CARRYING THE WAR INTO AFRICA.

Railroad Company's Kentucky Charter Is Attacked.

PEOPLE APPEALED TO.

Mayor Sutro Says the Blue Grass Legislature Was Deceived.

DELEGATES TO THE CONVENTION

Names of Those Who Will Represent San Francisco at Saturday's Gathering.

We do hereby respectfully and earnestly appeal to the people of Kentucky, to the Legislature of Kentucky and to the Governor of Kentucky to rid us of this horrible monster, which is devouring our substance and which is debauching our people, and by its devilish instincts and criminal methods is every day more firmly grasping us in its deadly tentacles.

Thus concludes Mayor Sutro's latest manifesto against his ancient enemy, the Southern Pacific Company, by which he hopes to induce the Kentucky authorities to revoke the charter of the company and thus destroy its strength. Just at the present time, while the corporation is straining every nerve to clear the passage of its funding bill through Congress, Mayor Sutro is spending much of his time devising means to checkmate President Huntington.

Recently, while studying over the charter which the Legislature of Kentucky granted the Southern Pacific Company at the time of its incorporation, he saw several points that had not before occurred to him and at once decided on another plan of campaign against the corporation.

Since then he has been working on a circular letter addressed to the people of Kentucky, urgently requesting them to demand the repeal of the act of the Legislature which created the Southern Pacific charter.

They are advised that the charter is a fraud on the face of it and that they have been imposed upon by the railroad magnates.

Mr. Sutro informs them that the company was granted permission to construct, own and operate railroads anywhere except in the State of Kentucky.

One peculiar provision of the charter to which particular attention is called states that "no person shall be in any wise liable as a stockholder of said corporation after said capital stock shall have been paid in cash." This provision Mr. Sutro claims conflicts with and tramples upon the laws of this and other States in which the roads belonging to the corporation are operated. The appeal closes with the paragraph previously quoted.

Mayor Sutro said last evening that if the people of Kentucky knew how much they had been deceived by the Southern Pacific Company they would not allow the charter to stand.

"The Southern Pacific Company," he said, "was incorporated for $1,000,000 and the charter from the State of Kentucky was granted on that basis. The octopus now has a capital of $180,000,000. I don't think the people who granted the charter know this. The corporation has deceived them on a great many essential points and I think they will revoke the charter when they find that it is in conflict with laws of a dozen States and Territories through which the company operates its lines.

"Should the charter be revoked the effect will be to throw the affairs of the octopus into confusion and prevent it from strangling this State as it has long been trying to do. It may also have the effect of showing Congress what the methods of the Southern Pacific Company are and aid us in defeating the funding bill.

"The appeal was sent out some time ago—in fact is already in the hands of the people we desire to reach—and we can only wait now to see what they will do.

"Thus far we have not heard enough from our agents in Washington to form an opinion as to the prospects of the funding bill fight, but we are still hopeful. It is easier to beat any measure that comes before a body like Congress than to pass it, and unless I am much mistaken Huntington will find that he has no walkover in this case."

Preparations for the big anti-funding bill convention at Metropolitan Temple go steadily on and from the messages that are being sent in from various sections of the State it is evident that the hall will be packed with delegates. After a long consultation with members of the committee of fifty yesterday Mayor Sutro made the following appointments of delegates from this City:

Joseph Britton, 525 Commercial street; W. M. Bunker, 238 Montgomery; James H. Barry, 429 Montgomery; Thomas F. Barry, Nevada block; E. S. Barney, 823 Mission; Henry Cowell, 211 Drumm; L. R. Ellert, Mills building; George K. Fitch, 705 Bush; J. Richard Freud, 120 Sutter; Henry E. Highton, Mills building; E. H. Hamilton, Examiner office; J. C. Jordan, 92 Chronicle building; Joseph Leggett, Mills building; Stewart Menzies, 512 Battery; Charles A. Murdock, 532 Clay; M. McGlynn, 502 Market; Max Popper, Custom-house; E. B. Pond, 328 Montgomery; Taylor Rogers, Mayor's office; Barclay Henley, corner Sansome and Bush; Charles M. Shortridge, CALL Office; F. J. Sullivan, Phelan building; I. S. Truman, Mills building; Isaac Upham, Palace Hotel; A. A. Watkins, 309 Market; C. B. Williams, 420 Church; James V. Coleman, Palace Hotel; Gavin McNabb, Mills building; P. N. Wellin, San Leandro; P. J. Thomas, corner Drumm and Sacramento; Charles Wesley Reed, Crocker building; W. A. Piper, Palace Hotel; Dr. C. D. Cleveland, 600 Leavenworth; Jeremiah Lynch, Bohemian Club; W. J. Biggy, United States Laundry, Fifth and Market; A. B. Kinne, 627 Jersey; E. W. McKinstry, 4 Sutter; B. McKinne, 522 Montgomery; Robert A. Frederick, Chronicle building; M. C. Blake, Mills building; G. H. Umbsen, 14 Montgomery; E. A. Denicke, 320 Sansome; M. Greenblatt, Post, near Kearny; James F. Smith, Phelan building; Joseph H. Moore, Montgomery block; Mark Sheldon, 4 Sutter; P. B. Cornwall, 450 Mason; Wendell Easton, 638 Market; William Cluff, 18 Front; W. F. Whittier, 214 Pine; C. P. Newman, new City Hall; J. K. C. Hobbs, 42 Market; C. S. Holmes, 610 Shotwell; C. L. Taylor, 428 California; Joseph I. Dimond, 306 Market; R. A. Crothers, Bulletin office; John T. Young, Chronicle; Henry L. Davis, 509 Market; G. W. Grannis, 626 Montgomery; Andrea Sbarboro, 524 Montgomery.

