Paris, it is doubtful if we received any practical benefit there, because under the rules of the game our exhibits were merged in that of the whole Union and their individuality was submerged. What California needs in such a competition is the rigid preservation of her individuality, which is matchless. It is known to botany, dendrology, geology, agriculture and horticulture that this State has and produces the greatest variety in each division known in the world. No one other single geographical division of the planet is our equal. We have the greatest variety of precious and useful metals and minerals, of timber, of vegetable agents in therapeutics, of thermal and medicinal waters, of root crops, cereals and fruits, to be found grouped together anywhere on earth. It is hardly appreciated by our own vineyardists that we grow here grouped together a greater variety of grapes than will produce in company in any other vine-growing region of the world. In our soil and climate the vines of France, Germany, Spain and Italy, of Syria and Persia and Greece, all find a friendly environment and express their satisfaction in abundant crops. The grapes of Nassau and Eschcolvie with each other in fruitfulness, and the descendants of the vines of Shiloh here blush still for the abduction of the girls who danced among the vines by the sons of Benjamin.

California then needs, that she may have justice, that her resources be grouped and viewed together. This is to be done at Buffalo by the State Board of Trade, and it should gratify our people that this is to be done and well done without asking a babbee from the State treasury.

The producers of the State should see to it that nothing is omitted, from a potato to a Persian date, from kaolin to gold, from a lowly manzanita to a lordly sequoia. All that goes should be of the best. Californians traveling in the East observe that ours has become a name to conjure with. In every town, large and small, and in every village, no matter how remote, are seen signs, "California Products," "California Fruit Emporium," and even "California Saloon," and it is gratifying that they try to live up to the name.

The commercial sophisticator has not been slow to see his advantage, and so we find products that come slowly to imperfect maturity under colder suns and labeled with our magic name in order that they may find a sale.

But when the Eastern consumer has once tasted our true products in their toothsome and palate exalting perfection he is not easily deceived by the fraudulent substitute. When his eye has caressed the contour and colors of our fresh fruits no jaundiced and acid product of the moss-grown Eastern orchards can lure or deceive him.

We are to have a great revival of immigration. The occasion at Buffalo should be improved by every locality in the State that needs people, and that means every locality, to put within public reach the economic literature which is sought by men who want to change their homes and seek their fortunes afar. The literature should be practical. Tables of rainfall and temperature go much farther with the reasonable people we want than rhapsodies about climate. Such tables, illustrated by pictures of California homes in what the Eastern people call "the winter months," will do more for immigration than hyperbole and all its related figures of extravagant speech. The Eastern man who comes, sees, settles and is happy, will do all the tropical metaphor business for us. When he is soundly converted into a Californian, with the zeal of a neophyte he will see beauties not revealed to our accustomed vision, and will do all the needed ram-horning required to topple the walls of Eastern indifference. As for us, the noble rhetoric of understatement is all that is required. Let the new settler find the book better than the prospectus. Leave the rhapsody to him.

French diplomats are urging that all possible enthusiasm be shown in connection with the fetes which are soon to mark a new era of good feeling between France and Italy. The Italians are probably familiar with the warning to beware of the Greeks, particularly when they come with gifts.

THE REAL SOUTH.

COLONEL MOSBY, who claims to have been the originator of the phrase "Solid South," has now given a new designation to that section of the Union. He calls the order of affairs now developing there "the Real South," and in explanation of the term says that up to this time the South has never shown its true self by reason of the incubus of slavery before the war and industrial confusion since. He says the old wrappings have now been thrown off and that the South is about to reveal its true worth and value to the Union and to civilization.

The colonel was an enthusiast in war with a fondness for irregular tactics, and he seems to be much of the same sort of man in dealing with the problems of peace. His predictions of the future of the South have more resemblance to the war whoop of a guerrilla leader than to the sane estimates of a careful student of social subjects. Thus he declares the "Real South" is to be "far richer and more powerful than the North." He adds: "In the days to come the South will be the dominant section of the country," and goes on to say: "Richmond is the city most likely to become in time the banking center and commercial headquarters of this country, and therefore of the world."

