EXPORT TAX ON COAL THE SUBJECT OF BITTER DEBATE IN PARLIAMENT

Sir Michael Hicks-Beach, Chancellor of the Exchequer, Defends the Course of the Government Against a Violent Arraignment by Sir William Vernon Harcourt, Leader of the Liberals

SIR MICHAEL HICKS-BEACH, CHANCELLOR OF THE EXCHEQUER, WHOSE PROPOSAL TO PLACE AN EXPORT TAX ON COAL AS A MEANS OF AUGMENTING THE TRANSVAAL WAR FUND THREATENS TO BRING ON AN INDUSTRIAL CRISIS IN GREAT BRITAIN.

LONDON, May 2.—There was a large attendance in the House of Commons to-day in anticipation of the discussion on the new export tax on coal. The Government had issued an urgent "whip" to the Unionist members, who were largely pledged to vote against the tax.

The full House and galleries had to wait until nearly 6 o'clock for the beginning of the debate.

Sir William Vernon Harcourt, Liberal, led with a severe, almost violent, arraignment of the Government. He said the tax would throw the coal trade into chaos and confusion. It was nonsense to say the foreigner would pay the tax because he would not do without coal. The Government of Italy had answered that plea by taking coal from America instead of this country. The trade of France was equally divided between this country, Germany and Belgium.

The Chancellor of the Exchequer, Sir Michael Hicks-Beach, interrupting, said: "We are beating the others."

"Then go on beating them," said Sir William Vernon Harcourt. "Why throw a shilling into the scale against this country?"

Sir William contended that it was class legislation and that the tax would ultimately come out of the miners' wages.

No Danger From Competition.

The Chancellor of the Exchequer admitted that the tax, like every tax, was an obstruction on trade. The real question was, Would the export trade in coal bear the tax? It could. English coal was of so good a quality, there was so much of it, and it could not be got in any other country. Thus to a large extent it was free from competition.

The Chancellor submitted masses of statistics which he summarized as showing that 225,000,000 tons were mined in 1900 on which, after deducting £18,000,000 in wages more than in 1897, the coal owners had a net profit of £29,000,000 on a capital of £110,000,000. He had some difficulty in keeping his patience when deputations talked to him about the unprofitable condition of the trade. He had proposed the tax for merely one year and it would be on those who were able to bear it. As to the competition of the United States Sir Michael Hicks-Beach said:

"Last year the price of our coal at the port of export rose very much higher than the price of coal in the United States, but in spite of that our export of coal was 38,000,000 tons, or 3,500,000 tons more than the previous year. The United States exports a little over 1,600,000,000 tons; if the United States could compete when the price of our coal was very high it would be absolutely impossible for them to compete when the price was low."

John Redmond, the Nationalist leader, said the coal tax did not affect Ireland, and in that respect it was the beginning of a new era. On general principles, however, he urged the Irish members to do everything possible in their efforts to defeat the budget. The debate was adjourned to Monday next, when according to the arrangement a division will be taken.

MINERS MAY NOT STRIKE.

Opinions of the Leaders Appear Somewhat Modified.

LONDON, May 3.—Yesterday Mr. Balfour was determined to get a vote on the coal tax before the House rose, and he rejected Sir William Vernon Harcourt's private appeal for a postponement. At a late hour, however, so many members were anxious to speak that the Speaker gave it to be understood that he would not consent to an application of the closure. The Government was therefore reluctantly compelled to yield.

Sir Michael Hicks-Beach's strong and effective speech in defense of the tax delighted his colleagues. At the same time it was felt that he gave an unsound argument when he pleaded the enormous profits of the coal owners as a justification of the new tax. It is pointed out that the Radicals used the same argument when demanding the taxation of ground rents, and that if large profits justify a tax lean profits would equally justify state assistance.

The prospect of the miners persisting in their determination to strike appears this morning doubtful, consideration of the matter for twenty-four hours having somewhat modified the opinions of the leaders, but no reliable indications are yet available.

