ANOTHER WRANGLE FOR A FRANCHISE

People's Mutual Telephone Rights Being Fought For.

SUPERVISORS ENJOINED

They May Not Open Bids for the Privilege on Monday Next.

DISCRIMINATION TALKED OF.

Said to Be a Scheme of the Pacific Bell Company to Shut Off Competition.

A move that looks like an attempt by the Pacific Bell Telephone Company to shut out competition was made last evening by Attorney Levinsky, acting presumably in behalf of George C. Gould. An application for a writ of prohibition restraining the Board of Supervisors from opening bids for the purchase of the telephone franchise applied for by the People's Mutual Telephone Company was filed in the County Clerk's office.

The reasons given why the Supervisors should not be allowed to accept or open the bids are two. The first is a technical one—namely, that the notice of the sale of the franchise was not published, as required by law, every day for ten days. The second reason advanced alleges that the provisions of the order of sale are such that all bidders are excluded from competing for the franchise except the Mutual Telephone Company and the Pacific Bell Telephone Company.

The portion of the order in which the joker is said to be concealed is that which provides that the franchise may not be sold to any company unable to produce within ten days of the date of purchase the bona fide contracts of 2000 subscribers.

There has been a great wrangle for months past in the board on this telephone franchise matter. Attorney Herman de Laguna has several times appeared before the Supervisors, representing a company of capitalists whose identity has never been disclosed. General Friedrichs has also used his best efforts in behalf of some client or clients whose names have never been made public. General Friedrichs offered among other inducements to allow the City forty free telephones should his company get the privilege. Attorney de Laguna raised the offer to 100 free phones, which raise the general subsequently saw.

There was also a great deal of trouble over the question as to the lowest bid that would be accepted. Some one wanted the minimum limit fixed at $1000, but Supervisor Spreckels raised that considerably by offering personally to give $10,000 for the franchise.

The whole matter finally culminated in an order in accordance with the wishes of the People's Mutual Company being published, and it is to the issuance of a franchise under that order that Levinsky and his client object.

Bids were to have been opened to-morrow at 3 P. M., but in all probability the writ of prohibition will be issued before that time.

TRAVELING VERY FAST.

Uncle Sam's Juggernauts Are Exceeding the Prescribed Speed.

Danger in the Newly Introduced White Mailcars Upon the Streets of the City.

For nearly a week Uncle Sam has been running fenderless cars through the streets of San Francisco. True they are used for the single purpose of mail transit, but this in no wise lessens the possibility of death to men, women and children who by chance or otherwise get in the way of these modern vehicles of torture—as operated in this City.

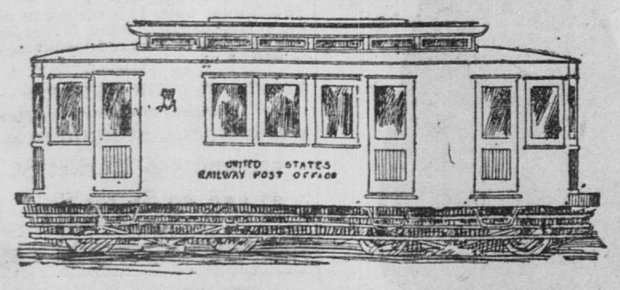
The question has been asked time and again where the liability would fall should a mailcar kill or severely injure some one. The Government, through Superintendent Flint, promptly throws the responsibility on the railroad, while the latter would seemingly like very much to shift the whole thing to the broad shoulders of Uncle Sam.

In the first case it is pointed out that the Government is not held responsible for any casualties which occur on regular railroads, meaning such lines as do a general freight and passenger business. They simply pay so much for services performed and that ends it. It is contended, therefore, that the new street mail service comes under the same rule. The Market-street Railway Company receives a certain stipend for services performed, and the Government, or rather it is so contended, has nothing to do with deaths, broken limbs or other casualties.