Statements of that kind are more likely to excite a careless laugh than any serious consideration of the subject. It is a bad example of the effects of overstatement and will give rise to so much distrust in the whole argument that hardly any of it will have weight with the public to which it was addressed.

While the high predictions concerning the coming of Southern domination with Richmond as the financial and commercial center of the world may be dismissed as empty boasting, it must be admitted that Mosby has good reasons for talking of the appearance in the Union of the "Real South." That section of the Union is undergoing a transformation that is one of the notable events of the time. Changes are becoming evident in every department of Southern activity, from education

to politics. Even the complex problem of the relations of the two races is becoming simplified by the improvement in the general conditions of both, the whites and the blacks.

The increase in the cotton manufacturing of the South has been often noted. It is significant that much of New England capital is going South to engage in enterprises of that kind, so that the South is having the use not only of her own money, energy and skill in her manufacturing development, but much of that of the section that has in the past been the center of the cotton mills of the Union. It has been estimated that at the present time the South produces 66 per cent of all the cotton consumed in the world, but she manufactures only 7 per cent of it, while the North manufactures 13 per cent. It will be seen, then, that in the task of manufacturing her raw material of cotton alone there is room in the South for an enormous industrial development with a proportionate increase of wealth.

The advancement of education is going forward almost as rapidly as the advance in industry. The Atlanta Constitution recently said: "The South is now spending more money to educate its children than was spent in the whole country in 1860." A marked improvement has been also noted of late in the political sentiment of the people. It is true the Bourbons have been able to carry out their plans for the suppression of the negro vote to an extent that will compel the attention of the National Government, but at the same time there has been evident a growing tendency among the better classes of Southern men to revolt against Bourbon domination. There are many influential men in that section who now call themselves "McKinley Democrats." These men are in favor of protection, sound money, conservative government and the general policies of Republicanism. Such men cannot long be compelled to serve Bryanism, and in the end they will have to break openly with the party of calamity and fiat money.

Thus Colonel Mosby's designation of the South of the future as the "Real South" has ample justification in fact. It will never be the dominant section of the Union, nor will Richmond ever surpass New York in the East or San Francisco in the West, but all the same it will be so much richer and better than the old South that the colonel's fantastic predictions will have some show of excuse.

It begins to look as if the Philippine fracas and the Chinese imbroglio will be forgotten in the row that is going to be raised between New York and Boston if Thomas W. Lawson be not permitted to put his New England yacht in competition for the privilege of defending the America's cup against the British challenger. Should the New Yorkers shut the Boston boat out it will take forty New Yorks to shut Boston up.

SOUTHERN PACIFIC DIRECTORS.

CALIFORNIANS have reason to be gratified that in the newly elected board of directors of the Southern Pacific Railway Company H. E. Huntington has a place. His election assures to California a representative in the management of the road, so that the direction of its policies is not to be wholly in the hands of men residing on the other side of the continent who have little direct interest in California and hardly any knowledge of its conditions and industries.

Mr. Huntington is not only a resident of California, but he has long been identified with the railroad and has a comprehensive knowledge of the mutual relations between the State and the road, and is therefore well fitted to counsel the board in all matters of policy affecting our interests. His influence is bound to be large, for no other among his colleagues has anything like his extent of information concerning railroad business on this coast.

It is also fortunate for California that Mr. Huntington is an easily approachable man. He does not keep himself shut away from the people. On the contrary, he is at all times accessible to those who wish to consult with him on matters of railroad traffic, and he thus manages to keep in touch with the business public and to learn the needs and the desires of the producers, manufacturers and merchants. A representative of that character is doubly valuable, for he will not only stand as a champion for our interests but will be at all times willing and able to learn how his championship can be made more useful to our welfare.

