BICYCLE PATH FOR PASADENA

Elevated Track to Join the City With Los Angeles.

Will Be Made Into an Ideal Route for Lovers of the Wheel.

Millionaire Dobbins, Himself an Enthusiast, at the Head of the Project.

Special Dispatch to The Call.

PASADENA, Jan. 30.—One of the most noteworthy enterprises in the history of Southern California—which will be brought to a successful issue in the course of the next three months—is an ideal cycle way or elevated bicycle track running between Pasadena and Los Angeles. It covers a distance of nine miles through a picturesque and charming country, along the Arroyo Seco, by oak-dotted hills, through orange and lemon groves, skirts across residence property, runs through narrow alleys and broad business streets, all in the most direct route possible and at an easy average grade of but one per cent, while in some places it is practically level.

This cycle way is elevated eighteen feet above the level of the streets, and, of course, varies so that in some places it is elevated fifty feet in the valleys and through one hill a short cut will be made at grade. Thus all crossings or obstacles to an uninterupted run between the two cities are avoided.

To Horace M. Dobbins, an enthusiastic cyclist and Pasadena millionaire, is due the success of this great enterprise. Eighteen months ago he began agitating the project and while the last California Legislature was in session succeeded in getting a bill passed which enabled him to proceed. Affairs are now well in hand and the California Cycleway is an assured success. A company was incorporated some time ago, with Mr. Dobbins at its head, S. V. Landt, W. R. Stevenson, Edwin Gronenendyke and E. R. Braley directors.

The right of way, with the exception of about three-fourths of a mile, has been purchased and arrangements are now being made for the erection of a terminal depot in Pasadena directly opposite Hotel Green annex on Vineyard street. The plan of this station is unique, being octagonal in form, and it will be fitted up appropriately and even luxuriously. The Los Angeles terminus of the cycleway will be at the Plaza, and midway the distance in the picturesque hills near Sycamore Grove, 200 feet above the river bed, will be erected a travelers' pavilion and cyclists' clubhouse, which will be a most attractive feature. Here open-air concerts will be given and a cafe established. The pavilion will be a handsome structure, 150 feet in length, a wide veranda encircling it. At one end will be the ladies' bicycle track, the room being circular in shape; adjoining in it a waiting room, 19x22 feet in size, for the fair sex, then the lobby, kitchen and office, cafe, 19x30 feet, and at the other end a cafe pavilion, 50 feet in diameter.

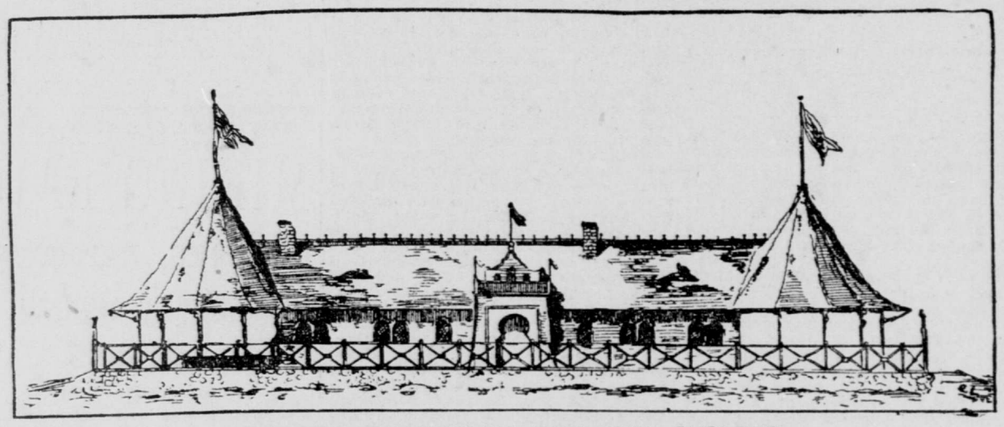
Electric lights are to be set every 100 feet the entire distance of the track. This will be nine feet wide on the roadway with flaring sides, making the width twelve feet at the top of the guard rail. It will be constructed of wood, the floor of boards turned on edge. In the center of the track, which will be of a dull-gray color to be restful to the eyes, there will be a three-inch separator to prevent collisions of cyclists going in opposite ways, which will, however, not be a sufficient barrier to prevent passing from the right to the left track in case of necessity.

The steepest grade is upon a thousand-foot stretch, where it runs as high as 3 per cent.