It is announced that music will be furnished for the occasion and that the spectators will occupy the galleries, leaving the floor of the house to the delegates. Ladies are particularly invited to attend.

Gustave Gouch, one of the most prominent among the young attorneys of foreign extraction, at present residing in this City, did not care to go deeply into the subject of the funding bill.

"In this instance," he said, "I am compelled to reveal the fact that I have never yet seen a government run a railroad or any other venture as cheaply as by a private concern. In Germany and Prussia, where the roads, or most of them, are in the hands of the Government, the cost of running is excessive. But the reason of this is that they were obtained for the purpose of unification and military use, not as a speculative move. I am not in a position to say anything much in regard to what would be the result of the passage of the funding bill."

Unused Electric Power.

"Did you ever think," asked an observing man lately, "how much loose electricity there is around? It is brought to my notice, especially, every time I have occasion to ride in a trolly-car on a wet day. I have frequently received a stinging shock by taking hold of the brass rail as I swung myself aboard. My feet are wet, you see, and water is so good a conductor that a ground connection is established with myself as part of the circuit. The sensation is quite enough to be disagreeable, I assure you.

"The metal doorsill, too, is another place where the current leaks out. Since I discovered that by personal experience I have often amused myself by watching the people who enter and leave the car. If they step over the wet threshold well and good, but if their feet touch it they are likely to get some of the superfluous power. Then the expression on their faces is ludicrous. Most of them look completely bewildered, as if they didn't know what had struck them, and I suppose they don't for the instant.

"Those are not the only places where there is free electricity, either. In my own office I can get as severe a shock as I could from a battery. In one of the incandescent light fixtures there is a spot where the current escapes in great force. By touching this place with a key, a knife or any bit of metal, and resting my other hand on the iron of the steam radiator near by, I can take a shock of such power as to burn my hand and make me drop the experiment in a hurry. The other day half a dozen of us joined hands and formed a line between the two places. The man at one end held a key to the fixture, and the fellow at the other end laid his hand on the radiator. You would hardly believe how strong the current was. Our hands seemed suddenly gripped together, and after we let go our fingers tingled for minutes from the effects.

"I have often thought that a computation of the amount of unused electric force there is around us would be interesting. There must be numbers of other places that I have never noticed where it escapes, and I suppose there is no doubt that in the aggregate the power wasted would be sufficient to accomplish a tremendous amount of work."—New York Tribune.

TELEGRAPH INNOVATIONS.

Expert Operators to Be Made of the Sunset "Hello Girls."

The Pacific Telephone Company to Become a Rival of the Postal and Western Union.

The "hello girls" must learn telegraphy. The word has gone forth, and it will not be many months before the telephone wires through the entire State will be carrying telegraph messages, ticked off by the girls who, heretofore, have only been required to say: "What number, sir? Six-three? There you are."

The lines will still be used to talk over. But a telephone wire has what is known as a "telegraph side," that is to say, a message can be ticked over it while a conversation is being held on the same line. In fact, two messages can be sent, because each of the two wires, one going out and one returning, which are essential to complete a telephone circuit, makes a telegraph circuit.

The work done by telegraph will at first be entirely for the company. No outside messages will be received—at least, not until November of this year. This is because of an agreement between the telephone and the Western Union people.

After November it is probable that the Telephone Company will become an active rival of the Western Union and the Pacific Postal Telegraph companies. With a complete plant doing the work of two companies, no extra expense for linemen and operators, the Telephone Company would make large profits transmitting telegraph messages.

At present the officers of the company refuse to say whether they are going to take advantage of this opportunity to utilize the full capacity of their plant.

"There is one thing you may be sure of," said John I. Sabin, who is the president as well as the general manager of the Pacific Telephone Company; "that is that it will not be long before candidates for positions to take charge of telephones will be required to be expert telegraph operators."

"Is it true that you have required all your girls to begin learning telegraphy?" was asked.

"Not all of them," he said. "We are going to make use of our wires to expedite messages by means of telegraphy. So the only ones whom we have required to learn the art are the girls employed in the "Sunset" division.