COMPLAINS OF ATTACKS ON GERMANY

Kaiser's Embassador Demands Explanation of Hay.

High Official Says Berlin Government Wants Our Friendship.

Has No Intention of Interfering With the Spirit of the Monroe Doctrine.

Special Cable to The Call and New York Herald. Copyright, 1901, by the Herald Publishing Company.

BERLIN, May 2.—The German Embassador in Washington, Dr. von Holleben, has reported to his Government that, owing to the sudden increase in attacks upon Germany in the United States from many different quarters he called upon Secretary Hay to ask him for an explanation. Baron von Richthofen, the present Secretary of State for Foreign Affairs, and his predecessor, the present Chancellor, have been keenly alive to the growing bitterness of sentiment in the United States regarding Germany. An order went out from here to the Embassador at Washington to pay a visit to Secretary Hay. The situation, they say, is becoming serious.

The following is an interview in which one of the highest officials in Germany answers very direct questions on the subject of United States hostility with equally direct replies. I had asked whether Germany had really a "parti pris" against the United States. His Excellency replied:

"We know of the ill feeling against Germany existing in the United States. It has been reported to us by our Embassador. We cannot imagine what ground there can be for any such sentiment among the people of the United States."

Wants Peace With America.

"But is there not some justification for the talk of Germany interfering with the spirit of the Monroe doctrine?" I asked.

"We are not alone in that," he said emphatically. "If German subjects are maltreated or their property and rights interfered with we simply do just what all other nations would in a similar case and protect them. This we did by sending two warships to Port au Prince. Nothing is further from the policy of Germany than to interfere with the United States."

"But you do all you can to stop American meat?"

"There have been difficulties, but they were brought about by the Agrarian party. They are not serious."

"You have grievances against the United States?" I asked his Excellency next.

"Small ones, also," he replied. "We—that is to say, our merchants—have customs grievances."

"Germany is credited in America with an ambition to possess a port in the Philippines?"

"There is not a word of truth in it. There was at the time of the Von Diederichs incident. It is forgotten. It was a mistake. Why, if we want a port in the far East, we have the Carolines and plenty of other islands to choose from."

Not Drifting Toward War.

"And may I ask your Excellency what you think of Admiral Dewey's prophecy that America's next war is to be with Germany?"

Then, sweeping away a look of pain, he smiled and, with surprise, replied:

"I really cannot possibly understand it. Why, there is not a single question unsettled between the two countries. There is not a misunderstanding of any kind.

"While I ask you not to mention my name, I give you full authority to say that this is official and that Germany has not the least desire to quarrel with the United States; that she, on the contrary, wishes in every way to cultivate friendship and good relations with the United States, and can see no reason now why they should not exist."

"Many of the American public consider that you are waging a war of aggressive vengeance and territorial acquisition in China. Do you not think there is something in that which arouses the feeling against you?"

"Germany's policy in China is to give equal rights to all countries. We wish to insure the payment of the indemnity and then get out as soon as possible. We only claim $60,000,000. America will have just as good commercial rights in China as Germany or any of the other powers."

"Is the augmentation of the German navy aimed at the United States?" I asked, changing the subject.

"Not one atom of it. That programme has been open to the world. It is to protect our commerce, nothing more. We would like a much greater navy, but cannot have it."

GERMANY'S SUSPICIOUS COURSE

Washington Officials Disposed to Distrust the Kaiser.

WASHINGTON, May 2.—Though Embassador von Holleben had an interview with Acting Secretary of State Hill today it is learned that no reference was made to recent developments regarding Germany's attitude toward the United States. In fact, it is stated on authority that the German Embassador has recently addressed no inquiries on the subject to this Government.