Notwithstanding the recent attainment of the long desired competing railroad, California remains largely dependent upon the Southern Pacific for transportation, and it would have been injurious to the State had its control passed wholly into the hands of Eastern men without a single Californian in the directorate. The controlling interests in the road have recognized that fact and have acted wisely in giving California a representative; nor could they have chosen one who would be more generally satisfactory to our people than H. E. Huntington.

Londoners are amazed that an American railroad builder has accomplished more in a few weeks in their town than they could have done in many months. This amazement is no particular reason to believe, however, that our British friends have been taught a lesson.

The sewing machine agent of Oakland who was sat upon by three women, beaten and then convicted of disturbing the peace of his assailants will probably feel justified in following a peaceable occupation by becoming a highwayman.

The Davisville Coroner's jury, which decided that the death of a woman who was killed by her jealous husband was accidental, evidently has an abiding faith in the truth of the assertion that accidents will happen in the best regulated families.

Veracious Oaklanders are evidently determined to keep the center of the stage of interest even if they have to pose as a freak community. They ought to try something easier than a union of the four seasons, however, for a ten-strike.

A son of one of the members of the Board of Education wants to charge \$1000 for giving the board some advice. The young man probably feels that he is qualified to charge in keeping with the difficulties of his task.

The Hawaiian Legislature with all its bluff and bluster, noise and nonsense has compensated for its many sins of commission by one virtue of omission. It has passed half of its legal life and has adopted only one bill.

The Auditor has decided to reduce the appropriation estimate of the Board of Public Works by \$300,000. The money is probably needed for some legitimate purpose.

If Russia be as cordially in favor of the "open door" in China as her statesman declare, why is she so eager to get possession of the key?

PAPERS ON CURRENT TOPICS. PREPARED BY EXPERTS AND SPECIALISTS FOR THE SAN FRANCISCO CALL.

How American Genius Solved the Great Problem of Railroad Transportation by Steam Power.

By Alice Morse Earle.

AUTHOR OF "STAGECOACH AND TAVERN DAYS," "OLD-TIME DRINKS AND DRINKERS," ETC. COPYRIGHT, 1901.

VII.—THE FIRST AMERICAN RAILWAYS.

The Boston and Lowell, the Boston and Providence, and the Boston and Worcester roads were completed at last and opened with rejoicing. Gentlemen directors, with flags and bands of music and military corps would make the opening trip, and while the husbands were waiting the banquet the ladies would be given a little turn on the road, "which they appeared to enjoy highly and with no signs of fear." I have just read a letter written by a gentleman who drove with friends to see the trial trip of locomotive and cars on the Boston and Worcester road. They had a terrible time; the horses ran away at the first toot of the engine and all were injured. Not one of the party saw even a car, and the funniest thing of all was the great surprise of the narrator that the horses "were frightened." I should have thought any one would know that horses would certainly be in an agony of fright at the instant of the "uptaking" qualities of all true American men now turned to the management of the new railroads. The president of the Boston and Worcester

was hitched to it; and a race began. The horse got the start, but the engine passed the horse after a neck and neck race, with its safety valve screaming and all passengers screaming. Just then the band that drove a pulley that moved the boiler slipped from its run, the safety valve quieted down and the engine, too. Peter Cooper, who was both engineer and fireman, crammed in lightwood and at last replaced the band, but the horse came in ahead.

Famous Trip of the De Witt Clinton. A silhouette is here given from the original in the rooms of the Connecticut Historical Society, the first trip by locomotive from Albany to Schenectady in 1831. This picture was sold in front of Independence Hall as many will remember during the Philadelphia Centennial Exposition by two men dressed as Continental soldiers. It was indeed incorrectly as the first locomotive and train in America, the engine being called the John Bull. The cars on this train were the old coach. The trucks were held together by link chains and the locomotive in starting took up the slack by pulling the link chains of the passengers. Dry pine was the fuel and a volume of smoke and sparks poured over the train. Many



"The Triumph," an Automobile of 1827.