Mr. Sabin then explained the use of the two wires to complete the circuit. Each of these wires is capable of carrying a message sent with a ticker while a person is talking over it. This system had been utilized for some time on the lines between San Francisco and Stockton and San Francisco and Oakland.

"We have been taking advantage of the telegraphic possibilities of the wire to assist in sending telephone messages for some time," he said. "In fact, the idea originated here, and it was only a few months ago that it was put in operation in the East.

"They have used the 'telegraph side' of their wires there to great profit though, selling them to some business house or news company. We have not been able to do that.

"You see," he added, "the Western Union Company held the coast rights to the Edison patents in the beginning. We held the Bell patents. Then the Western Union Company disposed of its patent rights to us with the agreement that we were not to use our lines for commercial telegraphy during a given period. This period expires in November, 1896."

"Will you then enter into competition with the Western Union and Postal Telegraph companies in the transmission of messages?" was asked.

"I can't say anything about that now," said Mr. Sabin, "because I don't know."

"But you are as well equipped for the work as the other companies, are you not?"

"As well equipped?" he replied. "Why, we have the best plant in the State to-day. No other company has nearly as good poles or wire. We would have to make absolutely no addition to our plant, since, for our own use, we are going to supply the offices in the different towns with telegraph instruments."

THE JOCULAR DENTIST.

He Says That He Will Not Be So Funny Again.

The dentist was torturing his victim in the usual fashion.

The story he was telling at that moment was on himself.

"When I was young in the profession," said he, "I was working in a country place for a few weeks to help a friend. One day a farmer came in—a big, muscular chap, full-blooded—one of the sort whose teeth come like the roots of oak trees.

"As he sat in the chair he asked, 'Will it hurt?'

"Feeling in rather a jocular mood, I answered, 'Well, if it doesn't it sha'n't cost you anything.' Then I fell to work.

"The tooth came out even harder than I expected, so as the man got up from the chair and pulled himself together—he had not uttered a sound—I said, 'Well, did it hurt?'

"Not a bit," answered the countryman, and strode out of the office, leaving me minus a fee, completely nonplused, and the laughing stock of my friend and the two or three patrons who sat about the office.

"I have never tried to be funny professionally since," said he meditatively.—Tit-Bits.

UNDER A FLORAL CHIME.

Marriage of Miss Gertrude Naphtaly to Lionel B. Feigenbaum.

A BRILLIANT SOCIAL EVENT.

Lovely Decorations of the Concordia Clubhouse, Where the Ceremony Took Place.

Under the softened glow of countless fairy lamps and twinkling wax-lights, in a bower of fragrant buds and blossoms, Miss Gertrude Naphtaly and Lionel B. Feigenbaum spoke to each other last night the solemn, binding words which united them for life.

The wedding took place in the elegant home of the Concordia Club, at the intersection of Post street and Van Ness avenue. The decorations of the building

Lionel B. Feigenbaum.

while profuse were in the most perfect taste. The guests entered under a canopy of crimson cloth into the main entrance hall, which, like the landings of the wide staircases, was adorned by numerous potted palms, the window-seats and mantels being banked with rare exotics in rich settings of ferns and mosses. The promenade surrounding the main ballroom was transformed into an avenue of palms and tiny cedars, amid which shone electric lights and countless flowers, producing an effect uniquely beautiful.

Shortly after 8 o'clock the bridal procession entered the ballroom, where the marriage ceremony was performed. Little Erma Clayburg and Aimee Schmitt, as flower-girls, escorted by Master Robert Roos, looked charming in their dainty frocks of filmy silk tissue. The ushers, who came next in line, were: Samuel Naphtaly, Morris Lowenstein, Sanford Feigenbaum, L. B. Sonnenberg, Joseph Loewe and George Roos, and as they are only men, all that can be said of their costumes is that they were in faultless evening dress like the other male guests.

The bridesmaids, however, looked charming in their exquisite toilettes of pale rose satin and delicate blonde lace. Each carried a large bouquet of La France roses, surely no fairer than the six society buds who bore them—Miss May Schlesinger, Miss Hilda Brown, Miss Mabel Gerst, Miss Edith Schmitt, Miss Elsie Cook and Miss Rose Goslinsky. The maid of honor, Miss Dorothy Herrmann, in a simple yet effective costume of white chiffon, walked alone, bearing a cluster of pure white roses.

The bride entered leaning on the arm of her father, Joseph Naphtaly, the well-known attorney. Her dress of lustrous white satin was almost severe in its magnificent simplicity. About the square-cut corsage was a girlish-looking garniture of point applique lace, which fell in shimmering folds almost to the tiny white-shod feet, which now and then peeped forth as though to catch a glimpse of what was going on. The bride's veil was of filmy silk net and fell in cloud-like billows over the long court train. She carried a bouquet of lilies of the valley and wore a girdle of orange blossoms.

