NO COLOR LINE IN THE ARMY

The Presidio Agitated Over a Probable Change of Troopers.

WHITE CAVALRYMEN MAY GO AWAY

The Famous Colored Fighters From the Southwest Are Coming.

SOCIETY WILL LOSE SOME ADJUNCTS.

Now Let Watermelons Grow Fast and Catfish in the Bay Thrive.

Society that likes to entertain the army may shrug and shiver a little when the colored troops come to the Presidio to relieve the squadron of the Fourth United States Cavalry now performing duty at the reservation, but Uncle Sam will not draw the color line to please the "poor white trash." The darkies are coming, and coming, too, on horseback, and they will make the heart of many a shaded belle jump for joy. The high-born ladies of color will be in the military swim, and razors will be flying in the air of other circles.

There will be joy in Darktown when the colored troops enter the reservation with the band playin :

Don't you see the black cloud rising over yonder;
Looks as though we're going to have a storm
Don't you be so frightened—you've mistaken;
'Tis but the darkies in their uniform.

And then the refrain, in chorus:

The massa ran away:
The darky stay at home:
It must be now the kingdom's a-comin'
And the year of jubilee.

Captain Rodgers' Troop K and Captain Gale's Troop C of the Fourth Cavalry are now returning from a summer tour of duty in the region of the Yosemite Valley. The cavalrymen were at Gilroy last night, and may be seen at San Jose tonight. Sunday should see them here.

The colored troops, should they come here, would have duty of this kind to perform, such as guarding the Government reserves of timber from the depredations of sheepherders, campers and the general run of trespassers. The darkies, of course, cannot expect a perpetual picnic season among the dusky belles of the metropolis.

The four troops of the Fourth United States Cavalry have had a long lease of the pleasure of California life and it will soon be time, according to the custom of the service, to send them to fresh fields and pastures.

The Ninth and Tenth Cavalry regiments of the army are composed of colored troops, and a tour of duty on the Pacific Coast is surely reserved for Uncle Sam's mounted brunettes.

"JIMMY" MEN AT WORK.

The Number of Burglaries in the City on the Increase.

The police are being daily notified of burglaries in different parts of the city, particularly in the Western Addition. But one arrest has been made and the town seems "wide open" for men with the jimmy.

Wednesday afternoon, between 2 and 4 o'clock, the residence of W. H. Billings, 1205 Steiner street, was entered by forcing open a window in the rear. There was no one in the house at the time and the burglars thoroughly ransacked it. They turned down the folding-beds, threw the bedclothes on the floors in expectation that money might be hidden under the mattresses, and emptied bureau drawers.

The return from school of one of the children at 4 o'clock had evidentally scared the burglars off, as they took away with them only a new suit of clothes.

The burglary was reported to the police yesterday morning and Detectives Egan and Silvey were detailed on the case.

The house of Louis Schumann at 1257 Clay street was entered Wednesday some time between 9 and 12 o'clock in the evening and a pair of opera-glasses, a watchchain and a bracelet were among the articles stolen. Mr. and Mrs. Schumann had been away from home during the evening and on their return they found the back gate open and a window in the rear of the house had been pried open with a hatchet.

Last evening at about 9 o'clock Thomas Bergan, a teamster, was arrested for breaking into the Golden West renovating establishment at 12 Montgomery street, and was taken to the California-street station by Officer Rooker and booked for burglary.

R. H. Meacham, who is an employe of the company, returned to the shop last evening to do some work and found that the door had been broken open. He telephoned to A. R. Levy, the proprietor, who told him to inform the police. Meacham started out into a hall to find for an officer, and was accosted by Bergan, who mistook him for a partner, and asked Meacham if he had a match with which to light a candle. Bergan immediately saw his mistake, and ran down on to the street, where he was captured by Officer Wall after quite a chase.

When arrested Bergan had a part of the lock of the door in his pocket, so it is expected that conviction will be easy. Meacham is unable to tell whether anything had been secured by the burglars.

The Kaghazi Walnut.

Some fine samples of the Kaghazi walnut were sent to the exhibit rooms of the Board of Trade yesterday from the Roberts and Casell ranch, near Goleta, Santa Barbara County. These are said to be the best specimens of this kind of nut that have been seen in this part of the State, and they attracted much attention and favorable comment.

