TO MEET THE INSTITUTE

The Manufacturers' Association Adopts a Conciliatory Policy.

MRS. TOUCHARD'S BANQUET.

Interesting Report Submitted to the Members by Manager S. H. Tacy.

A maiden meeting was yesterday's conference of the new board of directors of the Manufacturers' and Producers' Association. Henry J. Crocker, third vice-president, occupied the chair, there being present Directors J. W. Kerr, J. P. Currier, A. Sbarboro, M. McGlynn; L. R. Mead, secretary; F. H. Dingle, assistant secretary, and S. H. Tacy, manager.

After the rollcall the following report from Mr. Tacy was received:

SAN FRANCISCO, Cal., March 31, 1896.

To the Board of Directors, Manufacturers' and Producers' Association—GENTLEMEN: The work the association has been engaged in during the past year under the control of the first board of directors has been fully outlined in the first annual report of the secretary which has been submitted to all our members; inasmuch as several plans for future work have been left unfinished by the old board, I deem it my duty to call the attention of the new board to them.

The most important unfinished work is that of making arrangements for the holding of an exposition of home products. Owing to our inability to secure the Mechanics' Pavillion for that purpose, and the great expense involved in erecting a special building, the old board have felt disinclined to take any definite steps in the matter. I am advised, however, that since the election of a new board of directors of the Mechanics' Institute, it is believed that if the matter was brought before them again some arrangements could be made by which the two associations could combine in holding an exposition of California products at the Pavilion in the fall of this year. I would, therefore, suggest that a conference committee be appointed for that purpose.

The matter of the organization of "home products" clubs throughout the State has progressed to that point where we can now commence the work by organizing Club No. 1 in Oakland and Club No. 2 in Bakersfield, but it remains for your board to authorize the work to be done. I have compiled a constitution and by-laws suitable for such organizations, and inasmuch as this association has been invited to send a delegation to Bakersfield April 11 for the purpose of taking up the work there, I would suggest that your board appoint a special committee to pass upon the by-laws and authorize the formation of these clubs. I beg also to suggest that you appoint as a special member of this committee Mrs. H. O. Trowbridge of the Ebel Society of Oakland, through whom we expect to inaugurate the work in Alameda County. It will also be necessary to appoint a delegation to proceed to Bakersfield April 11, if it is decided to organize a club there.

Among other unfinished business is that of the revision of the by-laws of the association, the change in the board of directors causing a vacancy in the committee having the matter in charge.

The adoption of a trademark to be used on California-made goods by members of this association has been frequently referred to, has often been called for, and was again spoken of at our annual meeting. It is believed by a large number of persons that the interests of our members will be advanced and protected by the use of a trademark, and I would therefore suggest that the matter be taken up.

Another important subject referred to in the secretary's annual report, and not yet acted upon, is the introduction of textbooks in the public schools for the education of the children in the advantages to be gained in the development of the natural resources of the State and in patronizing home industries.

I would also beg leave to call your attention to the fact that a few months ago this association called the attention of Governor James Budd to the large importation of prison-made goods into this State, and requested him to appoint a commissioner to go East and investigate the subject. We were assured, unofficially, that our request would be complied with, but we have been recently advised that the investigation has not yet been undertaken. As it is a matter of such vital importance to our manufacturers, this association should take action upon it. Respectfully submitted,

S. H. TACY, Manager.

Mr. Tacy's report was accepted and its recommendations considered seriatim. It was decided to accept the invitation from Bakersfield and send two delegates to that town, the delegates to be named at some date in the near future. Mr. Crocker ordered the secretary to write to Bakersfield accepting the invitation, and meanwhile to find two members willing to respond thereto, their expenses to be paid by the association.

Messrs. Mead, Currier, Crocker, Sbarboro and Mrs. Trowbridge were appointed a committee to draw up by-laws for clubs desirous of acting as auxiliaries to the association.

The matter of the adoption of a trademark was deferred until a larger number of members were present.

The proposed exposition of home products then came up for discussion.

Mr. Mead suggested that a committee be appointed for the purpose of attending to the matter, and that the Mechanics' Institute be notified of the appointment. In view of the recent friction between the two organizations regarding the exposition he was not in favor of the committee visiting the institute.

"But we ought to meet them half-way," interposed Mr. Crocker mildly.