From the schedule published by the railway mail service and now performed by the Market-street Railway Company a service considerably in excess of the "eight-miles-an-hour" law is inaugurated. For instance, the distance from Station D, at the foot of Market street, to Station C, Twenty-second and Mission streets, is 4.93 miles, yet the round trip, 8.96 miles, including four stops, is made in one hour and thirty-six minutes.

On the broad-gauge cable lines the same proportionate schedule is in operation, the trip from stations D to H and return being made in exactly 1 hour and 4 minutes. On the Sacramento or narrow-gauge cable lines the time is much faster. One round trip to Station D, a distance of 9.82 miles, is covered in 1 hour and 13 minutes.

"These cars should certainly have fenders," said Superintendent Flint yesterday, "though the department cannot in any way be held responsible for accidents which might occur by reason of this negligence. The Market-street Company is just like any other common carrier doing business with the Government. They get so much for services performed, and there our responsibility rests. The company furnishes the car, the power and the operators, and can alone be held liable for casualties."



The New White Street Mail Car Which Goes Dangerously Fast Over the Rails.

ENERGETIC MEMBERS OF THE CONTROLLING COMMITTEES.

JOY IN THE POTRERO.

Mechanics Are Jubilant at Scott's Victory in Getting the Contracts for the Cruisers.

I. M. Scott's success in obtaining the contract to build Uncle Sam's defender and racer has sent a thrill of joy through the Union Iron Works, and for that matter the leaven of joy has extended to every resident of the Potrero, as three years' work for the hands employed about the rolling mills and the Union Iron Works means prosperous times for everybody about Bluerock Hill. The order increases the circulation of money and tends to build up the Potrero into a mechanics' settlement of industrious, hard-working people and storekeepers, who will as a necessity follow in the wake of prosperity.

The awarding of the contract to the Union Iron Works has made many hundreds of votes for McKinley, as it was through a Republican administration that the appropriations for increasing the Nation's defenses were made.

The construction of the two vessels will occupy the attention of the Union Iron Works for at least three years. Although Irving M. Scott thinks that the swift torpedo-catcher can be turned out of the yard in eighteen months, the other vessel will probably take all of three years to build. Both, however, will be constructed at the same time, as the facilities of the works are sufficiently equipped to build the two together, and also attend to the local requirements of the coast trade besides.

GLOVE AND RIFLE.

Olympic Club Will Give Professional Boxing Contests—At the Ranges.

President Newhall of the Olympic Club is figuring upon a great boxing tournament which, in all probability, will be held in the Mechanics' Pavilion. Mr. Newhall does not favor professional boxing contests in the club building, but he says that amateur boxing bouts will be given frequently. For the professional entertainment some very flattering inducements will be offered Corbett and Fitzsimmons and other prominent fighters to meet in this City. At any rate the new board of officers of the Olympic Club is in favor of boxing and some good evenings of sport will be given during the winter season.

Jack Everhard and "Kid" Lavigne will box twenty-five rounds before one of the New York clubs on October 27. They will enter the ring weighing 135 pounds.

Rifle shooters will be represented in strong force to-day at the ranges. The California Schuetzen Club, Eintracht Schuetzen Club, Gruetli Schuetzen Club, San Francisco Turner Schuetzen Club and the California Ladies' Schuetzen Club will meet at the California Schuetzen Club's park, and some lively cracking of rifles will be heard.

Frank Hofling returned yesterday from the Russian River with eighteen fine bass. He says that good striped bass fishing can be had at the mouth of the river.

IN THE FUTURE.

TESTIMONIAL CONCERT TO BE TENDERED A. T. STEWART IN OAKLAND.