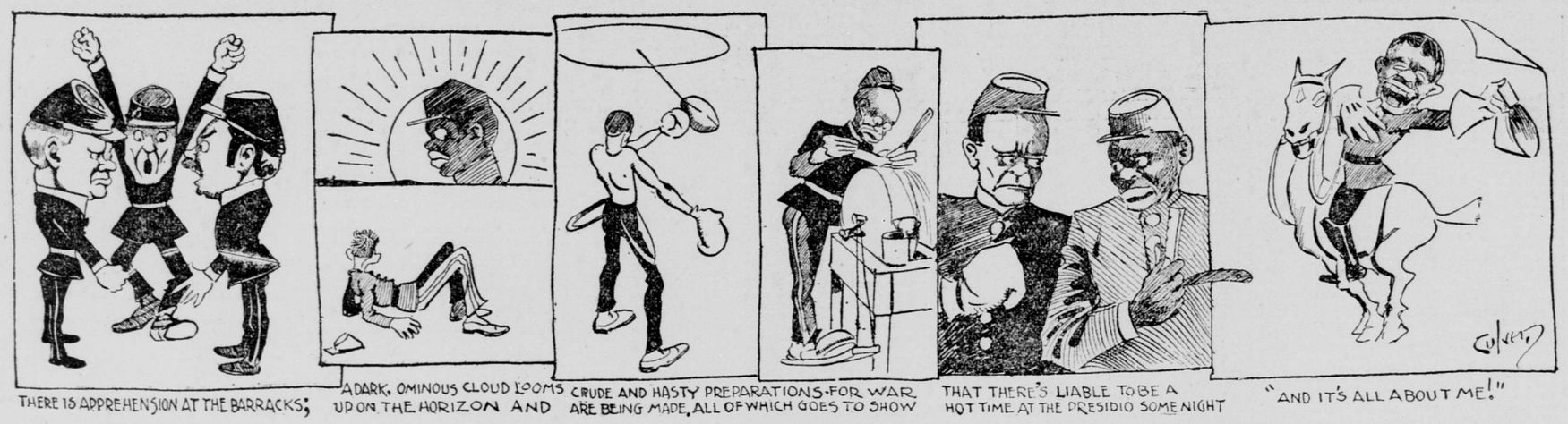
FOOD COFFEE.

SLOW CONVERSION

If your husband will not abandon Coffee when you suspect the cause of his ailment comes from that source, persuade him to let you use one-half Postum Cereal Food Coffee in his regular Coffee. That will help some, and before long you can serve Pure Postum Coffee, if you see that it is properly boiled fifteen minutes after boiling commences. That brings out the food value and makes the taste delicious. The change from Coffee to Postum has saved many lives.

POSTUM CEREAL CO. LIM., Battle Creek, Mich.

TROUBLE IS BREWING OVER THE COMING OF COLORED TROOPERS



THERE IS APPREHENSION AT THE BARRACKS; A DARK, OMINOUS CLOUD LOOMS UP ON THE HORIZON AND CRUDE AND HASTY PREPARATIONS FOR WAR ARE BEING MADE, ALL OF WHICH GOES TO SHOW THAT THERE'S LIABLE TO BE A HOT TIME AT THE PRESIDIO SOME NIGHT "AND IT'S ALL ABOUT ME!"

FELL OFF A MILLION DOLLARS

Southern Pacific Reports Show Less Business Last Year.

Pay Received by the Army of Employes on the Pacific System.

Long-Delayed Voluminous Documents Filed Yesterday With the Commission.

The Southern Pacific Company yesterday filed with the Railroad Commissioners its overdue annual report of the Southern Pacific end of the Central Pacific Railroad for the year ending June 30, 1897.

It appears by the report for the Southern Pacific, which as lessee includes the Central Pacific, that the gross earnings of the operating department were $1,000,000 less than the year before—about $600,000 less for passengers and baggage and about $500,000 less for freight.

In the preceding year the gross earnings were $36,247,431 53, where this last year they were only $35,314,335 38.

Summarized the receipts and expenses and net income are shown in the following table:

	Lines in Louisiana.	Pacific system.	Total.
RECEIPTS—			
Transportation earnings	$4,139,470 70	$31,174,861 68	$35,314,335 38
Less operating expenses	2,466,092 20	19,674,861 45	22,139,953 65
Income from operation	1,673,378 50	11,500,000 23	13,173,381 73
Income from other sources	38,561 04	829,195 56	867,756 60
To all income	$2,211,839 54	$12,329,195 79	$14,541,035 33
EXPENSES—			
Interest on funded debt accrued	1,157,614 78	79,165 10	1,236,779 88
Interest on interest bearing current liabilities accrued	146,273 66	11,782,243 83	11,928,517 49
Rent of lease of road		1,307,216 63	1,307,216 63
Taxes	154,350 00	16,241 63	170,591 63
Permanent improvements			
Total deductions from income	1,558,238 44	13,184,867 19	14,743,105 63
Net income	$653,601 10	$1,144,328 60	$1,797,929 70

The total passenger revenue for the year was $9,361,630 73, and including mail, express and baggage it was $11,574,092 44, as against $11,991,292 36 for the preceding fiscal year.