"No, we ought not," rejoined Mead hotly; "we remember what happened before, and a burned child dreads the fire."

However, Messrs. Sbarboro, McLaughlin and Kerr, all being members of the Mechanics' Institute, as well as pillars of the Merchants' Association, were appointed on the committee and promised to do their best to prevent future misunderstandings.

The secretary was ordered to write to his Excellency, the Governor, requesting information as to the importation of convict-made goods into the State. He reported that he had already written to Washington for information on the matter, but as yet had received no reply.

Among the communications was one from Miss Kate E. Whitaker, the cooking-school authority, calling attention to an article on California in an Eastern paper. Miss Whitaker's first dealings with the association commenced when she found her name used as indorsing an Eastern brand of yeast powder, and requested that body to withdraw the forged indorsement.

Another communication, from Mrs. Margaret Touchard, was ordered placed on file. Mrs. Touchard was the moving spirit in the "Californian banquet," given on the 16th of October last at the California Hotel. In her letter she said she had taken three months in which to prepare for the banquet, but that it had not been properly supported, and she had been unable to meet the bills. Being threatened with suits at law she asked some financial aid from the association.

Mr. Mead said Mrs. Touchard had no reason to ask the association to foot the bills.

"That's what I told her," remarked Mr. Crocker; "I was president of the Half Million Club at the time, and I warned her that the thing wouldn't pay."

"But I paid," interposed Mr. Sbarboro. "I paid two good dollars for my share in the banquet and went away unsatisfied. There was an elaborate menu, but very little more."

"We had better assure Mrs. Touchard that, whatever we may do as individuals, she cannot expect one cent from the association as such," recommended Mr. Mead, and thus the matter rested.

Messrs. Davis, Mead and Bowers were appointed a committee on ways and means, and the members were about to proceed to the appointment of an executive committee when Mr. Crocker protested.

"It seems to me," he said, "that we are becoming just a little rapid in this thing of appointing committees. We had better wait until the president is present and we have a larger attendance of members."

Mr. Crocker's view was vigorously contested, but he as vigorously held his ground, and further action in the premises was deferred.

The secretary was ordered to issue a call for a meeting of the stockholders of the association next Tuesday, at which the transfer of the property of the association from the old board to the new will be effected.

The meeting then adjourned until next Tuesday.

YACHT CLUB ELECTION.

The San Franciscos Choose Their Squadron Officers for the Coming Year.

At a meeting of the San Francisco Yacht Club last night the following officers for the coming year were elected:

Commodore, J. D. Spreckels; vice-commodore, M. R. Roberts Jr.; treasurer, Captain Alex Swansen; board of directors—General J. H. Dickinson, John T. Dare, J. D. Maxwell, Hugo D. Keil, C. H. Crocker, Stewart Menzies, F. Hohweisner.

Will Get No Writ.

The Supreme Court has denied the writ of prohibition asked for by the Hawaiian Commercial and Sugar Company. The writ was demanded to prevent Judge Troutt from granting an injunction against the company restraining it from suing Claus Spreckels in the courts of the Sandwich Islands. The Supreme Court says an appeal is the company's proper procedure.

THEY BAITED THE MAYOR.

Exciting Row in the Meeting of the City Hall Commissioners.

ROOF PLANS ARE ACCEPTED.

Will Be Advertised Thirty-Five Days and Must Be Finished by January 1.

Each succeeding meeting of the City Hall Commission for several weeks past has been more stormy than the preceding one, and violent language has been resorted to by the members on several occasions, but the climax was reached yesterday.

The cause of the trouble was the proposed City Hall directory which the Merchants' Association desires put in. A communication was received from the association relative to the matter, and Mr. Creswell moved that it be placed on file.

Mayor Sutro opposed such action on the ground that it would be discourteous, and mentioned the fact that the project of having a directory had been broached several months ago.

Auditor Broderick intimated that the directory mentioned had been intended as a job, out of which some one was to make $1000.

"Who had a job? You?" inquired the Mayor.

"No, you," shouted Broderick, "and a man whom you said you paid out of your own pocket."

"This action on this communication is discourteous," declared the Mayor.

"Until you are recognized as the Chesterfield of the municipality we deny your right to lecture us on courtesy."

"Have you seen these plans of the association?" asked Mr. Broderick.

The Mayor admitted that he had not.

"Then what do you know of it?" he asked.

"If you don't like it make a plan that will suit you," said the Mayor.