The Rev. Dr. Voorsanger received the vows of the happy pair. The groom was attended by Julius Feigenbaum as best man. The scene was strikingly beautiful. Five chandeliers, in which were as many hundred wax lights, were connected with each other by graceful, flashing festoons of star-like electric lights, intertwined with smilax. The bridal canopy was of white silk, embowered in verdant palms and ferns, amid which hung three floral bells, and illuminated by the veiled radiance of fairy lamps, shaded by tiny globes of white, blue and gold.

As the bridal party entered "Ballenberg's orchestra rendered the wedding march from "Lohengrin," and at the close of the ceremony the "Cavalleria Rusticana" overture.

After the ceremony congratulations and dancing were in order. At 11 o'clock the guests, to the number of 350, sat down to a sumptuous repast in the banquet-hall, which had been magnificently adorned for the occasion. Back of the seats occupied by the bride and groom the letters "F" and "N" combined in a graceful monogram outlined in golden fairy lamps shone forth against a background of dark-green ferns. Morris Schmitt, the bride's uncle, acted as toast-master and master of ceremonies, covering himself with distinction in either role. The bride's health was drunk twice, it being her twentieth birthday as well as her wedding day. After supper dancing was resumed and kept up until the rosy streaks in the East warned the merry-makers that the marriage feast was over.

Miss Gertrude Naphtaly.

FACTS FOR THE FARMERS.

Sad Experience With the "Unreliable" Commission Merchant.

Effect of the Recent Weather Upon the Hay and Grain Prices in the State.

It is not always wise to try to farm too much land. There are thousands of farmers who pay taxes upon land which brings to them no income whatever.

Every farmer ought to know exactly what it costs him to raise a horse, a cow, a chicken, or an acre of wheat. A time comes in the life of all livestock when they cannot longer be kept profitably. They should be disposed of before they reach that age.

The celebrated orange marmalade prepared in Dundee, Scotland, is made from the Seville or bitter orange. If marmalade may be profitably manufactured in a country which produces no oranges, it surely ought to be a profitable business in California, which not only produces oranges, but sugar as well. That it is not more extensively prepared here is due largely to the peculiar desire evinced by the people to purchase goods prepared in foreign countries. It seems strange to think that people should be ruled by such a fancy to an extent sufficient to affect the sale of fruit to an appreciable extent, but such is the fact. It would be more correct to say, "fruit which the people presume came from foreign countries," for it is a fact known to but few, and, as far as we know, now published for the first time, that large quantities of jams and preserves are sent in bulk to England by California fruit-packing firms, there to be placed in jars by a fruit-packing house whose name is familiar the world around and sent out under foreign labels as English goods. This "English" product may be purchased in every principal city in California, and thousands of consumers unwittingly pay freight across the ocean and return, besides the tariff and dealers' profits, upon fruit that was raised in their neighbors' orchards. There is a great opportunity for fruit-growers to secure the profits which rightfully belong to them through proper organization and a close study of the situation. They could not only more profitably co-operatively can their fruits, but, by sending out their own agents, more economically market them. A campaign of education along the line of methods employed in growing fruit in California, and in its preparation for market, would not be amiss. The results would be more satisfactory still if the lecture were illustrated with stereopticon views of orchards and drying-grounds.

Farming Interests in Siskiyou.

The recent storms and continued cold weather have made hay and grain command better prices, from the fact that no one can tell how long the winter will last. If we have an early spring, there will no doubt be a surplus, but if late, there will only be enough for stock on hand. Alfalfa in barns, is now held at $10 per ton, or about double the summer rates, without any inclination to sell even at that figure, on account of the possessors fearing they may need it for their own stock. Some ranchers have been purchasing stock cattle and feeding out their hay, in the expectation of prices getting better, but there is no raise yet, which has caused sales at last fall prices. Others who have the hay to feed, intend holding out until late, expecting to make sales at big prices in supplying the northern markets at Portland, Tacoma and Seattle.

In the way of grain there does not seem to be much demand, but prices are firm at higher rate than during last fall, the grain sales depending mainly on our limited home market, as cost of freighting will not permit shipment below. Pork is so cheap this year that there is no money in fattening hogs except for the home market, while horses also are just as cheap, since the teaming, staging and traveling have been superseded by the railroads, bicycles and electric motors, to render horses less needed.

The winter so far suits the farmers very well, especially those who have winter crops in the ground, and should we have continued storms at intervals during the balance of the winter and in the spring, the spring crops are also likely to turn out well, with better prospects for advanced prices next year.—Yreka Journal.

The Commission Business.