The total freight revenue was $19,155,265 25, as against $19,674,692 51 for the year before. And the combined freight and passenger earnings amounted to $30,729,357 69 as against $31,665,984 87 for the previous year.

Between June 30, 1896, and June 30, 1897, the Southern Pacific Company on its Pacific system alone carried 19,151,559 passengers that paid fare, and the year before 19,164,185. In paid freights on the Pacific system it carried 6,659,532 tons, as against 6,653,336 tons for the year preceding.

The fatalities and injuries on the Pacific system for the year may be summed up as they follow:

ON TRAINS.	Killed.	Injured.
Regular passengers	4	103
Trespassers	95	185
Trainmen	5	25
Total	104	313
Other kinds of accidents—		
To passengers	....	11
To trainmen	7	301

During the year $1,624,563 was spent for repairs.

The number, character and remuneration of the army of Southern Pacific employes for the Pacific system alone is shown in the following table:

CLASS.	Number.	Total yearly pay.	Average daily pay.
General officers	69	$363,899 28	$14 68
Other officers	10	44,780 04	12 27
General office clerks	553	611,893 44	3 03
Station agents	540	459,674 44	2 73
Other station men	1,112	882,587 76	2 52
Enginemen	675	921,294 00	4 37
Firemen	707	511,161 00	2 32
Conductors	377	477,446 36	4 07
Other trainmen	792	731,712 72	2 97
Machinists	405	466,319 20	3 77
Carpenters	510	507,191 28	3 18
Other shopmen	3,262	2,518,942 18	2 46
Section foremen	593	488,704 56	2 64
Other trackmen	3,711	1,601,462 64	1 88
Switchmen, flagmen, etc.	455	391,543 56	2 75
Telegraph operators and dispatchers	213	228,468 60	3 35
Employes floating equipment	367	188,249 12	2 52
All other employes and laborers	1,091	985,019 64	2 89
Total	15,444	$12,446,949 72	$2 57

The Central Pacific report showed the following facts:

The total number of stockholders at the last election was 1617. The total mileage of road is 1162.91, an increase of 14.33 miles in the past year. The capital stock authorized is 1,000,000 shares at a par value of $100 each. No dividends were declared during the year. The total amount of stock issued and now outstanding is $67,275,500. On the funding debt the amount of interest accrued during the year was $3,251,912 50. The amount paid on interest and miscellaneous obligations was $3,263,172 50. The grand total cost of construction and equipment for the year, not including operating expenses, was $400,661 36, at a cost of $127,201 36 a mile, where the year before it was $127,031 28.

The total cost of the road and of equipment up to the year ending June 30, 1897, has been $171,541,214 37, an increase of $229,365 57 over the preceding year. All the equipment, including railroads, telegraph lines, rolling stock, etc., is mortgaged to the extent of $87,630,680 now outstanding.

SAMPLING SUGAR.

How It Must Be Done Under the Provisions of the Dingley Tariff.

Collector Jackson received yesterday a circular from the Treasury Department specifying the manner in which imported sugar must be sampled under the operation of the Dingley act. The following is the schedule:

In boxes or other wooden packages—More than 30 packages, 25 per cent; more than 10, 50 per cent; 10 or less, 100 per cent; baskets, 10 per cent. In bags or cerooons—More than 200 packages, 50 per cent; 200 packages or less, 25 per cent; mats, 2½ per cent; molasses, at least 10 per cent.

YELLOW RACE REPORTS.

Glaring Discrepancies in Examiner Ingleside Bulletins.

Horses Posted as Finishing Inside the Money That Are Running Yet.

Well aware of the general interest aroused by the racing at Ingleside and Oakland tracks THE CALL, with its usual judgment and foresight, decided to furnish the people with bulletins, giving the first three horses past the winning post, the names of the riders, post odds and time of the race, almost as quickly as the numbers were hoisted at the track. It proved a decidedly popular innovation, and crowds have thronged around the business office of THE CALL on Market street eagerly awaiting the results.