The testimonial concert to be tendered Alex T. Stewart at the First Congregational Church, Oakland, Friday evening next promises to be quite a society event, judging from the names of the patronesses who are taking an active interest in the success of the affair and who are: Mrs. F. S. Stratton, Mrs. B. F. Dunham, Mrs. S T. Alexander, Mrs. H. G. Thomas, Mrs. E. L Hall, Mrs. George T. Rawley, Mrs. John L. Howard, Mrs. W. H. Chickering, Mrs. W. R. Davis and Mrs. L. T. Snow of Alameda. The following programme has been arranged for the occasion:

Overture, "Raymond" (Ambroise Thomas) piano solo, polonaise, E flat (Chopin), John W. Metcalf; string orchestra, (a) prelude "Le Vierge" (Massenet), (b) "Loin du Bal" (Gillet); contralto solo, "Fair Springtime Beginning," (Saint-Saens), Mrs. Olive Reed; cornet solo, fantasie, "The Favorite" (Hartmann), C. W. Crabtree, with orchestra; suite, "Through Field and Forest" (Eilenberg); reading, selected, Miss Clara Louise Safford; violin solo, "Hungarian Rhapsodie" (Hauser), Sigmund Beel; soprano solo, (a) "Tell Me, My Heart" (Bishop), (b) "Sweetheart" (Lynes), Miss Dorothy Goodsell; organ and orchestra, Marche et Cortege, "The Queen of Sheba" (Gounod), William B. King and orchestra.

Julius, eldest son of Mr. and Mrs. A. Springer, will be bar mitzvar at the Geary-street Temple, on Saturday, September 26. He will receive on Sunday, September 27, at 1059 Golden Gate avenue.

Distributing the Charter.

The demand for copies of the charter has been so great that more than 6000 copies had been given away by the Charter Association up to yesterday. Many citizens call at the offices of the association in the Mills building for copies of the charter. In many instances they secured from 50 to 100 copies, which they promised to distribute with advantage among members of the organizations represented by them. Ten copies have been sent to each of the organizations in San Francisco, and many additional requests have come from these bodies for more copies. As the Charter Association has had 20,000 copies printed every person who applies at its offices in the Mills building will be given as many as desired. A copy will be cheerfully sent with out any charge to any person sending a postal card to the Citizens' Charter Association.

IS A WOMAN MINER.

Arrival of Mrs. Mary King, Who Has Made a Fortune in Kern County.

The Lady a Skilled Assayer and Knows Mining in All Its Details.

Mrs. Mary King, owner and manager of the noted Talc gold mines at Kings Camp, forty miles northeast of Bakersfield, is at the Russ. Mrs. King is a practical assayer and has the active superintendency of these mines. The properties are paying handsomely.

The lady learned mining thoroughly from her husband, George W. King. He taught her all about making practical tests of the different kinds of ores, running the engines, mill and other machinery and timbering the mine. There is nothing appertaining to that kind of gold mining of which she has not a good scientific knowledge.

Since her husband's death several months ago she has had the sole supervision of the property, and her ability is shown by the fact that she is reaping rich dividends every month.

"I would not exchange mining for any other business that I know of, because it is so independent and so profitable, provided one understands it," said the lady to a CALL representative yesterday. "There is no reason why a woman cannot carry on the work of mining and make money the same as a man. A woman can acquire the knowledge as readily as anybody else.

"One beauty about mining is that you get your money about as honestly as it is possible to get. It is unlike business, where you have to use all kinds of schemes to make sales, and perhaps take advantage of customers. You get out your balls of amalgam from the mill, and any time you want money you can take your gold and get it. Mining is so independent that I count it the best of all things in which anybody can engage.

"During the years that my husband and I lived at the mine he taught me assaying, how to follow the veins and run all the machinery. To-day I can make fire or other tests of the ore as good as anybody. I can make horn tests, and if the amalgamator is away I can do as I did for several days awhile ago when he was sick, take his place. I know by the sound of the machinery if everything is running right, even when I am at home in my house above the mine.

"The reason why these are called the Talc mines is because just inside the granite walls of the quartz, and next to it on each side, is a layer of talc about a foot thick. This talc is as rich in gold as the quartz is. Both run on the average a little over $22 in gold to the ton. The quartz vein is from twelve inches to two and a half feet in thickness. It has been opened for a distance of 750 feet. There are in all four tunnels, one above the other, and all on the vein.

"There are sixteen claims in all in the Talc property. The machinery is located on the Saginaw claim. I had a man examine the upper workings a few days ago, and he estimated that there were from 18,000 to 20,000 tons of this average rich ore in sight. There is a great deal more ore besides what is in the upper part. I may say there are thousands of tons.