Many farmers and fruit-growers have had sad experience with unreliable commission men. It is a very common thing for the grower to receive a note stating that "owing to the depressed condition of the market," etc., the produce not only did not sell for an amount sufficient to pay for freight and commissions. Mrs. M. G. Norton of Wrights Station, Santa Clara County, recently shipped some fruit to Trobock & Bergen of San Francisco. Surprised at the low price received she investigated the matter, and charges that the firm sold a portion of the fruit for a higher price than was returned upon the account of sales. The firm justifies its course upon the ground that the sale complained of was a single box, and it was proper and usual in such cases to charge the customer the retail price and to make the return at a wholesale price. The Highland Grange, of which Mrs. Norton is a member, claims that Trobock & Bergen are guilty of embezzlement, and have taken steps having for their object a thorough investigation.

Of Interest to Wheat-Growers.

Tulare Grange wishes to inform the wheat and barley growers of California, through the columns of THE CALL, what has been done toward greater production of these important food products at the experimental station in Tulare County. Nearly all the agricultural writers of the press, the statisticians of the staple products of agriculture, as well as the department at Washington, have endeavored to show that the day of profitable wheat and barley growing, especially wheat, was past, and the array of figures and apparent facts presented were enough to cause the farmer to look at wheat-growing for a profit with a doubt that has made many of them partially abandon that line of industry. Some philanthropic writers would say that owing to the higher intelligence of our California farmer and his quickness to adopt labor-saving device in seeding and harvesting his crop, wheat would have to go lower in price than it has yet, or that it seems at present likely to, before the wheat-growers of our State would be crowded to the wall by the cheap padrone labor of Argentina or Ryot labor of India, and then at the same time present figures of the small cost of wheat per bushel to the grower in those countries, thus upsetting all their efforts at philanthropy. Nearly all the writers along the line of the idea that California wheat-growers cannot, at the present market price, compete with other newly developed countries employing cheaper labor, must have arrived at their conclusion from a one-sided view of the matter. Some one has said "that many farmers would rather dig fifteen hours a day than think five minutes."

This may or may not be applicable to some of our wheat-growing farmers, but one of the facts that can be proved is that the average annual production per acre of wheat in our State has not exceeded twelve bushels for several years past. It seems now from data gathered from the experimental station in Tulare that this outcome of the wheat farmer is not to be attributed to any impoverishment of soil, but must be laid at the door of poor farming methods. One variety of wheat, Royal Australian, tested last season at this station, yielded at the rate of eighty-four bushels to the acre, while another variety, designated "California wheat," yielded sixty-nine bushels. Himalaya barley yielded seventy-six sacks of 150 pounds each per acre. With these results attained by the system of preparing the ground, which was in deep plowing and cross-plowing before planting in drills, and then offering the seed in small quantities free of charge, there were scarcely any farmers that availed themselves of this opportunity to better their condition. Some few took the seed, put it on the shelf, forgot to plant it, or said they did; some refused to try it, because they could not get enough to sow forty acres. The soil of this station is what we know as alkali, and everybody else knows it as alkali, excepting the Real Estate Fresnoan, who sometimes calls it "white ash," when he has a prospective buyer in tow. If such results as are herein given are anyway near attainable by the average grain-grower of California, many years will roll around before the competitive wheat-growing countries can push such a farmer in our State to the wall; but there is one fact that must not be overlooked—scratching the ground with some of the gang-plows now in vogue will never realize any sixty-nine bushels of wheat to the acre in very little weak ammonia will. Yesterday we cut the top off one of those oil-cans in which had been shipped us some first quality of honey. We were suspicious of the flavor, and hence decided to investigate. The top being removed, we found that a thin deposit of black grease clung to all the six sides of the can. Hot water would not budge it. I then told one of the boys to get one of our 20-cent bottles, holding nearly a quart of ammonia. It is rather weaker than the ordinary commercial article, and is used for washing purposes. Two tablespoonfuls of this were thrown into the topless can. After shaking it around for a minute, the black grease came off entirely, and the sides of the can were as bright and clean as a dollar. I am not sure but that a single tablespoonful of commercial ammonia, mixed with about half a cup of water, would do the same. Remove the cap, pour in the liquid, screw the cap down, and then give the can a good shaking. If this does not remove a lot of black, greasy, inky-looking substance, then it will not do as it has done for us here at the Home of the Honey-bees. I should like to have some of our friends in California try this, and then scald out with hot water and let the cans stand upside down to drain.

It may be argued that, on a carload of cans, it would make the ammonia rather expensive. A day's time, and about a dollar's worth of ammonia, according to our markets, in its original form, will make enough to renovate a whole carload of cans. This expense is small in comparison with the ultimate reduction of a cent a pound on California extracted honey. Unless old cans are renovated by an alkali, like ammonia, or new cans are used, the beekeepers of California will be doing themselves irreparable damage.

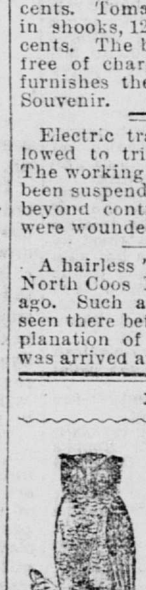
Cost of Fruit and Berry Boxes.

