THREE CHOICES OVER THE LINE

Bettors Experienced a More Profitable Day at Oakland.

Tea Rose III Ran Away From Some Fast Ones in a Short Sprint.

Marplot Beaten by Count of Flanders—Summertime on Her Bad Behavior.

Tuesday having been such a disastrous day with the first choices, it was with a nervous feeling that people entrusted money on the chances of the favorites at Oakland yesterday. After B & W, the big lumbering son of Darebin, was beaten in the opening event, starting a pronounced favorite, this strange feeling of uneasiness was aggravated somewhat. In the next three events Count of Flanders, Sly and Tea Rose, all warm favorites, won off the reel and confidence was restored. In the last race, though, Summertime again let her backers down hard, finishing in third place.

The card was made up almost entirely of sprinting races. Still the attendance was larger than usual, which would go to show that people want quick action for their money rather than good sport. Betting in the upper end of the ring was lively, but down on the dead line it was a trifle sluggish.

A real hot one was tried in the opening five and a half furlong scramble and it nearly landed. Lo Lo, a mare from somewhere up in the pumpkin district, with post odds of 20 to 1 about her, made all the running and was only beaten out the last few strides by Emma D, the second choice, ridden by Eddie Jones. B & W, the favorite, ended up in fifth place.

The fast little St. Carlo colt, Count of Flanders, was in big demand to win the two-year-old six-furlong run, local bettors accepting 4 to 5 as a good price. Marplot was also extensively played at 6 to 5. The race needs no description. The little Count led all the way, winning easily, with Marplot taking the place from Morinel, a 100 to 1 shot.

The 6 to 5 chance Sly managed to win the third event at seven furlongs, but had a very close call. Elsie Smith, a 15 to 1 shot, piloted by Morse, cut out a merry clip from the start, and the favorite under Jones' persuasive riding got up just in time to win by a head. Dolore took the show a length in front of Dick Behan.

Peerless Tea Rose III was a topheavy choice for the final five and a half furlong spin, and effectually disposed of such fast ones as Mainstay, Fly and Sport McAllister. First to break she led throughout and walked in ahead of Mainstay. Sport experienced no difficulty in taking the show.

Fidgety, cranky Summertime was a 11 to 10 chance to capture the final seven-furlong run, but behaved very badly, eventually getting away almost last. In a hard drive McLight downed Montgomery a short head.

TRACK ITEMS.

The entry of Mainstay will in future be rejected at Oakland. Judge Murphy says he does not approve of horses coming out one day all in a lather and the next time out as dry as a bone. Steaming, screeching, piping warm, or cold and clammy as a cemetery vault, it looks hard lines on a horse beaten out one day a trifle over a length in 1:13¾ for six furlongs, and at his next essay again acknowledging defeat by the same distance in 1:07 for five and a half furlongs. 'Tis not every horse that can run as fast as he wants to.

"Skeets" Martin had the mount on Mainstay and Marplot, both of which finished in second place.

A carload of horses arrived at the Oakland track from Roby Tuesday night. In it were Southworth, Madolina, Paul Pry, Fleming and Strathrol, owned by Billy Muir; Enquirer, a half brother to Grannon, the property of Frank Ireland; Sky Blue, Tenricka and Red Top, which two will sport the colors of R. A. Smith, and Myth and Midlight, brought out by H. Kittleman. Jockey Figgs will ride Southworth over the "sticks" for Muir.

M. D. Miller, a Western turfman, arrived from Chicago Tuesday night and his string of horses, consisting of Harry Gwynn, Barnato, Senator Morrill, Darechota and Metaire are due here on Saturday. Stewart & Farrell will send Orimar and one or two others along in the same car.

The Horsemen's Protective Association is endeavoring to make itself known as well as heard. This body has been termed by an Eastern writer the Order of Nervous Friars, so termed because its organization was due to the efforts of Wyndyn Walden, trainer of The Friar and other Morris horses.