"That is exactly what we intend to do," said Creswell.

"I would like to know what the secret of this opposition is. Is there anything behind the scenes?" demanded the Mayor.

"There may be in your office," replied Broderick.

"I want an explanation," shouted the Mayor. "I have never had one. There is some secret behind all this. You haven't given any reason."

"The only plan yet suggested," said Broderick, "was the one put before this board by you, and I denounced it as a job and a scheme."

"There was a time," said Mr. Creswell, very deliberately, "when people were indicted for being common scolds, and it is a pity that such a law is not in force now."

"There is a ring in this hall, and I believe you belong to it," declared the Mayor.

"If you were not a fit subject for an insane asylum," said Creswell, "utterly irresponsible and twenty years older than I, I would—"

"It's the work of that scoundrel Huntington and the octopus. The City Hall is full of boodlers. You can't bully me."

"No one desires to."

"I am a square and honest man," said the Mayor.

"The Sutro tunnel job proved that," retorted Creswell.

"It's a lie—a —— dirty lie!" shouted the Mayor. "That was all the work of Huntington and his hirelings. It is a —— lie."

Both Mr. Creswell and Mr. Broderick took turns baiting the Mayor until all were at a white heat and talking at the top of their lungs. When exhaustion compelled them to call a halt Mr. Creswell submitted the following resolution, which was adopted on the votes of Broderick and Creswell:

Resolved, That the Merchants' Association or other association, corporation, person or persons having any plan of directories for large buildings be requested to submit the same to the new City Hall Commissioners at an early date. The commission having had the question of a directory under consideration for some time will be pleased, in open board, to receive suggestions from any one in regard thereto, so that the Commissioners might be advised of the different plans suitable to the new City Hall before making a selection.

Architect Shea then submitted plans and specifications for the new roof that is to complete the building. He estimated the cost at $300,000.

It was decided to advertise for bids for the work for thirty-five days and require the successful competitor to finish the roof by the first day of January next.

The plans show that it is proposed to remove the entire wooden roof and substitute one of steel. Architect Shea designated the proposed structure as a hip-roof, and explained that there would be an attic under it fifteen feet in height. The roof is to be surmounted by a deck all around the building, eight feet in width, with patent sidewalk lights for the illumination of the interior. The slanting sides will be incased in terra cotta, covered by California slate. The roof plans also contain provision for a system of ventilation for the entire building. The dome plans provide for a mosaic floor on the first story and marble floor above. The walls of the first floor are to be wainscoted to a height of twelve feet, with California marble, and on the upper floors the marble will be six feet in height. There is a circular shaft thirty feet in diameter on one side of the dome in which will be constructed a staircase running to the top of the dome. Provision is also made for an elevator-shaft and an inner dome of art glass rising above the third floor. "This inner dome," said Shea, "will be a novelty. It will be sixty-five feet in diameter—the largest art glass dome in the country."

The architect further stated that the dome would contain forty new rooms, and that they would be the choice apartments of the building.

VISITING cards, invitations, fine writing papers, gold and fountain pens, wood and paper pencils, pocket-knives, scissors, etc., at bottom prices in our stationery department. Sanborn, Vail & Co., 741 Market street. *

GOVERNOR WILLEY HERE.

Some Big Mining Enterprises at Blue Canyon and Humbug.

MANY MEN AT WORK THERE.

A Big Boom Results in the Stock of the Pioneer Because of a $17,500 Clean-Up.

Ex-Governor W. B. Willey of Idaho, who for some time past has owned important mines at and near Dutch Flat, is at the Russ. The ex-Governor has lived in Idaho since 1864, but for the past seven years he has had mining interests in California.

Mr. Willey was elected Lieutenant-Governor in 1890, at the time George Shoup, now United States Senator, was elected Governor. When Mr. Shoup became Senator Mr. Willey likewise became Governor, and in this capacity he served his State two years. He is a practical miner and is now giving his entire attention to the mining industry.

He is one of the leading owners in the Redstone, formerly the Taafe mine, two miles from Blue Canyon and thirteen miles from Dutch Flat. The property is now being opened up. There is a five-stamp mill on it, and five more stamps are to be erected now, while a large mill will be built later. The ex-Governor says the property has a large body of low-grade ore.