The jealousy of the "yellow journal" was at once aroused, and the glaring discrepancies of the Examiner bulletins have cost downtown speculators no amount of annoyance and loss of coin.

On Thursday the opening event at Ingleside was taken by Kaiserin, with El Moro second and Donator third, as published on THE CALL'S bulletin. Displayed on the Examiner bulletin Kaiserin was given as the winner, El Moro second, and Glenower, a horse which finished third from last, was posted as the third horse at the finish. The error was not rectified, and caused no end of arguments, a number of bets made down town being paid on the strength of the supposed authenticity of the yellow journal's bulletin.

Yesterday a small portion of the gullible public clustered in a bunch in front of the Examiner office were again led astray. The third race on the card at Ingleside was captured by The Roman, imp. Trance finishing second and Argentina third, which result was promptly flashed by THE CALL bulletin. After a delay of several minutes the Examiner posted the blundering announcement: The Roman first, San Tuzza second; Argentina third.

As long as the "yellow journal" had the temerity to copy THE CALL'S bulletins its results were correct, but when compelled to fall back on its own imperfect service the illusions above mentioned have followed.

Ignatian Council's Tenth Anniversary.

All arrangements have been completed for the tenth anniversary entertainment to be given by Ignatian Council No. 35, Y. M. I., at Metropolitan Hall on next Tuesday evening, the 16th inst. The committee in charge of the affair have worked hard to make it one of the grandest entertainments ever given by a fraternal organization in this city, and we can safely predict that they have not worked in vain. The programme which has been arranged is a most attractive one, consisting of musical and literary numbers. The musical numbers will include both vocal and instrumental selections by the best artists in the city, while for the literary ones the committee have been fortunate enough to secure some of the foremost speakers among us. An orchestra of ten pieces will be in attendance on that evening to aid in the entertainment, and the decorations of the hall and stage will be both novel and unique.

The affair is strictly complimentary, and judging from the demand for tickets at present standing room in the hall on the evening of the entertainment will be at a premium.

A Bullshead Breakfast Sunday.

A bullshead breakfast will be given by the Society of Old Friends to-morrow afternoon at the Mill Valley Springs Hotel, Mill Valley. T. J. Crowley is to be master of ceremonies and the following men will constitute the reception committee: Edward Conolley, Colonel James I. Taylor, A. Sylva, Dr. J. S. Knowlton, Walter S. Hinkle, ex-Sheriff J. Gardner, Judge C. T. Conlan, Hugh McCrum, Captain J. W. Howell, B. B. Roberts, A. H. McInnes, T. H. Curley, Wheeler Martin, Charles Kaufman, G. Simmons, Warren R. Payne, John Diemer, Charles Meitzer, Sheriff H. Harrison, Judge R. H. Taylor, J. N. E. Wilson, D. J. Mahoney, Judge G. H. Bahrs, Tom Frost, Captain W. N. Snelley.

Only in Fun.

"It was all a joke," is Miss Marguerite Richmond's version of her matrimonial complications with A. J. Anderson. She had had Anderson arrested for securing some of her money without allowing her a fair equivalent. In court Anderson told a long story of how he advertised for a wife and Miss Richmond answered, but Miss Richmond says she answered the advertisement in a spirit of fun and at the suggestion of the editor of the paper, who was her friend, and that she never wanted to have anything to do with him.

Estate of a Railroad Man.

Charles F. Smurr, a prominent employe of the Southern Pacific Company, who died recently, left an estate worth $8300. No will has been found, and as the widow, Mrs. Arcadia Smurr, has waived her right to take charge of the property, John R. Smurr, brother of the deceased, has applied for letters of administration.

J. J. Cooney's Trial.

The case of ex-Notary Public J. J. Cooney, charged with forging the acknowledgments to the so-called Fair-Craven deeds, has been set for trial on the 13th of next month.

ORIOLES SING TRIUMPHANTLY

Wednesday's Defeat Redeemed by a Score of 5 to 2.

An Excellent Game, With All Scoring Made in the First Two Innings.

Lanky Lange and Powell Do Star Catching and Doyle Steals Bases. A Rattling Game.

"Oh, I don't know, you're not so warm; there's others just as warm as you."

That was the refrain that arose, swelled and attained the acme of pitch in a long-drawn howl at Recreation Park yesterday at the expiration of the game between the Baltimores and the All-Americas. For the Orioles redeemed themselves for their defeat of Wednesday last—did it by a score of 5 to 2, and accordingly proceeded to herald in no uncertain tone that when it comes to scintillation their opponents are not protected by a patent.