Among other worthy objects of the association, it is said, is the deportation to the isle of Ceuta along with the Cuban exiles, of all newspaper reporters who dare intimate that horses owned by any of its members do not run to form. Another criminal offense is to mention above a whisper a word reflecting on the ride put up by a jockey riding for one of the members of the association. Just now though, the horsemen, and quite rightfully, want an increase in the value of purses. The two jockey clubs here have enjoyed some very prosperous seasons, and there is no reason why owners who risk valuable horses in a long journey across the continent should not have substantial purses to race for.

Following are to-day's entries:

First race, one and a sixteenth miles, three-year-olds and upward.

131 Widow Jones	87	118 Navy Blue	96
142 Terra Archer	96	118 Outaway	102
.... Sir Philip	99	(142) Alvero	104
144 Fort Augustus	99	(131) Elmer F	109
141 Heidelburg	98	131 Billy McCloskey	99

Second race, seven furlongs, two-year-olds.

.... Espirando	103	119 Be Happy	100
137 Zapata	103	134 Donator	103

Third race, six furlongs, all ages.

138 St. Calatine	91	107 Horatio	107
125 La France	109	120 Bellicoso	112
(90) Fleur de Lis	104	.... Felixotto	109
134 Fonsovannah	94	129 Zarro	109

Fourth race, one and an eighth miles, three-year-olds and upward, handicap.

139 Grady	108	144 Wheel of Fortune	111
139 Imp. Trance	99	(144) Installator	118
145 Double Quick	94	(132) Judge Denny	104
139 Ostler Joe	115		

Fifth race, one and a sixteenth miles, selling: three-year olds and up.

79 Marcie A	87	(136) Mamie Scot	104
.... Velox	87	135 Joe Terry	107
123 Don Clarencia	90	145 Doyle	96
129 Mulberry	99	(145) Personne	95

Sixth race, six furlongs, two-year-olds.

143 Socialist	104	103 Soscol	103
109 Bonnie Ione	106	130 San Carlos	106
134 Bliss Rucker	108	.... Free Lady	103
137 Charlotte M	103	143 Outlay	101
.... Defiant	115	45 Tempse	107
63 Magnus	98	109 Master Mariner	98
130 Tiny P	103	114 Judge Napton	101

SELECTIONS FOR TO-DAY.

First race—Heidelburg, Navy Blue, Elmer F.

Second race—Zapata, Be Happy, Donator.

Third race—St. Calatine, Fonsovannah, Bellicoso.

Fourth race—Installator, Ostler Joe, Wheel of Fortune.

Fifth race—Personne, Joe Terry, Mulberry.

Sixth race—Bliss Rucker, Tempse, Master Mariner.

THE TURFITE.

New Venture of a Well-Known Local Newspaper Man.

The Turfite, a new paper, made its first appearance in the journalistic world yesterday. As the name of the paper indicates, it is a journal of the turf, devoted to the interests of the horse and all that the horse carries with it. Nothing of the kind has ever been seen on the coast before, or, in fact, anywhere else. The chief feature of the paper is its illustrations, prominent among which is the portrayal of the University stakes, the first event which occurred on the opening day at the Ingleside track.

Apart from this the Turfite has a number of departments which cannot fail to reach the horsemen and the public in general.

The jockeys' domain is an especially clever department.

The Turfite for a starter has every element of success. Joseph S. Jordan, the well-known newspaper man, is in charge of the editorial department, and David Bloom, who is recognized as one of the leading horse artists in the United States, is responsible for the illustrations.

The paper on which the Turfite is printed is heavily coated and calculated to bring out all that is best in the publication. If the succeeding issues compare favorably with the first the Turfite should be an unqualified success.

Silver Star Entertainment.

There will be an entertainment for the benefit of the Silver Star Kindergarten, in Kindergarten Hall, 806 Sansome street, this evening.

"A Character Study Among the Mendicants of the Streets," will appear in THE CALL Of Next Sunday.