"It is not very active in a mining way immediately at Dutch Flat," continued he, "but over about Humbug, Blue Canyon and Damascus it is pretty lively. There are from 200 to 300 men at work. The country is very promising.

"The most activity is on the Pioneer. This property was bought some months ago by Boston people for $150,000. A. E. Davis of this City, Senator Fair's old partner in the Santa Cruz road, was one of the owners.

"The Boston people started the mine, issuing 100,000 shares of a par value of $1 each. They also went to work developing the property. They succeeded so well that in February they took out $17,500 in gold. They have done fully as well in March, so Mr. Sullivan, the manager, told me the other day.

"The result has been so satisfactory that the shares have gone up to $8 a share and upward, making the valuation of the mine from $800,000 to $1,000,000.

"I look for important discoveries all through that region."

The ex-Governor is down on a short business trip.

Ex-Governor W. B. Willey of Idaho, Who Tells of the New Gold Developments Near Blue Canyon.
[*Sketched from life by a "Call" artist.*]

HIS OWN LACTOMETER.

Inspector Dockery and a Companion Go on a Milk-Drinking Raid.

The Waiter That Was Childlike and Bland — Arrest of Several Hotel-Keepers.

Inspector Dockery has been orbing along the milky way during the past two days and making tests in a novel manner. He is his own lactometer and a glass of the lacteal fluid purchased and drank on certain premises subjects the proprietor thereof to a visitation from a law officer.

Recently the Board or Supervisors passed an ordinance making it obligatory on the part of hotel-keepers, restauranters and grocerymen to procure a milk license. No charge would be made for this legal permission, but one was placed upon the sin of omission to procure the needful permit and that was misdemeanor.

The applications for licenses failed to get in and the inspector went out Monday to round them up. He went into the Palace Hotel grillroom with a brother official and ordered two glasses of milk. They were unknown to the waiter, but the novelty of the order almost paralyzed him. They paid for and drank their milk and wrote Manager J. C. Kirkpatrick's name in their inside pocketbooks. At the Occidental and a number of other caravansaries they ordered and drank milk until they thought they would never thirst for milk again.

Before the couple reached the California Hotel General Warfield had heard of the drinking raids and posted his waiters to make no charges for the milk they consumed. When the two guests tendered payment they were surprised to find the house at their disposal and without money and without price.

"What's the matter with this house?" said the inspector. "Milk is on your bill of fare; don't you charge for it?"

"No, sah," said the polite waiter. "We never sell de milk. When gentlemen call for it we never think of charging them. De patrons of de house never order milk, sah, cos dey heard dat Mr. Dockery said dar was germans in it."

"Do you know who we are?" asked Dockery trying to penetrate the colored wag's humor.

"No, sah!"

They knew that he was lying, but there was no help for it, so they captured a bill of fare for evidence and repaired to the foyer.

"You people imagine that you are wonderfully fly," said the inspector to the bland clerk, who, of course, could not understand the purport of the guest's observation.

To be on the safe side, the proprietor of the California on Monday afternoon sent to the City Hall for his license, but was told to come again Tuesday. Before the paper was procured, however, Officer Webster happened along with a pocketful of complaints and put General Warfield under the necessity of appearing before Judge Campbell this morning at 10 o'clock.

Warrants have also been sworn out for the arrest of J. C. Kirkpatrick, manager of the Palace Hotel; Major Hooper, manager of the Occidental; James Hagerty, grocer, 241 Fourth street; E. Hahn, 239 Fourth; R. Tardelli, fruit-dealer, 113 Sixth; J. Meads, coffee-saloon keeper, 205 Sixth; F. C. Kaufman, grocer, Fourth and Tehama; P. Christianson, restaurant-keeper, 111 Market; C. D. Wildrick, 1530 Polk street, restaurant; M. S. Kosach, 1211 Polk street, restaurant; D. P. Schertz, 1109½ Sutter street, restaurant; John Hadeler, southeast corner Geary and Larkin streets, grocer; John Straub, 203 Polk street, restaurant; Reinhold Jantzsch, 800 Larkin street, grocery; J. B. Patterson, 145 Taylor street, chophouse; George A. Fellows, 400 O'Farrell street, grocery; Aschmanezy & Meyenborg, southwest corner Eddy and Taylor streets, grocery; Thomas Lientig, 147 Taylor street, grocery; E. Hasenmayer, 250 Ellis street, restaurant; Manels Henric, Polk and California streets, oyster-house; Mrs. E. B. Johansen, Hayes street, restaurant, and R. H. Warfield, manager of the California Hotel.