Apple boxes vary in size from 40 to 50 pound capacity. They sell in shooks for from 9 to 12 cents; boxes made up, 11 to 14 cents. Asparagus boxes, 50-pound capacity, 12 to 14 cents for shooks and 14 to 16 cents for boxes. Blackberry, raspberry and strawberry boxes, $3 50 per thousand. Berry chests, slatted, with 25-pound drawers, $1 75. Cherry boxes of 10 pounds capacity, for Eastern shipment, in shooks, 4 to 5 cents; boxes, 5 to 6 cents; for local use, shooks, 3 to 4 cents; boxes, 4 to 5 cents. Grape boxes for packing purposes, 40 pounds capacity, 10 to 12 cents; for shipping, capacity 20 pounds, in shooks, 4 to 5 cents; boxes, 5 to 6 cents. Prune boxes, capacity 25 pounds, in shooks, 5 to 7 cents; boxes, 6½ to 8½ cents; dovetailed, 9 to 11 cents. Tomato boxes, capacity 50 pounds, in shooks, 12 to 14 cents; boxes, 14 to 16 cents. The brand is printed on all boxes free of charge, except that the customer furnishes the stencil.—San Jose Mercury Souvenir.

Electric traction companies are not allowed to trifle with the public in Genoa. The working of all electric tramways has been suspended there because one car got beyond control, whereby two passengers were wounded.

A hairless 'coon was caught in a trap on North Coos River, Kentucky, a few days ago. Such an odd freak had never been seen there before, and no satisfactory explanation of how the 'coon lost its hair was arrived at.

NEW TO-DAY.



THE OWL DRUG CO., CUT-RATE DRUGGISTS!

1128 Market Street, SAN FRANCISCO.

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Free Delivery.

THE OWL DRUG CO.

Will deliver Drugs, Medicines and Toilet Articles FREE OF FREIGHT OR EXPRESS CHARGES to any railroad point within 100 miles of San Francisco when purchases amount to $5 or over, PROVIDED orders are accompanied with the money.

SEND FOR PRICE LIST

A BIG DEAL!

The Public Benefited.

$200,000 WORTH OF CASH-BOUGHT BOOTS AND SHOES

Thrown Upon the Market at MANUFACTURERS' PRICES

For the purpose of advertising the large Shoe House recently opened at 931 and 933 Market street, opposite Mason street (next to Hale Bros.' dry-goods house).

No old "Shop worn" goods. Everything new and "up to date."

This sale will eclipse any ever held on the Pacific Coast, and will be conducted in such a manner that every person will be properly waited upon. No misfits will be allowed. All exchanges and alterations made in the usual way.

Sale is now in progress.

SAN FRANCISCO SHOE HOUSE,

GEO. E. FAIRCHILD, President and Manager.

NEW TO-DAY—DRY GOODS.

CIRCULARS, RUBBER COATS, JACKETS and ULSTERS

AT

QUICK CLEARANCE PRICES!

In inviting attention to the lines that have been SPECIALLY SELECTED for CLEARANCE TO-DAY we beg leave to suggest that intending purchasers will avoid disappointment by calling early, as these are bargains that will go off with a rush at the

GIVING-AWAY PRICES QUOTED

LADIES' JACKETS.

At $1.50.

LADIES' THREE-QUARTER LENGTH JACKETS, full sleeves, made of plain and twilled cheviot, black, reduced from $5 and $6 to $1 50 each.

At $2.50.

LADIES' THREE-QUARTER LENGTH JACKETS, full sleeves, made of plain and twilled cloaking, plain and trimmed with fur, in navy, tan and black, worth $7 50, reduced to $2 50 each.

At $3.50.

LADIES' THREE-QUARTER LENGTH JACKETS, with full sleeves, made of Kersey, cheviot and beaver cloaking, in navy, black and gray, worth $10, reduced to $3 50 each.

At $5.00.

LADIES' THREE-QUARTER LENGTH JACKETS, with full sleeves, made of black and navy Kersey cloth and beaver, also tan and gray covert cloth, worth $12 50 and $15, reduced to $5 each.

At $7.50.

LADIES' THREE-QUARTER LENGTH JACKETS, with full sleeves, made of fine grade of cloaking, plain, embroidered and braided, in navy, black and tan, worth $17 50 and $20, reduced to $7 50 each.

At $2.50.

LADIES' PLUSH JACKETS, medium length, worth $12 50 and $15, reduced to $2 50 each.

LADIES' ULSTERS.

At $2.50.

LADIES' ULSTERS, made of light, dark and mixed cloaking, with and without capes, worth $10 and $12 50, reduced to $2 50 each.

CIRCULARS AND RUBBER COATS.

At 50 Cents.

LADIES' CIRCULARS, in stripes, value $1 50, will be closed out at 50c each.