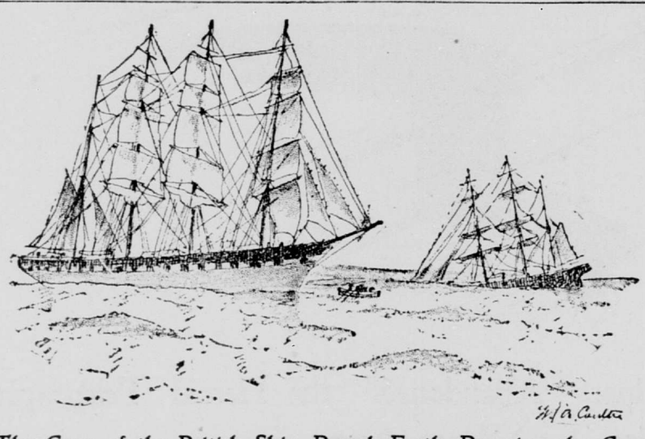
RESCUED FROM DEADLY PERIL

The Crew and Ship's Cat Taken Off the Sinking Bark Alma.

Pussy Is Now the Mascot of the Big British Ship Royal Forth.

Shipping News Brought by the Rio de Janeiro From Japan and Hawaii.

The mascot of the British ship Royal Forth is a cat. It was rescued from a sinking vessel and at once made itself at home in its new quarters. When the crew that was rescued from the vessel at the same time as was the cat was transferred to a homeward-bound steamer the cat refused to go and has ever since been a special favorite with Captain Cooper and his men.



The Crew of the British Ship Royal Forth Rescuing the Crew of the Foundering Norwegian Bark Alma. The Bark's Cat Was Also Saved and Is Now a Mascot on the Royal Forth.

June last the lookout on the Royal Forth saw a vessel apparently in distress away in the distance. Captain Cooper was called and he at once headed for the ship, which proved to be the Norwegian bark Alma.

"She was coal-laden from Cardiff and leaking badly," said Captain Cooper yesterday. "As soon as the men of the bark saw us making for them they deserted the pumps and Captain Christiansen could not get them to do another stroke of work. They lowered a boat and deserted in a body leaving the captain alone on the sinking ship. When I found out the state of affairs I sent a boat and took Captain Christiansen off and my men brought the cat with them. Shortly after I got the Royal Forth on her course again the Alma went down bodily.

"Captain Christiansen was almost hysterical over the loss of his vessel. She was all he had in the world and unless fortune has favored him he is now penniless. He parted with his wife in Cardiff and gave her the money with which to insure the vessel and cargo on her return to Norway. Mrs. Christiansen was to spend a week or so in England before going home and the question was, 'Did she get the insurance on before the news of the loss of the vessel reached the agents'? As the Alma was only ten days out when we picked up her crew I am afraid fortune favored the underwriters. We transferred the men of the Alma to the steamer Berthoum and a few days later they were landed at Rotterdam."

There are over 26,000 Japanese in Hawaii and yet the supply was not equal to the demand when the steamer Rio de Janeiro was there. She brought over for the planters 400 coolies and the following steamer with 400 more aboard was eagerly looked for. The bark Ceylon from Seattle arrived in Honolulu the same day as the Rio. She was caught in a hurricane on the way down and lost her deckload of lumber, besides being considerably damaged about her upper works.

The British bark Iredale has arrived at Honolulu and Captain Plunkett is having plenty of trouble with his men. When the Rio de Janeiro was in port nine of the men were in jail charged with mutiny. They complained of the quality of the food and attacked the cook. The officers went to the assistance of the man and a free fight ensued. Captain Plunkett appeared on deck with a revolver and kept the men at bay until the police arrived.

According to one of the native Japanese papers the crew of the American sealing schooner St. Lawrence has been making trouble in the Kuriles. They went ashore for water and after filling the barrels with water began insulting the women. Lieutenant Gunji, who was on the island with a body of soldiers, ordered the sailors to desist, but they refused. He then warned them that he would fire on the schooner, but was laughed at for his pains. The shot was fired and then the sealers got aboard their vessel in short order and sailed away. The crew of the St. Lawrence has still to be heard from.