If Embassador von Holleben has received instructions to ask for an explanation he is unwilling to make them public. Embassy officials regret that Germany's policy has been a matter of such bitter comment in this country and they insist that Germany entertains only the kindliest intentions toward the United States. Their statements are at variance, however, with the views of officials of the administration. Germany's attitude during the war with Spain was not conducive to strengthen the relations existing between the two Governments. Her surveys of islands in the Philippines, information concerning which reached this Government, were most suspicious and she was deeply interested in the islands of Sibutu and Cayagan, Sulu, and it is even said that she was responsible for representations made by Spain to this Government which resulted finally in their purchase. The United States and Germany have pursued antagonistic policies in China—one leaning toward mercy in order to better effect a settlement, the other insisting upon extreme measures unless forced to abandon them by a combination of powers in opposition. The naval war board sees in Germany's colonization in South Africa, in her frequent surveys of West Indian islands and in her aggressive commercial policy reasons for the United States acquiring a strong navy.

There is not an official in Washington who wants war with Germany. War with Spain would not have occurred, they say, had the United States been so powerful on the sea as to convince the Madrid Government of the folly of failure to comply with American demands. A naval official of high standing predicted to-day that if Congress authorized an increase of the fleet which would make the United States the equal of Germany on the sea no friction which could not be settled diplomatically would arise.

Evangelist Sankey's Mother Dead.

NEWCASTLE, Pa., May 2.—Mrs. Mary Sankey, mother of Ira D. Sankey, the evangelist and singer, died at her home in this city to-day, aged 90 years.

A Book on San Francisco.

The Santa Fe has just issued a beautiful booklet descriptive of San Francisco and vicinity, lavishly illustrated with artistic half-tones and a number of up-to-date maps.

Copies may be had by sending 10 cents in stamps to the General Agent, Santa Fe, at 641 Market street, San Francisco.

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In Preparation......"BARBARA FRIETCHIE"

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Five or more races each day.

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Returning—Trains leave the track at 4:15 and 4:45 p. m. and immediately after the last race.

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	Local Daily.	Lim'd Daily.	Ovrl'd Daily.	Local Daily.
Lv. San Fran	7:20 a	9:00 a	3:00 p	4:20 p
Ar. Stockton	10:25 a	11:45 a	11:05 p	7:25 p
" Merced	12:25 p	1:17 p	1:15 a	.....
" Fresno	2:20 p	2:35 p	3:05 a	.....
" Hanford	4:22 p	3:27 p	7:06 a	.....
" Visalia	4:10 p	4:10 p	4:45 a	.....
" Tulare	4:27 p	4:27 p	5:05 a	.....
" Bksfield	6:50 p	5:30 p	7:20 a	.....
" Kan City	.....	2:41 a	7:30 a	.....
" Chicago	.....	2:15 p	9:00 p	.....

a for morning. p for afternoon.

9:00 a. m. train is the California Limited. Carrying Palace Sleeping Cars and Dining Cars through to Chicago. Chair Car runs to Bakersfield for accommodation of local first-class passengers. No second-class tickets are honored on this train. Corresponding train arrives at 5:55 p. m. daily.

4:20 p. m. is Stockton Local. Corresponding train arrives at 11:05 a. m. daily.

3:00 p. m. is the Overland Express, with through Palace and Tourist Sleepers and free Reclining Chair Car, also Palace Sleeper, which cuts out at Fresno. Corresponding train arrives at 5:55 p. m. daily.

7:20 a. m. is Bakersfield Local, stopping at all points in San Joaquin Valley. Corresponding train arrives at 8:40 a. m. daily.

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Via Sausalito Ferry.

Commencing April 28, 1901.

FROM SAN FRANCISCO TO MILL VALLEY AND SAN RAFAEL.

WEEK DAYS—6:35, 8:30, *9:30, 11:00 a. m., 12:45, *1:45, 3:15, 4:15, 5:15, *6:15, 6:45 p. m.

EXTRA TRIPS—For Mill Valley and San Rafael on Mondays, Wednesdays, Saturdays and Sundays at 9:30 and 11:40 p. m.

SUNDAYS—7:00, 8:00, *9:00, *10:00, 11:00, 11:30 a. m., 12:45, *1:30, 2:30, *3:45, 5:00, 6:00, 7:30 p. m. 11:00 a. m. does not run to San Rafael Sundays.