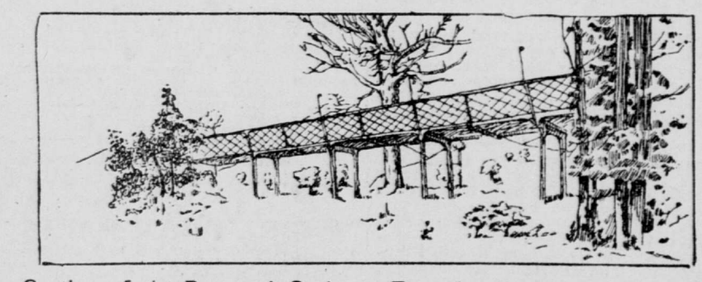
When it is taken into consideration that Los Angeles alone has 25,000 bicyclists and Pasadena probably 5000 more, the immense patronage this cycleway is sure to receive is easily appreciated. The track will accommodate electric vehicles and horseless carriages also. Entrance and exit will be controlled by toll-gates, and there will be places where cyclists may enter upon the path. The small toll of 5 cents—10 cents round trip—will be charged for the use of the track and undoubtedly several hundred wheelmen will daily pass between the two cities.

Great enthusiasm is exhibited over this project by Pasadenans generally, and a revival of interest in cycling is distinctly noticeable in anticipation of the pleasure to be derived from excursions over this elevated road, from which magnificent views of the country may be seen in an ideal manner.

Within a few weeks Pasadena will have a bicycle parade for which preparations are already being made and into which every cyclist here is expected to enter. The society people, headed by Mr. Dobbins, are especially interested and the event is likely to prove a fashionable one. A large number of wheelwomen will enter and the public schools will take part. Prizes have been offered for the finest entries. This parade has been arranged by the Better Roads Society largely in the interest of the cycleway project, to determine the number of wheelmen in Pasadena and to arouse still greater interest in cycling.



PROPOSED ROADHOUSE FOR THE CYCLERS.



Section of the Proposed Cycleway From Los Angeles to Pasadena.

WILL LEAVE SACRAMENTO WITH NO POLICE COURT.

Judge Hart to Decide That This Judicial Department Is Not a Legal One.

SACRAMENTO, Jan. 30.—Judge E. C. Hart of the Superior Court of this county will to-morrow file an opinion which in effect will leave Sacramento City without a Police Court. The opinion will be a very exhaustive one, and in substance holds that the city charter under which the present Police Court was established cannot change the functions, powers or jurisdiction of the Justices' courts, which are the creations of legislative enactment, with well-defined limitations.

The present Judge of the Police Court is a city Justice, and in the future, instead of dealing with misdemeanors committed within the city limits, as such, he will hear all city complaints as city Justice of the Peace.

WENT THROUGH THE ICE.

Two Young Skaters Drowned Near Fort Sherman.

SPOKANE, Jan. 30.—A special to the Spokesman-Review from Coeur d'Alene, Idaho, says: Oscar and Ammi Joslyn, aged 10 and 12 years, sons of Musician Joslyn of the Sixteenth Infantry band, stationed at Fort Sherman, were drowned at 3 o'clock today while skating on the ice. Two other boys went through the ice with them, but were rescued. Oscar Joslyn was taken out unconscious and removed to the post hospital, where all efforts to resuscitate him proved unsuccessful. The accident occurred near the mouth of the river, and the body of Ammi was carried under the ice by the current before assistance reached him. The rapid current of the river has prevented it from freezing over, and parties are searching for the body.

CAUGHT SETTING FIRE TO A SAN JOSE HOUSE.

Incendiary Seized by a Constable Just as He Had Applied the Match.

SAN JOSE, Jan. 30.—A man, giving the name of Peter McGinnis, was caught this evening in the act of setting fire to the house at 78 South Market street, occupied by J. E. Ducoing and family. Two five-gallon cans of gasoline and one of coal oil had been left sitting on the back porch, and to these the man had applied a match. When discovered, the porch which is inclosed, was in a blaze.

Constable Haley, who lives next door, happened to be in his back yard when the flames burst forth, and saw McGinnis as he arose from applyinig the match. He rushed over and seized the firebug and, with the aid of others, extinguished the flames. The fellow was taken to the police station. He refused to discuss his crime.

McGinnis is about 50 years of age and a stranger here. It is not known how he got to the rear of the house, as all the gates were closed. He was slightly under the influence of liquor. A charge of arson will be placed against him.

STARTS FIRE WITH KEROSENE.

Ogden Woman Shockingly Burned Because of Her Recklessness.

OGDEN, Jan. 30.—Mrs. Frank M. Kernan had an experience building a fire with kerosene which cost her her life. She had built the fire, and as it burned slowly, started to pour oil on the coals from a five-gallon can which contained about a gallon. The flames leaped into the can and there was an explosion which shook the house. Mrs. Kernan's clothing was saturated with oil, and in an instant was enveloped by flames. She rushed screaming to the parlor, where she was met by her husband, who extinguished the fire with rugs. The kitchen was still in flames, but was saved by the neighbors.

Mrs. Kernan was so badly burned that her finger ends dropped off and burned flesh hung in shreds from all parts of her body. She died this afternoon.