At $1.00.

LADIES' CONNEMARAS, in cloth, in plaids and stripes, regular value $2, will be closed out at $1 each.

At $1.00.

MEN'S RUBBER COATS, lined in black and wine, value $3, will be closed out at $1 each.

At $1.00.

MEN'S RUBBER COATS, lined, with cape in black and wine, value $3 50, will be closed out at $1 each.

J. J. O'Brien & Co.

MURPHY BUILDING,

Market Street, corner of Jones,

SAN FRANCISCO.

RAILROAD TRAVEL.

SAN FRANCISCO & NORTH PACIFIC RAILWAY CO.

Tiburon Ferry—Foot of Market St.

San Francisco to San Rafael.

WEEK DAYS—7:40, 9:20, 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—6:25, 7:55, 9:30, 11:10 A. M.; 12:45, 3:40, 5:10 P. M. Saturdays—Extra trips at 1:55 P. M. and 6:35 P. M.

SUNDAYS—8:10, 9:40, 11:10 A. M.; 1:40, 3:40, 5:00, 6:25 P. M.

Between San Francisco and Schuetzen Park same schedule as above.

Leave San Francisco.		In effect Oct. 28, 1895. Destination.	Arrive San Francisco.	
Week Days.	Sundays.		Sundays.	Week Days.
7:40 AM 3:30 PM 5:10 PM	8:00 AM 9:30 AM 5:00 PM	Novato, Petaluma, Santa Rosa.	10:40 AM 6:05 PM 7:30 PM	8:50 AM 10:30 AM 6:15 PM
7:40 AM 3:30 PM	8:00 AM	Fulton, Windsor, Healdsburg, Geyserville, Cloverdale.	7:30 PM	10:30 AM 6:15 PM
7:40 AM	8:00 AM	Pieta, Hopland & Ukiah.	7:30 PM	6:15 PM
7:40 AM 3:30 PM	8:00 AM	Guerneville.	7:30 PM	10:30 AM 6:15 PM
7:40 AM 5:10 PM	8:00 AM 5:00 PM	Sonoma and Glen Ellen.	10:40 AM 6:05 PM	8:50 AM 6:15 PM
7:40 AM 3:30 PM	8:00 AM 5:00 PM	Sebastopol.	10:40 AM 6:05 PM	10:30 AM 6:15 PM

Stages connect at San Rafael for Bolinas.

Stages connect at Cloverdale for the Geysers.

Stages connect at Pieta for Highland Springs, Kelseyville, Lakeport.

Stages connect at Ukiah for Vichy Springs, Blue Lakes, Laurel Dell, Upper Lake, Booneville, Greenwood, Mendocino City, Fort Bragg, Usal, Westport, Cahto, Willetts, Calpella, Pomo, Potter Valley, John Day's, Lively's, Gravelly Valley, Harris, Scotia and Eureka.

Saturday to Monday round-trip tickets at reduced rates.

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

Ticket Offices, 650 Market st., Chronicle building.

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

Atlantic AND Pacific RAILROAD

Trains leave from and arrive at Market-Street Ferry.

SANTA FE EXPRESS

To Chicago via A. & P. Direct Line

Leaves every day at 3:30 P. M., carrying Pullman Palace Sleepers and Tourist Sleepers to Chicago via Kansas City without change. Annex cars for Denver and St. Louis.

CHICAGO LIMITED,

From Los Angeles to Chicago.

Solid Vestibule Train Daily, with Dining-cars, under Harvey's management. Connecting trains leave San Francisco at 9 A. M. and 3:30 P. M. daily. The best railway from California to the East. New rails, new ties; no dust; interesting scenery; and good meals in Harvey's dining-room or dining-cars.

Ticket Office—644 Market Street, Chronicle Building.

THE 65th SEMI-ANNUAL TERM OF THE URBAN SCHOOL, AT 2124 CALIfornia street, will begin on MONDAY, Jan. 6, 1896. Mr. C. Brier will begin his lectures on Physics early in the coming year. A department for very young boys will be added to the school.

NATHAN W. MOORE, Principal.

RAILROAD TRAVEL.

SOUTHERN PACIFIC COMPANY. (PACIFIC SYSTEM.)

Trains leave and are due to arrive at SAN FRANCISCO.