A number of warrants were placed in the hands of the police last evening and up to midnight the following offenders had been placed under arrest: F. C. Kaufmann, J. C. Kirkpatrick, James Hagerty, R. Tardelli, E. Hahn, R. H. Warfield, Paul Christiansen and J. Meads. Upon the payment of $50 bail in each case the prisoners were released from custody.

AGAINST COLUSA STONE.

Oregon Quarry-Owners Want Their Article Used in the Ferry Depot.

The Chamber of Commerce Desires the Belt Railroad Completed at Once.

The meeting of the Harbor Commissioners yesterday was quite a lively one. W. H. Metson of Reddy, Campbell & Metson appeared on behalf of the Pioneer quarry, near Portland, to object to the use of Colusa stone in the erection of the new ferry depot. He argued the question pro and con, and asserted that the contractor would make $7000 by the change. President Colnon explained that the specifications called for no particular kind of stone, and said that the best and cheapest would be chosen. Nothing was done in the matter, but the members of the board will start to-day to inspect the Colusa quarry, and on their return will pay a visit to the Niles quarry.

I. J. Truman, on behalf of the Civic Federation, wrote praising the Commissioners for deciding to build of California material, and said he was glad to read that they had a leaning toward Colusa stone as against the Oregon gray. The Risdon Iron Works reported that it would begin casting the pillars for the new building next week.

Captain W. L. Merry, R. G. Sneath, Hugh Craig, Charles Nelson and Captain J. F. Chapman, representing the Chamber of Commerce, waited upon the Commissioners to see what could be done in the matter of extending the belt railroad from its present terminus to the Mail Dock. Sneath strongly advocated the building of the road and said that for the want of it San Francisco's imports by sea had not increased for four years. According to him all the profits are eaten up by cartage bills, and it is cheaper to move goods to Port Costa than to the Southern Pacific depot. He said that for want of a belt road manufacturers were moving to Stockton, Antioch and Port Costa because there they could secure better facilities.

"Well, what can we do to give you any relief?" asked Commissioner Chadbourne.

"Extend the belt road south to the Mail dock and bring the railroad and shipping together," was the answer.

It was pointed out that there was no appropriation with which to extend the seawall, and until that was done the belt road could not be built.

Sneath suggested the building of the road on piles, but Chief Engineer Holmes said such an idea was impracticable, as there would be no place for switches and no yards.

Captain Merry said it was absolutely necessary to bring the shipping and the railroads together. If this was done millions would be saved to the mercantile community every year. Hugh Craig said that there would be no difficulty in building the remaining 3200 feet of road north of Market, and the only difficulty would be the 4800 feet from Market street south to the Mail dock. "If," said he, "the board has not the money, the Chamber of Commerce will undertake to raise it."

It was finally decided to allow Chief Engineer Holmes to make out a list of the difficulties in the way of extending the road and the Chamber of Commerce will point out the manner in which they can be overcome if possible.

President Colnon refused to sign the bill of $97 50 for water sent in by Goodall, Perkins & Co. He said it was excessive and argued that dredgers and pile drivers were not "shipping." The matter was referred to the board's attorney. A bill for water supplied to fishermen was paid after argument, but Goodall, Perkins & Co. were notified that no more bills would be honored. Commissioner Cole made a vigorous protest against the discontinuing of the service, but he was overruled.

The battle-ship Oregon will be ready about the 20th inst., and the Union Iron Works want the loan of Captain Fields of the Governor Markham to handle her. On the motion of Commissioner Chadbourne Captain Fields was given a month's leave of absence.

That "Lovely" Word "Housekeeper."

"I am glad you have discovered how much that is lovely as well as useful that word housekeeper means. The mere providing of beds, meals, etc., is a very small part of the work. The home-making, the comfort, the sympathy, the grace and atmosphere that a true woman can provide is the noble part and embrace all that is helpful for soul as well as body. I wish our girls would see this, and set about being the true housekeepers. Mrs. Ripley used to rock her baby's cradle, shell peas, or sew, and fit a class of young men for college at the same time. One can discuss Greek poetry and chop meat, as I saw her doing once with Mr. Emerson and Margaret Fuller, and the one task ennobled the other because it was duty."—From one of Louisa M. Alcott's unpublished letters in April Ladies' Home Journal.