The fleet of bar-bound schooners that got out of Grays Harbor last Tuesday is playing in hard luck. After getting out they had a fair wind for San Francisco, but during the night it chopped around and blew ninety-six miles an hour from the southeast; consequently, every one of them will make long passages. The Pioneer, Enterprise and Novelty are the favorites in the betting, in the order named.

The steamer Czarina came into port yesterday in command of Captain J. Magee, one of the best known pilots and towboat men on the coast. Captain George Seaman, master of the Czarina, is a very sick man and had to remain behind at Coos Bay.

The gunboat Yorktown got in from Honolulu at an early hour yesterday morning. She will go up to Mare Island to-day.

Jim Corbett, a longshoreman, was seriously injured on the steamer Columbia yesterday. His foot got caught in the freight elevator, and Drs. Deas and Zabala had to amputate three of his toes at the branch receiving hospital.

The Chutes' Theater.

At the Chutes' Free Theater they are offering a very entertaining bill this week. Sullivan and Gaynell are really funny Irish comedians, Armstrong and O'Neil are clever burlesque boxers and Matt Keefe sings descriptive ballads with expression and feeling. Adgie and her lions are as excitingly interesting as ever, and the Martelles, trick bicyclists, and the Chuteoscope are other novelties. Performances are given every afternoon and evening, rain or shine.

Wrecker Whitelaw Attached.

The Sheriff attached the junkshop and wrecking steamer of T. P. H. Whitelaw, the wrecker, yesterday, to satisfy the claims of P. A. Joy, who has brought an action for the recovery of $1020. Mr. Joy's claims are several that have been assigned to him for materials furnished to the wrecker. The steamer is now at the wharf in the hands of the Sheriff and the junkstore at 216 Spear street is likewise in the hands of a keeper.

FOR LIFE INSURANCE.

Alleged Reasons Why an Association Did Not Pay on a Policy.

United States District Judge de Haven sat as a Circuit Judge yesterday in a jury case, the title of which is George W. Beatty against the Mutual Reserve Fund Life Association.

The suit was brought to recover $4000 on an insurance policy on the life of Edwin L. Smith. The policy was issued on May 15, 1884, and was afterward assigned by Smith to Beatty. In May, 1889, Beatty tendered payment of an assessment of $39 12, which assessment had become delinquent. For that reason C. T. Park, an agent of the association, declined to receive it unless Beatty should first produce a certificate of Smith's good health, as required by the rules in cases of delinquency.

It is alleged also by the defense that Smith's dues for the year 1889 were not paid.

The case will be resumed this morning.

ON BONDED GOODS.

The Treasury Department Follows the Precedent of the Steel Rail Cases.

The Treasury Department yesterday notified Collector of Customs Jackson that goods placed in bond when the Wilson act was in effect, and released under the Dingley act, shall be assessed for duties under the Wilson act; or, generally speaking, that goods shall pay duties according to the tariff schedule under which they were bonded.

In this matter the department has followed the precedent laid down in the steel rails cases of 1887, in which the owners were required to pay duty at the rate of $17 50 per ton, the rate prevailing at the time they were bonded, although the prevailing rate at the time of their release was only $7 50 per ton.

KELLETT'S RECORD.

The Youthful Burglar Now in Prison Is an Ex-Messenger Boy.

Sid Kellett, the youth who was recently arrested on suspicion of having committed several burglaries in the Western Addition, is an ex-messenger boy.

He was the leader of a gang of young thieves when he was arrested on December 30, 1894, by Policeman Fennell. He was sent to the Ione Reform School for four years, but made himself such a nuisance that the authorities got rid of him by sending him back to the city.

Unfortunately this time the detectives have been unable to trace any burglaries directly to him, and they have charged him with three misdemeanors.

Divorce Court Proceedings.

Kate Dalgety has been granted a divorce from Alexander Dalgety on the ground of desertion.

Anna K. Paulson has commenced suit for divorce against P. A. G. Paulson on the ground of cruelty.

Nellie Long has sued Frank Long for divorce on the ground of failure to provide.

Judge Troutt yesterday granted Inez N. Merwin a divorce from F. A. Merwin on the ground of desertion.

John T. Dooley has been sued for divorce by Jennie Dooley on the ground of infidelity.