Railroad, Nathan Hale, was an editor, but he at once adapted himself; mechanics and schoolmasters became engineers and depot masters, and all did it easily and well, just as in the Revolution bookkeepers and farmers and doctors became general and colonels, and all did it. We bought some English locomotives and imported some English engineers, then we built locomotives and the English engineers pretended not to be able to run them, but by that time we had plenty of American engineers, and the English said they were better.

How Some Gentlemen Dined. For years the railroads were a wonder and a delight, which showed in many simple expressions, not only of individuals but of nations. In instance, when the Boston and Albany road was opened in 1841 a party of gentlemen from New Bedford had spent many candle-lights one day, which they took on the trip and burned at the banquet at Albany the succeeding day. The Americans were not to be outdone, so they returned to Boston one Wednesday, the party taking with them a barrel of flour, made from wheat which had been naturally ripened on the same day the wood of the barrel had been growing in a tree—and on Thursday they all solemnly ate bread made from the flour.

A long list might be made of the whimsical inventions and notions in regard to travel by steam during the early years of the century. Cogged wheels to run upon rails were naturally invented, and another locomotive was to have cogged or "tooth wheels," which was to run on a cogged side rail. A very extravagant notion which was patented was for a locomotive with legs like a horse. It resembled a mammoth grasshopper and was tried in England, but blew up, killed several bystanders and was never repaired. Many thought sails would be preferable to steam and much said so.

Peter Cooper's Race. An amusing episode of the early days of railroad experimenting is shown in an old print representing the race of Peter Cooper's engine "The Thumb" with a horse car. Peter Cooper owned much land near Baltimore and he believed the value of it was being wasted by the fact that the Baltimore and Ohio Railroad, which was deemed a failure by many on account of the slow road in that city, had been built by Eliot's Mills. A trial was made in the summer of 1830. Peter Cooper having invited directors and friends, it was the first journey in America by steam with an American locomotive. The outward trip was a great success—eighteen miles an hour. Gentlemen present wrote in their memorandum books with great solemnity their names and short sentences to prove that even at that great velocity it was possible so to do. But on the way home Tom Thumb and party met with a rebuff. From the relay house two trucks had been laid back to town and when they reached this point there they found another car and a horse of great power and beauty

passengers on the outside of the coaches had brought umbrellas and raised them, but at the end of the first mile the umbrellas were turned off and each man constantly watched his neighbor and whipped off fresh burning sparks. With much rejoicing the train had been given of the trip, hundreds, even thousands, of teams had come even from great distances to see the race, and the fields were full of all sorts of conveniences, all standing as near the rails as possible in order to get a good view. A passenger, Judge Briggs, says the scene along the road was indescribable. Every horse wheeled in uncontrollable fright, wagons and carriages were upset everywhere, even oxen in cars ran away. The train proceeded amid panic and destruction. The engine here passed the De Witt Clinton, the third locomotive built for actual service on a railroad in America, the first and second being the best Friend and the West Point, for the little one called the Tom Thumb could scarcely be called a locomotive.

Disadvantages of Pine Wood. The use of pine wood as fuel necessitated the invention of "spark arresters," for haystacks, barns and buildings everywhere were liable to be burned off by fire. These "spark arresters" demanded longer smokestacks, which were jointed and bolted together, and were frequently proceeding under bridges. Many bridges were patrolled by watchmen with buckets of water after the passing of each train, and horseheads hitched with water were kept at intervals along the bridges. Some bridges—among them the Schuylkill bridge—entirely stopping the trains, and the cars were drawn across the bridges by horses to the other side, where another locomotive took them on their way.

Great was the talk about the new propelling power. A popular song ran: "O dear! O dear! the truth I say, Something new starts every day. Steam for boiling, steam for baking, Steam for roasting, steam for frying, Steam for large balls and bullets, Steam to hatch out chickens and pullets, O dear! O dear! the truth I say."