The theory that at one time the human race attained to a stature far greater than the most phenomenal growths of recent years acquire seems to be exploded altogether.

NEW TO-DAY.

"A 'Mantell' Cigar, please!"

"Just out, sir! But I have the Flor de—"

"Yes, you've got the floor, but I'll go to the next corner."

Dealers find the "Mantell" the hardest cigar to substitute. Dealers and smokers know why.

10c, 2 for 25c, 3 for 25c.

The Wertheimer Company, Pacific Coast Agents, S. F.

NEW TO-DAY.

CYCLING SHOES

That are rat-trap pedal proof. Built anatomically for that purpose. Original designs, possessing the well-known wearing qualities of

BUCKINGHAM & HECHT'S

Make. Ask your dealer for them. If he hasn't them go to

Kast's 738-740 Market St.

EASTON, ELDRIDGE & CO. REAL ESTATE AGENTS & GENERAL AUCTIONEERS. OFFICE & SALESROOM 638 MARKET ST. OPP. PALACE HOTEL SAN FRANCISCO.

At Auction!

THIS DAY

WEDNESDAY.....APRIL 1, 1896,

At 11 o'clock A. M., at

2116 CENTRAL AV.,

Bet. Clay and Washington.

Take Sacramento, Jackson or California Cables. Residence of the late Major Lord.

Rich Parlor, Dining-room and Chamber FURNITURE.

Comprising: Turkish, Easy and Upholstered Rocking Chairs, Lounges, Patent Rockers, Elegant I. Mahogany Hall Tree, Eastlake Dining Table, Leather Upholstered Chairs Rich I. Mahogany Sideboard and Side Tables, Mahogany and Glass China and Glass Cabinet, Ebonized Secretary, Side Tables, Oak Bed Sets, Spring and Hair Mattresses, Mission Blankets, Spreads, Feather Pillows, Turkish Portieres, Lace Curtains and Poles, Metal Bedsteads, Turkish Rugs, Body Brussels Carpets, Rich China and Glass Ware, Elaborate Plated Dining and Breakfast Service, Pictures, Ivory-handled Knives, Burglar-proof Safe, Eureka Range, Agateware, Refrigerator.

EASTON, ELDRIDGE & CO., Auctioneers.

Fine Residence of 8 Rooms to let.

COAL! COAL!

Wellington	$10 00	....
Southfield	9 50	....
Genuine Coos Bay	6 50—Half ton.	3 50
Seattle	8 00—Half ton.	4 00
Bryant	7 00—Half ton.	4 00

Telephone—Black—35.

KNICKERBOCKER COAL CO., 522 Howard Street, Near First.

NEW TO-DAY—DRY GOODS.

EIGHT GREAT LEADERS

IN

PARASOLS, RIBBONS, GLOVES, HANDKERCHIEFS AND BELTS!

For the purpose of attracting the attention of every lady in the city to OUR PEERLESS DISPLAY OF NEW SPRING STYLES AND NOVELTIES we offer the following seasonable lines

At Special Prices To-day!

CARRIAGE PARASOLS!

At $1.00.

BLACK CARRIAGE PARASOLS, in gloria silk, lined, value $1 50, will be offered at $1.

At $1.50.

BLACK CARRIAGE PARASOLS, in gloria silk, 2 and 3 ruffles, value $2, will be offered at $1 50.

DRESDEN RIBBONS!

At 25 Cents.

No. 22 ALL-SILK DRESDEN RIBBON, in assorted colors, will be offered at 25c a yard.

LADIES' KID GLOVES!

At 75 Cents.

300 pairs BLACK AND COLORED KID GLOVES, five hooks, every pair guaranteed, regular value $1 25, will be offered at 75c a pair.

At 90 Cents.

250 pairs MOUSQUETAIRE KID GLOVES, every pair guaranteed, regular value $1 50, will be offered at 90c a pair.

LADIES' HANDKERCHIEFS!

At 10 Cents Each.

200 dozen LADIES' SHEER WHITE SCALLOPED EMBROIDERED LAWN HANDKERCHIEFS, regular value $2 50 a dozen, will be offered at 10c each.

LADIES' BELTS!

At 25 Cents.

LADIES' SILK BELTS, Silvered Buckles, in black and navy blue, extra value.