"Dr. Hatch of the State Insane Asylum owns an interest in the mine, but he leaves everything to me, and says that whatever I do that in my judgment is best for the mine is all right. We are working a force of eleven men now, and are running a six-foot Huntington crusher, which handles about twenty tons of ore a day.

"I have no reason to complain of the showing we are making in any way. In fact I am delighted with it. I have got all the money that I shall want. It is a clean, dry mine. It is so clean that I can go down there any day with a white dress and slippers and not get it soiled in the least. Yes, mining is certainly a very nice business. I wonder why more people don't go into it.

"A woman as well as a man, who really understands mining, can go out and locate a mine and make it pay. There is nothing about it that is not based on good sense. It is simply a case of mystery giving way to a knowledge of the work in hand."

Mrs. King is here for a few days on matters pertaining to the mine. She is a lady naturally disinclined to talk for publication, but it was explained to her that her success would interest thousands of people with whom the achievements of a woman in mining is a novelty.

Surplus of John Browns.

A case of peculiar interest has just come to light in the local pension office, though the wrong, if any, has been going on for nearly ten years. It seems that in 1887 John Brown of Stockton made application for a pension. Before the case could be acted upon he left for Southern California and is now residing, so it is said, in Fresno. In time Brown's application was approved and returned to the address given, Stockton. The papers were delivered to another John Brown, who until 1894 drew the money due the original applicant. The Stockton Brown died in the early part of 1895 and his wife immediately asked for an increase. In the meantime the first Brown had been heard from and hence the request of the supposed widow for an increase created some confusion at Washington. The matter has been referred to the local pension agent, who is endeavoring to find out if a fraud has been committed.

Young, but Very "Tough."

Nick Sontine, alias Murphy, a youthful and diminutive criminal, appeared before Police Judge Campbell on a charge of grand larceny and was held for trial in $2500 bonds yesterday. Nick is only 12 years of age, but according to the police he is thoroughly depraved. A short time ago he "stood up" a messenger-boy on Broadway and robbed him of 15 cents. Under the law a Police Judge cannot send boys to the Whittier Reform School, except by branding them as felons, and Nick is such a dangerous character that Judge Campbell decided that Whittier is where the boy belongs.

M'GRAW'S STEPDAUGHTER.

Trouble Over Her Causes Her Mother to Seek a Divorce.

Hugh McGraw does not like his stepdaughter, and in consequence his family life is most unhappy.

He has lived at the Golden West Hotel for some time, together with his wife and her daughter. One day he sought to correct the young woman and Mrs. McGraw interfered. The result was a general row, which culminated in a suit for divorce, which was filed yesterday.

The wife alleges that her spouse is extremely cruel and that he has several times choked her and once struck her with his fist.

The parties were married July 24, 1891, and have no children or community property.

The Divorce Courts.

Judge Troutt Friday granted a divorce to Maud E. West from Alfred L. West because of the latter's desertion and neglect.

Louise Levy was granted a divorce from Sigmund Levy by Judge Sanderson because of the defendant's failure to provide.

Desertion was the cause of Joseph Bahrs' divorce from Mary Bahrs, granted by Judge Daingerfield. The custody of three minor children was awarded to plaintiff.

Judge Troutt is investigating the Hellman divorce case. The wife claims her husband secured a decree by fraud.

Iroquois Breakfast Postponed.

Owing to the inclemency of the weather the annual bullshead breakfast of the Iroquois Club has been postponed from September 20 to Sunday, October 4.

TO ROAST FIVE STEERS.

Journeymen Butchers Will Have a Grand Parade and Barbecue.

San Jose To-Day Is Certain to Present a Gala Appearance When Invaded by Three Lodges.

All preparations are now complete for the grand excursion of the Journeymen Butchers to San Jose to-day.