Trains marked (*) run to San Quentin.

FROM SAN RAFAEL TO SAN FRANCISCO.

WEEK DAYS—*5:25, 6:27, 7:47, 8:33, 10:15 a. m., *12:25, 1:15, 2:20, *3:35, 4:40, 5:30 p. m.

EXTRA TRIPS on Mondays, Wednesdays and Saturdays at 6:45 and 10:00 p. m.

SUNDAYS—6:15, *8:00, 9:45, *11:00 a. m., *12 m., 1:00, 2:15, *3:30, 4:30, *5:45, 6:45, 7:30, 10:10 p. m.

Trains marked (*) start from San Quentin.

FROM MILL VALLEY TO SAN FRANCISCO.

WEEK DAYS—5:45, 6:45, 7:35, 8:35, 10:30 a. m., 12:35, 1:45, 2:45, 3:50, 5:10, 5:20 p. m.

EXTRA TRIPS on Mondays, Wednesdays and Saturdays at 7:10 and 10:35 p. m.

SUNDAYS—6:35, 8:00, 10:05, 11:10 a. m., 12:15, 1:20, 2:30, 3:45, 5:00, 6:15, 7:15, 10:20 p. m.

THROUGH TRAINS.

6:55 a. m. week days—Cazadero and way stations.

3:15 p. m. Saturdays—Cazadero and way stations.

5:15 p. m. week days (Saturdays excepted)—Tomales and way stations.

8 a. m. Sundays—Cazadero and way stations.

10:00 a. m. Sundays—Point Reyes and way stations.

MOUNT TAMALPAIS RAILWAY

Via Sausalito Ferry—Foot of Market St.

LEAVE SAN FRAN.		ARRIVE SAN FRAN.
9:30 A. M.	.....WEEK DAYS.....	8:35 P. M.
1:45 P. M.	Stay over night at the TAVERN	5:55 P. M.
4:15 P. M.		8:45 A. M.
8:00 A. M.	.....SUNDAYS.....	12:15 P. M.
9:00 A. M.		1:15 P. M.
10:00 A. M.		3:30 P. M.
11:30 A. M.		4:50 P. M.
1:30 P. M.		5:50 P. M.
2:30 P. M.		7:10 P. M.

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Trains leave and are due to arrive at SAN FRANCISCO.

(Main Line, Foot of Market Street.)

LEAVE — From April 23, 1901.	— ARRIVE
7:30A Benicia, Suisun, Elmira, Vacaville, Rumsey and Sacramento	7:55p
7:30A Davis, Woodland, Knights Landing, Marysville, Oroville	7:55p
7:30A Atlantic Express—Ogden and East	12:25p
8:00A Martinez, San Ramon, Vallejo, Napa, Calistoga and Santa Rosa	6:25p
8:00A Livermore, Stockton, Hanford, Visalia, Porterville	4:25p
8:00A Niles, Lathrop, Merced, Fresno, Bakersfield	4:55p
8:30A Shasta Express—Davis, Williams (for Bartlett Springs), Willows, Red Bluff, Portland	7:55p
8:30A San Jose, Livermore, Stockton, Ione, Sacramento, Placerville, Marysville, Chico, Red Bluff	4:25p
8:30A Oakdale, Chinese (Yosemite), Sonora, Carters	4:25p
9:00A Haywards, Niles and Way Stations	11:55A
9:00A Los Angeles Express—Martinez, Tracy, Lathrop, Stockton, Merced, Fresno and Los Angeles	7:55A
9:30A Vallejo, Martinez and Way Stations	5:55p
10:00A The Overland Limited—Ogden, Denver, Omaha, Chicago	6:55p
†1:00p Sacramento River Steamers	†5:00A
3:30p Haywards, Niles and Way Stations	7:55p
3:30p Port Costa, Martinez, Lathrop, Merced; Berenda (Yosemite), Fresno	7:25p
4:00p Benicia, Winters, Sacramento, Woodland, Knights Landing, Marysville, Oroville	10:55A
4:00p Martinez, San Ramon, Vallejo, Napa, Calistoga, Santa Rosa	9:25A
4:00p Niles, Livermore, Stockton, Lodi	10:55A
4:30p Haywards, Niles, San Jose, Livermore	†8:55A
5:00p The Owl Limited—Tracy, Stockton, Fresno, Bakersfield, Saugus for Santa Barbara, Los Angeles	3:55A
6:00p Haywards, Niles and San Jose	7:55A
†6:00p Vallejo	11:55A
6:00p Oriental Mail—Ogden, Cheyenne, Omaha, Chicago	12:25p
6:00p Oriental Mail—Ogden, Denver, Omaha, Chicago	4:25p
7:00p Oregon and California Express, Sacramento, Marysville, Redding, Portland, Puget Sound and East	8:55A
8:05p San Pablo, Port Costa, Martinez and Way Stations	11:55A
‡8:05p Vallejo	7:55p