At 75 Cents.

LADIES' SPANGLE BELTS, on elastic web foundation, 8-row spangles, extra value.

J. O'Brien & Co.

MURPHY BUILDING,

Market Street, corner of Jones,

SAN FRANCISCO.

RAILROAD TRAVEL.

BIG REDUCTION IN RATES BY RAIL ....TO.... PORTLAND, OR.

FRIDAY.....APRIL 3,

And Every Fifth Day Thereafter.

Leave from S. P. Co.'s Ferry landing, foot of Market st., at 8:00 P. M.

$5.00—Including Berth in Pullman Tourist Sleeper.

....ALSO....

First-class tickets, including berth in Pullman Standard Sleeper, $10.00

SPECIAL NOTICE.

This train will not stop to deliver or take on passengers at intermediate stations, nor will tickets be sold or baggage checked to such points.

☞ Through Tickets for Puget Sound Points on Sale at Reduced Rates.

For further information apply at 613 MARKET STREET (Grand Hotel Ticket Office), San Francisco.

RICHARD GRAY, Gen. Traffic Mgr. T. H. GOODMAN, Gen. Pass. Agt.

SOUTHERN PACIFIC COMPANY. (PACIFIC SYSTEM.)

Trains leave and are due to arrive at SAN FRANCISCO.

LEAVE — FROM MARCH 28, 1896. —	ARRIVE
7:00A Atlantic Express, Ogden and East	8:45P
7:00A Benicia, Vacaville, Rumsey, Sacramento, and Redding via Davis	7:15P
7:00A 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
	7:15P
*8:30A Peters and Milton	
9:00A Los Angeles Express, Fresno, Santa Barbara and Los Angeles	4:45P
9:00A Martinez and Stockton	10:15A
9:00A Vallejo	6:15P
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
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
4:30P Merced, Berenda, Raymond (for Yosemite) and Fresno	11:45A
5:00P New Orleans Express, Fresno, Bakersfield, Santa Barbara, Los Angeles, Deming, El Paso, New Orleans and East	10:15A
5:00P Santa Fe Route, Atlantic Express for Mojave and East	10:15A
5:00P Vallejo	11:45A
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
¶10:05P "Sunset Limited," Fresno, Los Angeles, El Paso, New Orleans and East	‖12:45P

SANTA CRUZ DIVISION (Narrow Gauge).

‡7:45A Santa Cruz Excursion, Santa Cruz and Principal Way Stations	‡8:05P
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

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	*8:18A
6:30P San Jose and Way Stations	6:35A
‖‖6:45P San Jose and Way Stations	†7:45P

SAN LEANDRO AND HAYWARDS LOCAL.

‡6:00A	Melrose, Seminary Park, Fitchburg, San Leandro and Haywards.	7:15A
8:00A		‡9:45A
9:00A		10:45A
10.00A		11:35A
‖1:00A		12:45P
2:00P		1:45P
3:00P		4:25P
4:00P		5:35P
5:00P		6:15P
5:30P		7:45P
7:00P		8:35P
8:00P		9:45P
9:00P	‡ Runs through to Niles.	10.50P
‖‖11:15P	‡ From Niles.	‖‖12:00P

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.—

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. ¶ Tuesdays only.
‖‖ Monday, Thursday and Saturday nights only.

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

SANTA FE EXPRESS

To Chicago via A. & P. Direct Line

Leaves every day at 5 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 5 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.

NORTH PACIFIC COAST RAILROAD (Via Sausalito Ferry).

From San Francisco, Commencing March 29, 1896.

WEEKDAYS.

For Mill Valley and San Rafael—7:00, *8:00 *9:15 10:15, 11:45, A. M.; *1:45, 3:20, 4:15, 5:15, *6:00, 6:35 P. M.

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

SUNDAYS.

For Mill Valley and San Rafael—*8:00, *9:00, *10:00, 11:30 A. M.; **12:30, *1:30, *2:15, *4:00, 5:30, 6:45, 8:30 P. M. Extra trip to Sausalito at 11:00 A. M.

Trains marked * run to San Quentin. **12:30 P. M. does not run to Mill Valley.

THROUGH TRAINS.

1:45 P. M. weekdays—Cazadero and way stations.
8:00 A. M. Sundays—Cazadero and way stations.
9:00 A. M. Sundays—Point Reyes and way stations.