The Orioles made all their runs in the first inning; the Americas made one in the first and one in the second. Both pitchers were touched up hard and often, but the splendid fielding of both teams made any making of runs after the second inning out of the question. The star catch of the game should be accredited to Lange. In the second inning Jennings made a hot drive into Lange's territory. The sphere rose under the impetus of the batsman's blow and shot out to center. Lanky Lange made a 15-yard run, extended his lengthy arms somewhere between the ball and the fence, and—well, it was "all off" with Jennings. And how the spectators did yell and stamp their feet! Lange brought down the ball and the house.

The only home run was made by Reitz, who batted the ball over the right-field fence and trotted home amid intense enthusiasm. Doyle was the only base-stealer, making a foxy play by sneaking to second from first by catching the baseman off guard. He repeated the same trick and reached third, but was prevented from scoring by the striker going out.

Burkett opened the game by landing on the sphere for two cushions. Lange advanced him to third on a neat single. Dahlen flew out to Griffin, the latter throwing to third in time to catch Lange, while Burkett scored. Stahl ended the inning for All-America by going out on a short hit to Jennings.

Doyle opened the game for the Baltimore boys by rapping out a sky-scraper, gobbled by Lange. Flaxen-haired Jennings was hit by the pitcher and took his base, going to second on Griffin's slow bunt to shortstop. Kelley scored Jennings by making a two-base hit to left. Donovan then hit to second, Nash threw wide to the plate and Griffin scored, considerably perturbing the All-Americas. Smith caught Donovan making for second and threw hard to Dahlen, the ball being returned too late to prevent Kelley's adding another run to the score. O'Brien flew out to right and Stahl threw to the plate too late to keep Donovan from scoring.

Reitz then made his star fence strike, to the chagrin of the Americas, making the fifth score, but Donohue ended the tallying by going out at the bat. From that time until the end of the game neither side was able to score, though the bases were repeatedly held down by the batsmen. Double plays, grand-stand catches, clever pickups and fast fielding followed in quick succession, dealt out in a way to tickle the most ardent admirer of the game.

The score:

BALTIMORE.	AB.	R.	BH.	SB.	PO.	A.	E.
Doyle, 1 b	4	0	0	2	10	0	1
Jennings, s. s	3	1	0	1	3	3	1
Griffin, c. f	4	1	2	0	6	1	0
Kelly, 3 b	3	1	2	0	2	0	0
Donovan, r. f	3	1	0	0	2	0	0
O'Brien, l. f	3	0	0	0	0	0	0
Reitz, 2 b	3	1	2	0	2	3	0
Donahue, c	3	0	0	0	2	1	0
Horton, p	3	0	0	0	0	6	0
Totals	29	5	6	3	27	14	2
ALL-AMERICA.	AB.	R.	BH.	SB.	PO.	A.	E.
Burkett, l. f	4	1	1	0	1	0	0
Lange, c. f	4	0	1	0	4	0	0
Dahlen, s. s	4	0	1	0	2	2	1
Stahl, r. f	3	0	0	0	2	1	0
Collins, 3 b	3	0	1	0	1	2	0
Tebeau, 1 b	3	0	1	0	6	1	0
Nash, 2 b	4	0	0	0	5	1	1
Smith, c	4	0	0	0	3	1	0
Powell, p	3	1	1	0	0	1	0
Totals	32	2	6	0	24	9	2

RUNS BY INNINGS.

Baltimore	5	0	0	0	0	0	0	*	—5
Base hits	3	0	1	0	0	1	1	0	*—6
All-America	1	0	1	0	0	0	0	0	—2
Base hits	2	1	0	1	0	0	1	1	0—6

Earned runs—Baltimore 2. Home run—Reitz. Two-base hits—Kelly, Collins. Sacrifice hit—Burkett. Base on errors—Baltimore 1, All-America 1. Base on balls—Baltimore 1, All-America 2. Left on bases—Baltimore 2, All-America 8. Struck out—By Horton 2, by Powell 3. Hit by pitcher—Jennings, Powell, Collins. Double plays—Nash to Dahlen to Tebeau; Griffin to Kelly. Time of game—One hour and 30 minutes. Umpire—McDonald. Official scorer—E. C. Humphrey.

ENLARGED JOINTS FROM RHEUMATISM.