COAST LINE (Narrow Gauge).

(Foot of Market Street.)

‡7:45A Santa Cruz Excursion to Santa Cruz and Principal Way Stations	‡8:05p
8:15A Newark, Centerville, San Jose, Felton, Boulder Creek, Santa Cruz and Way Stations	5:50p
‡8:15p Newark, Centerville, San Jose, New Almaden, Felton, Boulder Creek, Santa Cruz and Principal Way Stations	‡10:30A ‡8:30A
4:15p Newark, San Jose, Los Gatos	‡10:30A

CREEK ROUTE FERRY.

From SAN FRANCISCO—Foot of Market Street (Slip 3)—

†7:15 9:00 11:00 A.M. 1:00 3:00 5:15 P.M.

From OAKLAND—Foot of Broadway.—†6:00 ‡8:00 10:00 A.M. 12:00 2:00 4:00 P.M.

COAST LINE (Broad Gauge).

(Third and Townsend Sts.)

6:10A South San Francisco, Palo Alto	6:30p
†6:45A San Jose and Way Stations	1:30p
‡7:00A Sunday Excursion for San Jose, Santa Cruz, Pacific Grove and Principal Way Stations	‡8:30p
9:00A San Jose, Tres Pinos, Santa Cruz, Pacific Grove, Salinas, San Luis Obispo and Principal Intermediate Stations	4:10p
10:30A San Jose and Way Stations	7:30p
ƒ10:30A New Almaden	ƒ5:30p
11:30A San Jose and Way Stations	5:30p
‡2:45p San Mateo, Redwood, Menlo Park, Palo Alto, Santa Clara, San Jose, Tres Pinos, Santa Cruz, Salinas, Monterey and Pacific Grove	‡10:45A
3:30p San Jose and Way Stations	6:30A
‡4:15p San Jose and Principal Way Stations	9:45A
‡5:00p San Jose, Los Gatos and Principal Way Stations	‡9:00A
5:30p San Jose and Principal Way Stations	8:30A
6:15p New Orleans Express, San Jose, Santa Barbara, Los Angeles, Deming, El Paso, New Orleans and East	7:10A
6:15p Del Monte, Monterey, Pacific Grove, Lompoc	‡10:55p
6:30p San Jose and Way Stations	‡8:00A
‡11:45p San Jose and Way Stations	7:30p

A for Morning. P for Afternoon.
† Sunday excepted. ‡ Sunday only.
ƒ Saturday only. ƒ Tuesdays and Fridays.

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WEEK DAYS—7:30, 9:00, 11:00 a. m.; 12:35, 3:30, 5:10, 6:30 p. m. Thursdays—Extra trip at 11:30 p. m. Saturdays—Extra trips at 1:50 and 11:30 p. m.

SUNDAYS—8:00, 9:30, 11:00 a. m.; 1:30, 3:30, 5:00, 6:20 p. m.

San Rafael to San Francisco.

WEEK DAYS—6:10, 7:50, 9:20, 11:10 a. m.; 12:45, 3:40, 5:15 p. m. Saturdays—Extra trips at 1:35 and 6:35 p. m.