Early Automobiles and Bicycles. Inventors were not satisfied with propulsion by steam on rails, and scores of attempts were made to apply steam power to ordinary streets. The year 1825 saw many strange vehicles of the nature of automobiles running with more or less rapidity and speed. The very first was one called the "Triumph" is here shown from an old cut. Nor must we forget the predecessor of the bicycle, the velocipede, which appeared under various names, and generally very like the velocipede had no propelling power other than the rider's feet, but on level ground or slightly downhill the rider could get a good start. The first velocipede was Charles Sumner's, remembered as riding to school upon one. I have seen three of these houses in the city, and they are counted with as much delight their triumphs in velocipede riding as the undergraduate of 1855 took in bicycle-races.

PERSONAL MENTION. ANSWERS TO QUERIES.

E. E. Bush, an old man of Hanford, is at the Lick. F. G. Wood, a merchant of Los Angeles, is at the Palace. R. E. Jack, a banker of San Luis Obispo, is at the Palace. A. Hoehnecker, a Willows merchant, is registered at the Lick. Charles Teague, a fruit raiser of Fresno, is a guest at the Grand. M. S. Arndt, a merchant of Stockton, is a guest at the California. A. Brown of the State Board of Equalization is a guest at the Lick. State Controller E. P. Colgan of Sacramento is a guest at the Lick. B. F. Shoppert, an extensive land owner of Fresno, is a guest at the Grand. J. D. Coughlin, a cattleman of Lakeview, Ore., is at the Lick for a few days. C. H. Boynton of the firm of Boynton & Hall of Ferndale, Humboldt County, is at the Grand. Ex-Senate Senator Thomas Flint of San Juan, accompanied by his wife, is spending a few days at the Palace. Miss Kitty Bard, daughter of Senator Bard, is a recent arrival from Honolulu. She is staying at the Occidental. A. L. Craig, general passenger agent of the Oregon Railroad and Navigation Company, with headquarters at Portland, Ore., is here on a business trip. Mr. and Mrs. Sanger Pullman of New York and George M. Pullman arrived here yesterday from the East in a private car. They are staying at the Palace. Eyremond H. Alary and Matrice Hotiuan, accompanied by their children, are here at the Palace. They are on their way to China to inspect the trans-Siberian railway.

ELLA WHEELER WILCOX—E. G. S. Livermore, Cal. Ella Wheeler Wilcox has been a resident of the city of New York since 1888. OAKLAND—L. L. Suisun, Cal. There are a number of large enterprises in Oakland, such as mills, foundries and the like, that employ a large number of men. COUSINS—W. S. City. If two brothers marry and each have children and those children in time marry and have children, these children are cousins to each other. PREMIUM ON COIN—F. T. City. There is no premium on five-dollar piece of 1855 unless it has upon it the legend "E Pluribus Unum" on the reverse. A half-dollar of 1838 is not a premium coin. PLANTATIONS—A. G. San Jose, Cal. If this correspondent will send a self-addressed and stamped envelope a list of persons owning plantations in the Hawaiian Islands will be sent by mail. WATERLOO—L. L. Suisun, Cal. Waterloo, which was the headquarters of Wellington during the battle of Waterloo, is in the province of Kwangtung, China, nine and a half miles south of Brussels. CHICKENS—Inquisitive, Oakland, Cal. A correspondent suggests that if you will get off the train which passes the place where you have seen the chickens, you will discover that the reason they do not mix is because the two colors are separated by a fine wire fence. AT HOTEL DEL CORONADO the season is now on full tide. American and European plans. Best of everything, including the best of entertainment. Apply 4 New Montgomery st., city, for special ticket.

GOSSIP FROM LONDON'S WORLD OF LETTERS

Mrs. Glyn, who at present is sojourning in Egypt, is one among all the authors and authoresses who are most spoken about just now. Her new book, "The Visits of Elizabeth," has sprung into great notice and is selling in the most extraordinary fashion. It is hardly possible to keep pace with the amazing demand. The publishers are getting edition after edition printed. In society circles in particular it is the book of the day. Not to have read it or not to be reading "The Visits of Elizabeth" is to be quite behind the times.