Such a Condition Indicates a Chalky Deposit and is Seldom Cured—There is Hope in Some Cases, However, From an Enriching of the Blood.

From the Record and Union, Rochester, Minn.

Mrs. Elizabeth Pratt, wife of Mr. John Pratt, one of the oldest settlers in Olmstead County, Minnesota, for many years has been painfully afflicted with rheumatism in its most aggravating and inconvenient form. Mrs. Pratt is well known in the vicinity of Viola, having during one administration held the responsible position of Postmistress. She tells the tale of her affliction and subsequent restoration to health, which is printed in order that others similarly suffering may read and adopt the same remedy she did.

VIOLA, Olmstead Co., Minn., Aug. 24, 1896.

"A little over ten years ago I discovered that the joints of my fingers were enlarging, and very sore. I consulted many physicians, with some slight relief at times from pain, but the joints grew larger and larger, and my neck, shoulders and limbs were so stiff that I could not move them without great pain. My toes, too, were swollen out of all shape, and my fingers were so drawn, and the muscles so contracted that I could not use them. I had given up all hope of cure, when my attention was called about three years ago to the wonderful cures effected by the use of Dr. Williams' Pink Pills for Pale People, and I procured a supply.

"It was not long after I began taking them before I experienced considerable relief, and I continued using them according to directions until I have taken altogether about three dozen boxes. My fingers are now straight and flexible, and the joints reduced to their normal size, the rheumatic pains are almost gone, and now, though I always keep Pink Pills by me, I never use them unless I catch cold or get wet through. I am willing that this testimonial shall be published, in order that the extraordinary curative powers of Dr. Williams' medicine may be known to rheumatic sufferers.

(Signed) "MRS. E. A. PRATT."

Dr. Williams' Pink Pills contain in a condensed form all the elements necessary to give new life and richness to the blood and restore shattered nerves. They are also a specific for troubles peculiar to females, such as suppressions, irregularities and all forms of weakness. They build up the blood and restore the glow of health to pale and sallow cheeks. In men they effect a radical cure in all cases arising from mental worry, overwork or excesses of whatever nature. These Pills are sold in boxes (never in loose bulk) at 50 cents a box, or six boxes for $2 50, and may be had of all druggists, or direct by mail from Dr. Williams' Medicine Company, Schenectady, N. Y.

NEW TO-DAY.

A Deficiency in Heart Action from any cause is always very dangerous. Dr. Miles' New System of Restorative Remedies are accomplishing wonders in regulating the heart action. For relieving that feeling of choking and smothering; shortness of the breath, fluttering or palpitation, weak and hungry spells, irregular or intermittent pulse, any of which are symptoms of heart disease. There is but one scientific remedy that has stood the test. It is Dr. Miles' Heart Cure. Book on the Heart and Nerves free. Address the DR. MILES MEDICAL CO., Elkhart, Ind.

"What is that, Jack?"

"Why, Piper Heidsieck Plug—has all the flavor of champagne without its headache—best tobacco a sailor ever put between his teeth. Why, all the swells on shore chew Piper Heidsieck and I can afford to chew it now that the five-cent piece is as big as the common brands that aint so good."

Give yourself a treat—buy one of the big New Five-Cent Pieces of

PIPER HEIDSIECK PLUG TOBACCO

(CHAMPAGNE FLAVOR)

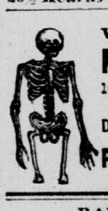
EASTERN PRICES WILL HEREAFTER APPLY TO CHAMPAGNE AT THE PALACE HOTEL

Pints, $2. Quarts, $3.90

DR. McNULTY.

THIS WELL-KNOWN AND RELIABLE OLD Specialist cures Private, Nervous, Blood and Skin Diseases of Men only. Manly Power restored. Over 20 years' experience. Send for Book, free. Patients cured at Home. Terms reasonable. Hours, 9 to 3 daily; 6:30 to 8:30 evgs. Sundays, 10 to 12. Consultation free and sacredly confidential. Call or address P. ROSCOE McNULTY, M. D., 26½ Kearny Street, San Francisco, Cal.

Visit DR. JORDAN'S Great Museum of Anatomy 1051 MARKET ST. bet. 6th & 7th, S. F. Cal. The Largest of its kind in the World. DR. JORDAN—Private Diseases. Consultation free. Write for Book Philosophy of Marriage. MAILED FREE.



RAILROAD TRAVEL.

NORTH PACIFIC COAST RAILROAD (Via Sausalito Ferry).