Judge Belcher has granted Bessie J. Eddy a divorce from her husband, Earl D. Eddy, a dentist, on the ground of cruelty.

A Razor-Wielder Convicted.

Timothy Thornton, who slashed Edward Harrington with a razor during a quarrel on August 22 last, was convicted of an assault with a deadly weapon yesterday by a jury in Judge Cook's court.

WOULD CLOSE FIVE SCHOOLS

There Is Great Danger of Diphtheria Germs Spreading.

Hospital Expenses Cause Much Anxiety Among the Doctors.

They Will Soon Appeal to the Supervisors for More Money for Necessities.

The regular meeting of the Board of Health was held yesterday morning, at which there was considerable discussion relative to the reported inadequacy of the appropriation for the maintenance of the City and County Hospital, and several measures were considered with a view of avoiding a much-feared deficit at the end of the year.

Another important matter discussed was the closing of several of the public schools on account of the prevalence of diphtheria.

The first matter was brought up by Dr. Morse, who said that with the small appropriation made by the Supervisors for the conducting of the hospital economy was absolutely necessary, and he moved that the superintendent physician devise ways and means of reducing expenses. He said that $6000 a year could be lopped off by abolishing the training school for nurses, by consolidating the wards and by closing the maternity ward. Of course this will limit the number of patients that can be received and treated at the hospital, but something had to be done. He believed that this course would place the blame where it belongs—upon the shoulders of the Board of Supervisors.

The first movement on these lines was to cut down the number of internes in the hospital and those selected to leave were W. L. Dunn, L. Rea and F. A. McMahon. The first sign of opposition to the motion of Dr. Morse was by Dr. Hart, who said that the training-school for nurses was a most necessary feature of the hospital work, and was of itself a means of economy. He did not believe in saving money in this way.

Dr. Williamson took the same view and added that he would never give his vote to closing the maternity ward, for it would be the means of throwing many poor women out upon the charity of the world at a time when they were most in need of help. Dr. Fitzgibbons shared the same views as some of the others and said that he would rather see the hospital closed entirely than that the board should cripple the most important work of the institution. He wants the blame to fall where it belongs, on the Supervisors. As the outcome of the discussion it was decided that the best that can be done is to make an appeal to the Supervisors to be more liberal in their allowance to the hospital fund.

The report of Chemist Wenzell showed that there are no germs of disease in the water furnished by the Spring Valley. The odor comes from the decayed vegetation.

Health Officer O'Brien reported that there is no increase in diphtheria in this city, but that the recent practice of the physicians of reporting every case has led many to believe that the disease is gaining. However, he said, there is still danger of the disease spreading if some decided action is not taken. Therefore, he recommended that the following public schools be closed: Haight Primary, Starr King Primary, Franklin Grammar, Stanford Primary and Longfellow Primary. His advice was approved, and it was decided to communicate to the Board of Education the recommendation of the Board of Health.

"Unser Karl," Bret Harte's latest story, will appear in "The Sunday Call."

Left Valuable Estates.

The estate of Jasper N. Killip, consisting of real and personal property, has been appraised at $45,010.

The estate of John J. O'Brien has been appraised at $19,600, and that of Simon S. Simon at $124 445 92.

NEW TO-DAY.

We will receive all those who enjoy a sight of the beautiful in our Art Rooms, beginning TO-DAY and continuing until Saturday night.

The occasion will be the Fall Opening of our Art Department, and it will afford us the opportunity to place on exhibition the largest assortment of beautiful art conceptions it has ever been our pleasure to show.

NEWMAN & LEVINSON,

125-127-129-131 Kearny St.

PLUMBING

Gas and Electric Fixtures

GOOD WORK AND NEW STYLES.

ICKELHEIMER BROS.,

NEW STORE. 20 Geary Street.

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—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, 3:45, 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, Cloverdale.		10:25 AM
3:30 PM	8:00 AM		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 Hopland for Highland Springs, Kelseyville, Soda Bay, 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, 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.

Santa Fe Route

CALIFORNIA LIMITED.