Four thousand pounds of beef, contributed by five steers, will be roasted at the barbecue, whereat 3000 loaves of bread will be distributed. There will be games and dancing at two pavilions. The festivities will open with a parade having at least 500 in line, headed by the Chief of Police of San Jose and a squad of officers, boss Butchers, etc. Three lodges of Journeymen butchers from San Francisco, Oakland and San Jose, respectively, will participate in the celebration.

The round trip to San Jose and back, including admission to the barbecue, etc., will be open to the public at the low rate of $1 per capita. Cars will leave Third and Townsend streets at 9 A. M., and Fourteenth street, Oakland, at 8:45 A. M., returning from San Jose at 6:45 P. M., thus giving a long day.

The committees in charge are composed as follows, the full arrangements being due to their arduous labor:

Excursion committee—San Francisco: John C. Keeffe, John T. Broderick, L. T. Fox, M. R. Jager, R. C. Kelly. Oakland: Gus Roemer, Joseph Pickford, George Loher, Eugene Enoch, Fred Knott, San Jose: Charles Krouse, Charles Miller, A. D. Lockhard, F. Bohr, H. Duhlion. Officers: John O'Keeffe, chairman; John T. Broderick, secretary; Louis W. Hoenes, treasurer.

Grand marshal, George Dwyer of San Jose; chief aid, Charles Miller of San Jose; aids—J. Lyons and R. C. Kelly, of San Francisco, and J. Pickford and Fred Knott, of Oakland.

Floor manager (large pavilion), Charles Rensinger of San Francisco; assistant floor manager (large pavilion), Henry Audified of Oakland; floor committee from San Francisco—William Weis, George A. Schade, Charles Weisheimer, Morris Marks, Henry Schwat; floor manager (small pavilion), Gus Wendt of San Jose.

Will Assist to Defeat.

The Labor Council have been solicited by the Woman's Liberal League to detail speakers from the various labor unions in the City to assist at the Thursday night meeting of the league at Metropolitan Hall, where the alleged defects of the proposed charter will be laid bare to public view.

Sued the Railroad.

The heirs of Robert H. Green have sued the Southern Pacific Company for $20,000 damages. Green was killed by a train while walking on the track in the Mission, and his death is said to be due to the defendant's negligence.

NEW TO-DAY.

What Manly Power Does!

It makes your life happy because it makes you feel that the greatest of Nature's gifts has been preserved by you.

It makes your nerves strong and gives you the sensation of true manhood. It makes you a power among men, because they recognize in you a superior type of man.

It is worth while being a strong man, because not one in ten is really and truly free from the effects of habits formed in youth.

The man who is lacking in vital force is only half a man. He lacks confidence in himself; he is confused in ideas and slow of brain; his sleep is unrefreshing, back weak, heart weak; he is really on the verge of nervous collapse half the time, and easily gives way to temptations and excesses; he is the man who needs such a remedy as

Dr. Sanden's Electric Belt

Made and perfected for the cure of weak men; in this it brings health and happiness to all men who have wasted the force of manly energy. "Electricity is Life" to such men, and this famous belt is the spring from which all men may drink new power.

"It is with pleasure that I report to you that I am fully restored. I have suffered for twenty years from nervous debility and have tried everything without benefit until I got your belt. It has gradually restored my manhood, and I am now perfect," writes Peter Larsen, Company E, Tenth Infantry, Fort Sill, Oklahoma.

Dr. Sanden's Electric Belt is not an experiment. Cures like the above have been repeated daily for years. It is a positive cure for all nervous troubles, whatever the cause. Why do you not save the money you pay doctors for three months' treatment and try something new? Drugs are old and proven useless for such troubles.

Here Is a Late Cure.

SAN FRANCISCO, September 11, '96.

Dr. A. T. Sanden—Dear Sir: I purchased one of your Belts last spring and I can recommend it highly. My case was weakness of long standing. I spent all the money I could earn last year for medicines and doctors, without the least benefit. I have worn two other belts, but your belt is far superior to them. It has done me more good in two months than any amount of medicine could. I can recommend it to any one suffering from similar troubles. Yours respectfully, H. STUART, 1139 Market Street.