From San Francisco, Commencing Sept. 19, 1897.

WEEKDAYS.

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

THROUGH TRAINS.

7:25 A. M. weekdays for Cazadero and way stations; 1:45 P. M. Saturdays (mixed train) for Duncan Mills and way stations; 8:00 A. M. Sundays for Point Reyes and way stations.

RAILROAD TRAVEL.

CALIFORNIA LIMITED

SAN FRANCISCO TO CHICAGO —VIA— Santa Fe Route

Leave San Francisco 4:30 P. M., Mondays and Thursdays.

Arrive Kansas City 6 P. M., Thursdays and Sundays.

Arrive St. Louis 7 A. M., Fridays and Mondays.

Arrive Chicago 9:43 A. M., Fridays and Mondays.

DINING CARS Under Harvey's Management. BUFFET SMOKING CARS and PULLMAN PALACE SLEEPING CARS. This train carries First-Class Passengers only, but no extra charge is made.

SAN FRANCISCO TICKET OFFICE: 644 Market St., Chronicle Building. Oakland Office: 1118 Broadway.

MOUNT TAMALPAIS SCENIC RAILWAY (Via Sausalito Ferry).

Leave San Francisco Commencing Nov. 13, 1897:

WEEK DAYS—9:30 A. M.; 1:45 P. M. SUNDAYS—8:00, 10:00, 11:30 A. M.; 1:15 P. M. Special trips can be arranged for by applying to THOS. COOK & SON, 621 Market st., San Francisco, or telephoning Tavern of Tamalpais.

NEW TO-DAY.

Woman's Greatest Paper

The Puritan is far, far, and far away, ahead of all publications for gentlewomen, in everything interesting, entertaining, and profitable. 10 cents—$1 a year—at news-stands, or of Frank A. Munsey, New York

RAILROAD TRAVEL.

SOUTHERN PACIFIC COMPANY. (PACIFIC SYSTEM.) Trains leave and are due to arrive at SAN FRANCISCO. (Main Line, Foot of Market Street.)

LEAVE — FROM OCTOBER 24, 1897. —	ARRIVE
*6:00A Niles, San Jose and Way Stations	8:45A
7:00A Benicia, Suisun and Sacramento	10:45A
7:00A Marysville, Oroville and Redding via Woodland	5:45P
7:00A Vacaville and Rumsey	8:45P
7:30A Martinez, San Ramon, Vallejo, Napa, Calistoga and Santa Rosa	6:15P
8:00A Atlantic Express, Ogden and East	8:45P
8:30A Niles, San Jose, Stockton, Ione, Sacramento, Marysville, Chico, Tehama and Red Bluff	4:15P
*8:30A Peters, Milton and Oakdale	*7:15P
9:00A New Orleans Express, Merced, Raymond, Fresno, Bakersfield, Santa Barbara, Los Angeles, Deming, El Paso, New Orleans and East	6:45P
9:00A Vallejo, Martinez, Merced and Fresno	12:15P
*1:00P Sacramento River Steamers	*9:00P
1:30P Martinez and Way Stations	7:45P
2:00P Livermore, Mendota, Hanford and Visalia	4:15P
4:00P Martinez, San Ramon, Vallejo, Napa, Calistoga, El Verano and Santa Rosa	9:15A
4:00P Benicia, Vacaville, Woodland, Knights Landing, Marysville, Oroville and Sacramento	10:45A
4:30P Niles, Tracy and Stockton	7:15P
4:30P Lathrop, Modesto, Merced, Berenda, Fresno, Mojave (for Randsburg), Santa Barbara and Los Angeles	7:45A
4:30P Santa Fe Route, Atlantic Express for Mojave and East	6:45P
¶5:30P "Sunset Limited," Los Angeles, El Paso, Fort Worth, Little Rock, St. Louis, Chicago and East	§10:15A
6:00P European Mail, Ogden and East	9:45A
6:00P Haywards, Niles and San Jose	7:45A
‡8:00P Vallejo	‡7:45P
8:00P Oregon Express, Sacramento, Marysville, Redding, Portland, Puget Sound and East	8:15A
†6:00A Melrose, Seminary Park, Fitchburg, Elmhurst, San Leandro, South San Leandro, Estudillo, Lorenzo, Cherry and Haywards	7:15A
8:00A	9:45A
9:00A	10:45A
10.00A	11:45A
‡11:00A	12:45P
‡12:00M	‡1:45P
1:00P	‡2:45P
‡3:00P	‡4:45P
4:00P	‡5:45P
5:00P	6:45P
5:30P	7:45P
7:00P	8:45P
8:00P	9:45P
9:00P	10:50P
††11:15P	††12:00P

‡ Runs through to Niles. ‡ From Niles.