In the largeness of publications of any special note, the week has seen some remarkable sales of old books.

The most curious was the auction at Puttick & Simpson's rooms of a number of rare and quaint specimens of Americana, which brought rather big prices. One of the most important was Rappin's "True Discourse of the Present State of Virginia," dated 1655, which was knocked down for £50 (£250). An even brasher competition took place for the work containing the discovery of John Lederer in three several marches from Virginia to West Carolina, 1672. The hammer fell for £100. Another important price, £15 (£75), was given for Richard Hakluyt's "Principal Navigations, Voyages, Traffiques and Discoveries of the English Nation Made at Sea," printed in 1598. Richard Wintour's "Discourse on the Discovery of Newfoundland," dated 1622, History of the War with the Indians in New England, 1676, fetched £10 (£50). For an MS. containing the diary of the first early American colonies, dated 1721, the bidding stopped at £21 (£106). The lot was bought in, a much heavier price being the reserve.

On the whole, it was considered a rather remarkable day for the day of her wedding. In all circles great regret is felt at the death of Mrs. Godfrey Burr. She was quite in the bloom of youth, and was a bride only a few days when her husband's maiden name was Katherine Douglas King, the name under which she published her "Scripture Reader of St. Mark's." She was returned in the MS. by an eminent publisher on the plea that he did not publish theology. The next publisher read it, and so, a little later, did the public. On the death of her husband, the daughter of a publisher, the late H. S. King, who added to Indian banking the glories of the "Gleaner," she married also those of Lady Harriet Baillie Hamilton, an admiral's daughter, whom Mr. King married.

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A CHANCE TO SMILE. "Marie, I have come to-night to ask you for your hand." "You ask for a great deal, Mr. Smithers." "On the contrary, it is such a very little one that—"

Customer (to chemist)—Give me three-pennyworth of oxalic acid. Chemist—For suicide or mechanical use? "What difference is that to you?" "Chemist—If it's suicide I'd charge you half a crown for it."—Tit-Bits. Young Lady—Give me one yard of why. Why, I need not go for need. I've forgotten me. I saved your life at the seaside. Young Lady—Give me one yard of you did. You may give me two yards of the ribbon please.—Tit-Bits.

CALIFORNIANS IN WASHINGTON. WASHINGTON, April 4.—The following Californians are in Washington: D. S. Haas, San Jose, at the National; A. W. Doones, at the St. James; T. E. Green, San Francisco, at the Shoreham; Mr. and Mrs. Sol Schaline and Paul Schaline, San Francisco, at the Shoreham. CALIFORNIANS IN NEW YORK. NEW YORK, April 4.—The following Californians are in New York: From San Francisco—W. J. Bevan, at the Hoffman; Mrs. E. Harris, S. L. Harris, at the Gilsey; C. Clere, at the Broadway Central; W. Kelley, at the Navarra; L. A. Turner, at the Vendome; J. E. Meyell, at the Astor.

Choice candies, Townsend's Palace Hotel.\* Cal. glace fruit 50c per lb. at Townsend's.\* A nice present for Easter—Townsend's Californian glaces, in splendid frosted chocolate boxes, 50c lb. 623 Palace Hotel.\* Easter chocolate cream and fancy colored eggs, 25c per doz. Townsend's, 623 Palace Hotel.\*

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CONSUMPTION

is almost as deadly as ever, although physicians know they can cure it generally, beginning when most of the lungs are still sound, and even sometimes when a great deal of damage is done. The people don't know it yet. They have been told; but they don't believe it; they don't act on it. Scott's emulsion of cod-liver oil is one of the principal means of cure. There are other helps: dry air, sunshine, country, sleep, regular habits, right clothing.