It will make you strong; it will steady your nerves and check all waste of power in thirty days. Its full force is directed to the weak parts and the effect is magical. Cures of the worst cases are made in two months.

HAVE YOU SEEN IT?

If not call and examine this wonderful belt. Test the powerful current it gives and see how easily regulated it is. Don't be ignorant of a remedy which may correct all your past mistakes and assure your future happiness. Don't delay; act now. Get the book "Three Classes of Men," sealed, free. Call or address

SANDEN ELECTRIC CO.,
630 MARKET ST., OPPOSITE PALACE HOTEL, SAN FRANCISCO.
Office Hours—8 A. M. to 8:30 P. M.; Sundays, 10 to 1.
—OFFICES AT—
LOS ANGELES, CAL. 204 South Broadway. | PORTLAND, OR. 253 Washington street.

NEW TO-DAY.

CITY OF PARIS!

From MONDAY, Sept. 21,
GREAT SALE OF
NEW MUSLIN UNDERWEAR
AT HALF PRICE.

Corset Covers from 30 cents and upward.
Night Gowns from 60 cents and upward.
Drawers from 25 cents and upward.
Skirts from 30 cents and upward.
Chemises from 35 cents and upward.

Unique Opportunity. Unequaled Values.

SE HABLA ESPANOL.

G. VERDIER & CO.,
SE. Corner Geary Street and Grant Avenue.
VILLE DE PARIS.
BRANCH HOUSE—LOS ANGELES.

MISCELLANEOUS.

makes the whole family happy. Send five two-cent stamps for WOMANKIND three months and receive FREE the Womankind Cook Book, filled with tested recipes of practical housekeepers. You'll like the paper. It's able, bright and clean. Address, WOMANKIND, Springfield, Ohio.
MENTION THIS PAPER.

SANTAL-MIDY
These tiny Capsules are superior to Balsam of Copaiba, Cubebs or Injections and CURE IN 48 HOURS the same diseases without inconvenience. MIDY
Sold by all druggists.

RAILROAD TRAVEL.

SAN FRANCISCO & NORTH PACIFIC RAILWAY CO.

Tiburon Ferry—Foot of Market St.

San Francisco to San Rafael.

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—7:30, 9:30, 11:00 A. M.; 1:30, 3:30, 5:00, 6:20 P. M.

San Rafael to San Francisco.

WEEK DAYS—6:15, 7:50, 9:10, 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—7:35, 9:35, 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 April 2, 1896. Destination.	Arrive San Francisco. Sundays.	Arrive San Francisco. Week Days.
7:30 AM	7:30 AM	Novato,	10:40 AM	8:40 AM
3:30 PM	9:30 AM	Petaluma,	6:05 PM	10:10 AM
5:10 PM	5:00 PM	Santa Rosa.	7:30 PM	6:15 PM
7:30 AM		Fulton, Windsor, Healdsburg, Geyserville, Cloverdale.		10:10 AM
3:30 PM	7:30 AM		7:30 PM	6:15 PM
7:30 AM		Pieta, Hopland &		10:10 AM
3:30 PM	7:30 AM	Ukiah.	7:30 PM	6:15 PM
7:30 AM	7:30 AM	Guerneville.	7:30 PM	10:10 AM
3:30 PM				6:15 PM
7:30 AM	7:30 AM	Sonoma and	10:40 AM	8:40 AM
5:10 PM	5:00 PM	Glen Ellen.	6:05 PM	6:15 PM
7:30 AM	7:30 AM	Sebastopol.	10:40 AM	10:10 AM
3:30 PM	5:00 PM		6:05 PM	6:15 PM

Stages connect at Santa Rosa for Mark West Springs; at Geyserville for Skaggs Springs; at Cloverdale for the Geysers; at Pieta for Highland Springs, Kelseyville, Soda Bay and Lakeport; at Hopland for Lakeport and Bartlett Springs; at Ukiah for Vichy Springs, Saratoga Springs, Blue Lakes, Laurel Dell Lake, Upper Lake, Pomo, Potter Valley, John Day's, Riverside, Lierley's, Bucknell's, Sanhedrin Heights, Hullville, Booneville, Greenwood, Orr's Hot Springs, Mendocino City, Fort Bragg, Westport, Usal, Willets, Cahto, Covelo, Laytonville, 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.