COAST DIVISION (Narrow Gauge). (Foot of Market Street.)

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	*10:50A
4:15P Newark, San Jose and Los Gatos	9:20A
††11:45P Hunters' Excursion, San Jose and Way Stations	‡7:20P

CREEK ROUTE FERRY.

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

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

COAST DIVISION (Broad Gauge). (Third and Townsend Sts.)

6:55A San Jose and Way Stations (New Almaden Wednesdays only)	6:55A
9:00A San Jose, Tres Pinos, Santa Cruz, Pacific Grove, Paso Robles, San Luis Obispo, Gaudalupe, Surf and Principal Way Stations	4:15P
10:40A San Jose and Way Stations	*8:00A
11:30A San Jose and Way Stations	8:55A
*2:30P San Mateo, Redwood, Menlo Park, Santa Clara, San Jose, Gilroy, Hollister, Santa Cruz, Salinas, Monterey and Pacific Grove	*10:40A
*3:15P San Jose and Principal Way Stations	*9:00A
*4:15P San Jose and Principal Way Stations	9:45A
*5:00P San Jose and Principal Way Stations	1:30P
5:30P San Jose and Principal Way Stations	5:30P
6:30P San Jose and Way Stations	7:30P
‡‡11:45P San Jose and Way Stations	7:30P

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

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—8:00, 9:30, 11:00 A. M.; 1:30, 3:30, 5:00, 6:20 P. M.

San Rafael to San Francisco.

WEEK DAYS—6:10, 7:50, 9:20, 11:10 A. M.; 12:45, 3:40, 5:10 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. 24, 1897. Destination.	Arrive San Francisco. Sundays.	Arrive San Francisco. Week Days.
7:30 AM	8:00 AM	Novato,	10:40 AM	8:40 AM
3:30 PM	9:30 AM	Petaluma,	6:10 PM	10:25 AM
5:10 PM	5:00 PM	Santa Rosa.	7:35 PM	6:22 PM
7:30 AM		Fulton, Windsor, Healdsburg, Lytton, Geyserville,		10:25 AM
3:30 PM	8:00 AM	Cloverdale.	7:35 PM	6:22 PM
7:30 AM	8:00 AM	Hopland & Ukiah.	7:35 PM	6:22 PM
7:30 AM	8:00 AM	Guerneville.	7:35 PM	10:25 AM
3:30 PM				6:22 PM
7:30 AM	8:00 AM	Sonoma and	10:40 AM	8:40 AM
5:10 PM	5:00 PM	Glen Ellen.	6:10 PM	6:22 PM
7:30 AM	8:00 AM	Sebastopol.	10:40 AM	10:25 AM
3:30 PM	5:00 PM		7:35 PM	6:22 PM

Stages connect at Santa Rosa for Mark West Springs; at Geyserville for Skaggs Springs; at Cloverdale for the Geysers; at Ukiah for Highland Springs, Kelseyville, Soda Bay, Lakeport and Barriett 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, Orr's Hot Springs, Mendocino City, Fort Bragg, Westport, Usal.

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. A. W. FOSTER, Pres. and Gen. Manager. R. X. RYAN, Gen. Pass. Agent.

THE SAN FRANCISCO AND SAN JOAQUIN VALLEY RAILWAY COMPANY.

FROM SEPT. 10, 1897, trains will run as follows:

Southbound. Passenger Daily.	Southbound. Mixed Sunday Except'd	Stations.	Northbound. Mixed Sunday Except'd	Northbound. Passenger Daily.
7:20 AM	9:00 AM	Stockton	3:45 PM	5:40 PM
9:10 AM	12:50 PM	Merced	12:50 PM	3:53 PM
10:40 AM	3:55 PM	Fresno	9:30 AM	2:20 PM
1:40 AM	5:20 PM	Hanford	7:15 AM	11:15 PM
12:15 PM	6:35 PM	Visalia	6:40 AM	12:40 PM

Stopping at intermediate points when required.

Connections—At Stockton with steamboats of C. N. & I. Co., leaving San Francisco and Stockton at 6 P. M. daily; at Merced with stages to and from Snelling, Coulterville, etc.; also with stage from Hornitos, Mariposa, etc.; at Lankershim with stage to and from Madera.