SAN FRANCISCO TO CHICAGO.

Trains leave from and arrive at Market-st. Ferry. San Francisco Ticket Office—644 Market street, Chronicle Building. Telephone Main 1520. Oakland Office—1118 Broadway. Sacramento Office—201 J street.

The Best Railway—San Francisco to Chicago

Look at the Time of the California Limited.

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 9:45 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.

The ATLANTIC EXPRESS, leaving daily at 4:30 P. M., carries Pullman Palace and Pullman Tourist Sleeping Cars on last time. Direct connection in Chicago and Kansas City for all points East.

New rails, new ties, new ballast, new bridges. The shortest crossing of the desert and a country that interests by its varied and beautiful scenery. The highest grade of passenger equipment and meals at Harvey's famous dining-rooms.

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.

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 Ramsey	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

SAN LEANDRO AND HAYWARDS LOCAL.

(Foot of Market Street.)

†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		6:15P
5:30P		7:45P
7:00P		8:45P
8:00P	‡ Runs through to Niles.	9:45P
9:00P	† From Niles.	10:50P
††11:15P		††12:00P

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 11:00A.M. ‡1:00 *2:00 ‡3:00 *4:00 ‡5:00 *6:00P.M.

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

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, Guadalupe, Surf and Principal Way Stations	4:15P
10:40A San Jose and Way Stations	*8:00A
11:30A San Jose and Way Stations	8:35A
*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, Tuesday and Saturday nights only.
¶ Mondays and Thursdays.
§ Wednesdays and Saturdays.

THE SAN FRANCISCO AND SAN JOAQUIN VALLEY RAILWAY COMPANY.

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

Southbound. Passenger Daily.	Southbound. Mixed Sunday Exc'pt'd	Stations.	Northbound. Mixed Sunday Exc'pt'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	3:55 PM
10:40 AM	3:50 PM	Fresno	9:30 AM	2:20 PM
11:40 AM	5:20 PM	Hanford	7:15 AM	12:5 PM
12:15 PM	6:45 PM	Visalia	6:40 AM	12:40 PM

Stopping at intermediate points when required.

Connections—At Stockton with steamboats of C. N. & I. C., 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.

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.

NEW TO-DAY.

DR. SOPER'S CURES GUARANTEED

No Money Accepted Until a Cure Is Effected for Consultation, Examination, Diagnosis, Advice or Any Service Whatever.

Dr. A. Soper, the eminent Canadian Physician and Surgeon, is the founder of THE NEUTRALIZING SYSTEM OF TREATMENT, to which the attention of the whole world is now directed. He has opened a Sanitarium at 524 Taylor street, corner Post, San Francisco, where his NEW SYSTEM will be exclusively adopted. Since the opening his Sanitarium has been crowded from morning till night. Every train brings some poor sufferer seeking relief. In order to enable the poor as well as the rich to secure the new treatment he guarantees that his fee to effect a cure in every case he accepts will not exceed the price quoted below. The fee to be paid when cured.

Catarrh	$ 8 00	Consumption, 1st stage	$15 00	Nervous Debility	$ 8 00
Rheumatism	$ 8 00	Chronic Diarrhœa	$ 8 00	Errors of Youth	$ 6 00
Neuralgia	$ 4 00	Tape Worm	$ 6 00	Syphilis	$15 00
Deafness	$ 8 00	Pimples and Liver Spots	$ 6 00	Varicocele	$10 00
Cancer	$15 00	Dropsy	$ 8 00	Stricture	$10 00
Fistula	$10 00	Dyspepsia	$ 8 00	Diseases of Women	$ 8 00
Asthma	$12 00	Hemorrhoids or Piles	$ 8 00	Ovarian Tumors	$60 00
Gravel	$ 8 00	Paralysis	$15 00	Other Tumors	$15 00
Bronchitis	$ 8 00	Skin Diseases	$ 8 00	Rupture	$15 00
Constipation	$ 6 00	Diabetes	$ 8 00	Loss of Manhood	$ 9 00
Headache	$ 4 00	Ulcers	$ 9 00	Gonorrhœa	$ 5 00
Epilepsy or Fits	$10 00	Insomnia	$ 6 00	Gleet	$ 9 00
Bright's Disease	$10 00	Spinal Diseases	$10 00	Heart Disease	$ 7 00
Diseases of Liver	$10 00	Malaria	$ 7 00	Eye and Ear Diseases	$ 8 00
Kidney Diseases	$10 00	Bladder Diseases	$ 8 00	Goitre or Thick Neck	$10 00
Sciatica	$ 8 00	Scrofula	$10 00	Blood Diseases	$ 9 00