NORTH PACIFIC COAST RAILROAD
(Via Sausalito Ferry).

From San Francisco, Commencing Sept. 13, 1896.

WEEKDAYS.

For Mill Valley and San Rafael—*7:25, *9:15, 11:00 A. M.; *1:45, 3:45, *5:15, *5:45, 6:30 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, *10:00 *11:30 A. M.; *1:30, 3:00, *4:30, 6:15 P. M.
Trains marked * run to San Quentin.

THROUGH TRAINS.

For Point Reyes and way stations—7:25 A. M. Weekdays, 8:00 A. M. Sundays, 1:45 P. M. Saturdays.
For Cazadero and way stations—7:25 A. M. weekdays; 1:45 P. M. Saturdays.

MOUNT TAMALPAIS.

Trains connect with North Pacific Coast Railroad.
WEEK DAYS—Leave S. F. 9:15 A. M. 1:45 P. M. Returning—Arrive S. F. 3:25 P. M. 6:20 P. M.
SUNDAYS—Leave S. F. 8 A. M. 11:30 A. M. 1:30 P. M. Returning—Arrive S. F. 1:15 P. M. 4:20 P. M. 7:35 P. M.
Tickets for sale in Mill Valley or THOS. COOK & SONS, 621 Market st., S. F.
Mill Valley and Mount Tamalpais Scenic Railway.

RAILROAD TRAVEL.

S. F. AND PORTLAND EXCURSION TRAIN.
SEPT. 5, 10, 15, 20, 25, 30,
And Every Fifth Day Thereafter,
Leave from S. P. Co.'s Ferry Landing, foot of Market St., at 8:00 P. M.
SPECIAL RATES $10 Including Berth, Tourist Sleeper. $19 First-class, including Berth, Standard Sleeper.
For further information apply at 613 Market street (Grand Hotel ticket office), S. F.
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 September 3, 1896. —	ARRIVE
*6:00A Niles, San Jose and Way Stations	8:45A
7:00A Atlantic Express, Ogden and East	8:15P
7:00A Benicia, Vacaville, Rumsey, Sacramento, Oroville and Redding via Davis	6:45P
7:00A Martinez, San Ramon, Napa, Calistoga and Santa Rosa	6:15P
8:30A Niles, San Jose, Stockton, Ione, Sacramento, Marysville and Red Bluff	4:15P
*8:30A Peters and Milton	*7:15P
9:00A Los Angeles Express, Fresno, Santa Barbara and Los Angeles	4:15P
9:00A Martinez and Stockton	11:45A
9:00A Vallejo	6:15P
1:00P Niles, San Jose and Livermore	8:15A
*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, Vacaville, 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
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)	9:47A
‡7:30A Sunday Excursion for San Jose, Santa Cruz, Pacific Grove, and Principal Way Stations	‡8:35P
8:15A San Jose, Tres Pinos, Santa Cruz, Pacific Grove, Paso Robles, San Luis Obispo, Guadalupe and Principal Way Stations	7:05P
‡9:47A Palo Alto and Way Stations	‡1:50P
10:40A San Jose and Way Stations	5:00P
11:30A Palo Alto and Way Stations	3:30P
*2:30P San Mateo, Menlo Park, San Jose, Gilroy, Tres Pinos, Santa Cruz, Salinas, Monterey and Pacific Grove	*10:40A
*3:30P San Jose, Pacific Grove and Way Stations	*1:30P
*4:30P San Jose and Way Stations	*8:06A
5:30P San Jose and Principal Way Stations	*8:48A
6:30P San Jose and Way Stations	6:35A
‖11:45P 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		11:45A
‡11:00A		12:45P
2:00P		‡1:45P
3:00P		4:45P
4:00P		5:45P
5:00P		6:15P
5:30P		7:45P
7:00P		8:45P
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 ‡3:00 *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.

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