SUNDAYS—8:10, 9:40, 11:10 a. m.; 1:40, 3:40, 5:05, 6:25 p. m.

Between San Francisco and Schuetzen Park same schedule as above.

Leave San Francisco. Week Days.	Leave San Francisco. Sundays.	Destination.	Arrive San Francisco. Sundays.	Arrive San Francisco. Week Days.
7:30 am	8:00 am	Novato.	10:40 am	8:40 am
3:30 pm	9:30 am	Petaluma.	6:05 pm	10:25 am
5:10 pm	5:00 pm	Santa Rosa.	7:35 pm	6:20 pm
7:30 am	5:00 pm	Fulton, Windsor, Healdsburg, Lytton, Geyserville, Cloverdale.	10:40 am	10:25 am
3:30 pm	8:00 am		7:35 pm	6:20 pm
7:30 am	5:00 pm	Hopland and Ukiah.	10:40 am	10:25 am
3:30 pm	8:00 am		7:35 pm	6:20 pm
7:30 am	5:00 pm	Guerneville.	10:40 am	10:25 am
3:30 pm	5:00 pm		7:35 pm	6:20 pm
7:30 am	8:00 am	Sonoma and Glen Ellen.	9:15 am	8:40 am
5:10 pm	5:00 pm		6:05 pm	6:20 pm
7:30 am	8:00 am	Sebastopol.	10:40 am	10:25 am
3:30 pm	5:00 pm		7:35 pm	6:20 pm

Stages connect at Santa Rosa for Mark West Springs and White Sulphur Springs; at Fulton for Altruria; at Lytton for Lytton Springs; at Geyserville for Skaggs Springs; at Cloverdale for the Geysers; at Hopland for Duncan Springs, Highland Springs, Kelseyville, Carlsbad Springs, Soda Bay, Lakeport and Bartlett Springs; at Ukiah for Vichy Springs, Saratoga Springs, Blue Lakes, Laurel Dell Lake, Witter Springs, Upper Lake, Pomo, Potter Valley, John Day's, Riverside, Lierley's, Bucknells, Sanhedrin Heights, Hullville, Orr's Hot Springs, Mendocino City, Fort Bragg, Westport, Usal, Willits, Laytonville, Cummins, Bell's Springs, Harris, Olsen's, Dyer, Scotia and Eureka.

Saturday to Monday round trip tickets at reduced rates.

On Sunday round trip tickets to all points beyond San Rafael at half rates.

Ticket Office—650 Market Street, Chronicle Building.

H. C. WHITING, Gen. Manager. R. X. RYAN, Gen. Pass. Agt.

Dr. Gibbon's Dispensary, 629 KEARNY ST. Established in 1854 for the treatment of Private Diseases, Lost Manhood. Debility or disease wearing on body and mind and Skin Diseases. The Doctor cures when others fail. Try him. Charges low. Cures guaranteed. Call or write.

Dr. J. F. GIBBON, San Francisco, Cal.

Weak Men and Women

SHOULD USE DAMIANA BITTERS, THE great Mexican remedy; gives health and strength to sexual organs. Depot, 323 Market.

LOST CHILD DIES ON BARREN PRAIRIE

Pathetic Fate of a Five-Year-Old Girl in Washington.

PROSSER, Wash., May 2.—With her little hands and mouth all stained with green from the grass and flowers she had eaten in her desperate hunger and with her features drawn in the dying agony of thirst, the body of the 5-year-old daughter of W. B. Mathews, former County Commissioner, who was lost on the dreary wastes of Horse Heaven plains nearly a week ago, was found to-day.

The child in her agony had crawled into a badger hole on the prairie and with her arms outstretched had died. From the appearance of the body the child had been dead about thirty-six hours, so for five days and nights she had been without food and water.

The girl with her 7-year-old brother left her father's ranch one morning to hunt cattle. In some way during the day the children became separated. When the boy returned home in the evening without his sister the alarm was at once given and searching parties organized and scores of men on horseback have been scouring the surrounding country day and night ever since.