Nervous, despondent, diseased and weak men readily cured by this system. Diseases peculiar to women are treated by an entirely new and painless method. If incurable you will be told so. Those unable to call send history of case, together with 2-cent stamp, and secure opinion free. Patients successfully treated at their own homes by mail. All correspondence sacredly confidential. Hours 10 to 12 A. M., 2 to 5 and 7 to 8 P. M. Sundays, 3 to 6 P. M. Dr. A. Soper's Sanitarium, 524 Taylor street, corner Post, San Francisco.

REGISTRATION OF VOTERS

REGISTRATION FOR THE SPECIAL ELECTION to be held December 27, 1897, will commence at the office of the Registrar, in the City Hall, on November 27 and continue till December 11, inclusive.

The following persons are entitled to register:

First—All persons not registered at the last general election, but who were entitled thereto.

Second—All persons who were registered, but by moving out of their "Special Election Precinct," or otherwise, have lost their right to vote.

Third—All native male citizens not registered and all naturalized citizens (not registered) who have become such prior to September 29, 1897, and are otherwise qualified according to law.

All qualified electors who were registered at the last general election, and who will have continued to reside within their respective "Special Election Precincts," shall be entitled to vote without additional registration.

Office open from 9 A. M. to 10 P. M.

By order of Board of Election Commissioners.

W. M. HINTON, Registrar of Voters.

MAKERS OF PERFECT FITTING SPECTACLES & EYE GLASSES

Henry Kahn & Co.

OPTICIANS PHOTOGRAPHIC APPARATUS, SCIENTIFIC INSTRUMENTS.

642 MARKET ST. UNDER CHRONICLE BUILDING.

"THE CALL'S" RACING CHART.

CALIFORNIA JOCKEY CLUB—Oakland Track—Fifteenth day of the Winter Meeting. Wednesday, November 17, 1897. Weather fine. Track fast.

147. FIRST RACE—Five and a half furlongs; all ages; purse $300.

Index.	Horse, age, weight.	St.	¼	½	¾	Str.	Fin.	Jockeys.	Betting. Op.	Betting. Cl.
141	Emma D, a.....109	5	.....	5 2	5 2½	3 1½	1 n	S. Jones	3	13-5
.....	Lo Lo, 4.....109	3	.....	1 2	1 2	1 1½	2 5	Snider	20	10
141	Monitor, 4.....114	4	.....	3 h	2 h	2 ¾	3 ½	J. Narvaez	6	7
.....	Sen. Mahoney, 4.109	2	.....	4 1½	4 2	4 h	4 h	G. Wilson	15	40
.....	B. & W, 3.....107	6	.....	7	7	7	5 5	Piggott	4-5	1
.....	Spry Lark, 4.....109	1	.....	2 ½	3 n	5 2½	6 2½	Spencer	40	50
.....	Merrilake, 3.....104	7	.....	6 1	6 3	6 2½	7	Stuffiet	50	100
.....	Ocean Blue, 2.....89	*	.....	.....	.....	.....	.....	McNichols	5	10

Fair start. Won first three driving. Winner, J. Crause's rn. m., by Springwater-Greenleaf. Time, 1:08¼. *Pulled up.

148. SECOND RACE—Six furlongs; two-year-olds; purse, $300.

Index.	Horse, weight.	St.	¼	½	¾	Str.	Fin.	Jockeys.	Betting. Op.	Betting. Cl.
(126)	Count of Finders.107	2	.....	1 1	1 1½	1 1½	1 5	Morse	4