LEAVE	— FROM NOVEMBER 20, 1895. —	ARRIVE
6:30A	Haywards, Niles and Way Stations..	10:15A
7:00A	Atlantic Express, Ogden and East..	8:45P
7:00A	Benicia, Vacaville, Rumsey, Sacramento, and Redding via Davis....	7:15P
7:30A	Martinez, San Ramon, Napa, Calistoga and Santa Rosa	6:15P
8:30A	Niles, San Jose, Stockton, Ione, Sacramento, Marysville, Red Bluff and Sundays excepted Oroville....	4:15P
*8:30A	Peters and Milton	*7:15P
9:00A	San Leandro, Haywards & Way St'ns	11:45A
9:00A	Los Angeles Express, Raymond, (for Yosemite), Santa Barbara and Los Angeles	4:45P
9:00A	Martinez and Stockton	10:45A
10:00A	San Leandro, Haywards and Niles..	1:45P
12:00M	San Leandro, Haywards & Way St'ns	2:45P
1:00P	Niles, San Jose and Livermore	8:45A
*1:00P	Sacramento River Steamers	*9:00P
†1:30P	Port Costa and Way Stations	†7:45P
3:00P	San Leandro, Haywards & Way St'ns	5:45P
4:00P	San Leandro, Haywards & Way St'ns	6:45P
4:00P	Martinez, San Ramon, Vallejo, Napa, Calistoga, El Verano and Santa Rosa	9:15A
4:00P	Benicia, Esparto, Woodland, Knights Landing, Marysville, Oroville and Sacramento	10:45A
4:30P	Niles, San Jose, Livermore and Stockton	7:15P
5:00P	San Leandro, Haywards & Way St'ns	8:45P
5:30P	New Orleans Express, Fresno, Bakersfield, Santa Barbara, Los Angeles, Deming, El Paso, New Orleans and East	10:45A
5:30P	Santa Fe Route, Atlantic Express for Mojave and East	10:45A
6:00P	European Mail, Ogden and East....	9:45A
6:00P	Haywards, Niles and San Jose	7:45A
‡7:00P	Vallejo	‡7:45P
7:00P	Oregon Express, Sacramento, Marysville, Redding, Portland, Puget Sound and East	10:45A
7:00P	San Leandro, Haywards & Way St'ns	10:50P
9:00P	San Leandro, Haywards & Way St'ns	††12:00A
¶10:05P	"Sunset Limited," Fresno, Los Angeles, El Paso, New Orleans and East	§12:45P
††11:15P	San Leandro, Haywards & Way St'ns	7:15A
	SANTA CRUZ DIVISION (Narrow Gauge).	
8:15A	Newark, Centerville, San Jose, Felton, Boulder Creek, Santa Cruz and Way Stations	5:50P
*2:15P	Newark, Centerville, San Jose, New Almaden, Felton, Boulder Creek, Santa Cruz and Principal Way Stations	*11:20A
4:15P	Newark, San Jose and Los Gatos	9:50A
†11:45P	Hunters' Excursion, San Jose and Way Stations	†7:20P
	COAST DIVISION (Third & Townsend Sts.)	
6:45A	San Jose and Way Stations (New Almaden Wednesdays only)	1:45P
8:15A	San Jose, Tres Pinos, Santa Cruz, Pacific Grove, Paso Robles, San Luis Obispo, Guadalupe and Principal Way Stations	7:05P
10:40A	San Jose and Way Stations	5:00P
11:45A	Palo Alto and Way Stations	3:30P
*2:30P	San Jose, Gilroy, Tres Pinos, Santa Cruz, Salinas, Monterey and Pacific Grove	*10:40A
*3:30P	San Jose and Principal Way Stations	9:47A
*4:30P	San Jose and Way Stations	*8:06A
5:30P	San Jose and Way Stations	*8:48A
6:30P	San Jose and Way Stations	6:35A
†11:45P	San Jose and Way Stations	†7:45P

CREEK ROUTE FERRY.

From SAN FRANCISCO—Foot of Market Street (Slip 8)—
*7:15 9:00 11:00A.M. ‡1:00 *2:00 ‡3:00
*4:00 ‡5:00 *6:00P.M.

From OAKLAND—Foot of Broadway.— *6:00 8:00
10:00A.M. ‡12:00 *1:00 ‡2:00 *3:00 ‡4:00
*5:00P.M.

A for Morning. P for Afternoon.
* Sundays excepted. † Saturdays only.
‡ Sundays only.
†† Monday, Thursday and Saturday nights only.
¶Tuesdays and Saturdays §Sundays and Thursdays.

NORTH PACIFIC COAST RAILROAD (Via Sausalito Ferry).

From San Francisco, beginning October 27, 1895.

WEEKDAYS.

For Mill Valley and San Rafael—7:30, 9:15, 11:00 A. M.; 1:45, 3:45, 5:15, 6:30 P. M.

San Quentin—7:30, 9:15 A. M.; 1:45, 5:15 P. M.

Extra trips for San Rafael on Mondays, Wednesdays and Saturdays at 11:30 P. M.

SUNDAYS.

For Mill Valley, San Rafael and San Quentin—8:00, 10:00, 11:30 A. M.; 1:30, 3:00, 4:30, *6:15 P. M. *Does not run to San Quentin.

THROUGH TRAINS.

7:30 A. M. weekdays—Cazadero and way stations.
1:45 P. M. Saturdays—Tomales and way stations.
8:00 A. M. Sundays—Point Reyes and way stations.