Barefoot when she left home, the little girl in her wanderings had bruised and cut her feet and had gathered the tough prairie grass and wound it around them for protection. Beside her in the badger hole lay a bunch of flowers and grass which she had been eating. The place where the child was found was fully seventeen miles from the ranch and not far from the Ione Springs.

Union Pacific Also Cuts Rates.

OMAHA, May 2.—The Union Pacific gave official notice to-day that it will meet the rates to Colorado and Utah points announced by other roads out of Omaha. It will sell round-trip tickets to Colorado points, good July 1 to 10 and September 1 to 10, for $15. The rates to Ogden and Salt Lake on the same dates will be $30.

A finished poet is one who gets discouraged and goes to work.

NATIVE DAUGHTERS IN MERRY DANCES

Fair Members of Bonita Parlor at Redwood Entertaining.

Special Dispatch to The Call.

REDWOOD CITY, May 2.—A three nights' entertainment, commencing tonight, was begun this evening by Bonita Parlor, Native Daughters of the Golden West, for the purpose of adding money to the park improvement fund. Over a year ago the Native Daughters obtained permission of the Board of City Trustees to beautify what is known as California Square.

With this laudable end in view they commenced giving a series of entertainments, which have proved very popular. In this way many hundred dollars have been raised. With the money already procured the unsightly trees on the square have been cleared off and the block filled in with two feet of rich earth and the place put into condition for planting. It is now proposed to plant lawns, trees and flowers and to make the place an attraction to the townspeople.

The large gymnasium on the old school grounds was secured, there being no other place in the city large enough to hold the crowds. To-night there was a grand ball, refreshments of all kinds being served in booths erected in the large hall. Friday night's programme will consist of a musical and literary entertainment, followed by a social dance. Saturday evening there will be a mixed entertainment and a sale of fancy articles. On each evening a ballot box will be open, in which all who desire may vote on the most popular Native Daughter.

Consul McCook Is Recovering.

WASHINGTON, May 2.—The State Department received a report from the Vice Consul at Dawson City, dated April 9, saying that Consul McCook, who was reported to have died at Dawson, is in the hospital there rapidly recovering from an acute attack of pneumonia. There is every prospect of his being out in a few days.

BRYAN ON SENATOR M'LAURIN'S CHANGE

Says South Carolinan Speaks for the Plutocratic Element.

LINCOLN, Neb., May 2.—In a statement made to-day W. J. Bryan takes Senator McLaurin of South Carolina to task for what he declares is his political flop. At the same time Mr. Bryan admits that Senator McLaurin's action marks the beginning of a movement in the South which will have an influence upon the politics of the nation. He says:

It is not likely that Mr. McLaurin will be the leader of the movement because he is handicapped by the fact that he is using his official position to misrepresent the views and interests of his constituents, but some leader will arise to give direction and force to the aristocratic and plutocratic element for which Mr. McLaurin speaks. There is such an element in every community, and now that the race question no longer unifies the white people of the Southern States it will doubtless manifest itself.

Senator Tillman has already taken up the gage of battle thrown down by Senator McLaurin and will doubtless be able to marshal a considerable majority in that State, but the same influences are at work in other States, where there are greater dangers of their success.

The Democratic sentiment is strong enough to resist and overcome the McLaurin movement, but those who believe that the man is more important than the dollar will have to bestir themselves.

LODGING-HOUSE KEEPER SLASHED WITH A RAZOR

Richard Cardwell, manager of the lodging house at 705 Mission street, was slashed across the face with a razor last night by J. Murphy, a roomer in the house. Murphy is a cripple, having but one leg.

The cutting was brought about by an argument between the manager and the cripple and occurred in the doorway of the house.

Cardwell was taken to the Receiving Hospital, where it was found that the facial artery had been severed. He suffered considerably from loss of blood.

Murphy was arrested and charged with assault with intent to commit murder.