CHINESE FIGHT A DUEL.

Poor Markmanship Prevents the Shedding of Mongolian Blood.

HANFORD, Jan. 30.—Two Chinamen, Soo Quie and Mong Kee, created considerable excitement yesterday by fighting a duel with six-shooters. As neither was an expert marksman no one was hurt, but the bullets flew thick and fast in the neighborhood of the shooting. The bloodthirsty Celestials were arrested and released on bail.

Accidentally Shot and Killed.

VALLEJO, Jan. 30.—James Armstrong, an old resident of this city, while riding up the Napa road on a buckboard this afternoon, was killed by the accidental discharge of a gun. The hammer caught in some manner while he was holding the gun between his feet. The body was taken to Napa, where an inquest will be held. The deceased leaves a family.

Eureka Residence Burned.

EUREKA, Jan. 30.—Manson Moore's home and its contents were destroyed by fire at 4 o'clock this morning, the members of the family barely escaping with their lives. The fire is thought to have been started by the explosion of a coal-oil lamp left burning in a lower room on account of sickness in the family. The loss is $1200; insurance $500.

O'Brien's Patent Spring, best and easiest riding buggy made. Rubber or steel tires. O'Brien & Sons, Golden Gate avenue and Polk street.

SAILOR GIRL THE WINNER

Takes the Final in the Coursing at Los Angeles.

White Chief Beats Klondike in a Match to Decide Supremacy.

Triplet Bicyclists Fail to Pass Prince Hooker in the Five-Mile Race.

Special Dispatch to The Call.

LOS ANGELES, Jan. 30.—The fine weather to-day created a desire in every one to be out of doors, and a large crowd witnessed the coursing at Agricultural Park. The ground is in fine condition now both for hares and hounds, and as a result the races are long and exciting. Dr. Van Hummell's dogs, which will appear at the Ingleside Park soon, are attracting considerable attention from sporting men here, and are hard to beat, although some of the local favorites crowd them closely.

The five-mile race between Bob Hackney's thoroughbred, Prince Hooker, and the triplet bicycle, ridden by Fritz Lacy, Walter Cromwell and A. W. Palmer, had the accumulated interest of three weeks centered upon it. This was the third trial the bicycle boys have made for a winning, and in spite of former failures their friends still had confidence in their prowess. It was a neck and neck race from the start, and for the first four miles it looked as though the wheelmen would win, but in the last quarter of the last mile Prince Hooker showed his speed and came in ahead, winning again by half a length. There was a good deal of money up on this race, and the nerves of the audience were tense from start to finish.

In the first run off of the coursing Van Bridle beat Santiago, a bye; Frisco beat Monday Noon; Uger beat Jack II; Sailor Girl beat Rag Baby; John Mitchell beat Cyclone; Rialto beat Breach of Promise; Romeo beat Here We Are, a bye; Van Nida beat Fannie S (formerly Fannie C), a bye; General beat Dawning; Van Cloie beat Girofle; B B and B beat Aegis; imp. Chit Chat beat Black Beauty; Hardy beat Juliet; Red Dick beat Skyball; Sailor Boy beat Maid of Erin, a bye; Trip beat Grace Hatchett.

The next was a match race between White Chief and Klondike, best two in three heats, the former dog winning with a high score.

In the first ties Frisco beat Santiago; John Mitchell beat Tiger; Sailor Girl beat Rialto; Fannie S (formerly Fannie C II) beat Romeo; Van Cloie beat General; imp. Chit Chat beat B B and B; Hardy beat Red Dick; Trip beat Sailor Boy.

In the third ties Sailor Girl beat Frisco; John Mitchell beat Fannie S; Van Cloie beat Hardy; Trip beat Chit Chat.

In the third ties Sailor Girl beat John Mitchell; Trip beat Van Cloie.

In the finals Sailor Girl beat Trip, taking first money; Trip second; balance divided.

READY FOR THEIR BJUT.

Both Casey and Stelzner Are in the Pink of Condition.

VALLEJO, Jan. 30.—All arrangements have been completed for the Stelzner and Casey bout, which will take place at Vallejo on Tuesday night. Casey has bee working hard at Burns Park under the supervision of Billy Gifford. Casey feels very confident and says that he will surprise the admirers of Stelzner.

Stelzner has been in training at Crockett, and he, too, says he never felt better in his life. If he proves the victor in the coming contest he would like to box Alex Greggains again.

Arrangements will likely be made to have a steamer run to San Francisco after the contest.

Both men will enter the ring at 175 pounds, and from all appearances it will be the best contest that has ever been held in Vallejo.

Ignores Corbett's Challenge.

DETROIT, Jan. 30.—Fitzsimmons and Julian declined to consider Corbett's challenge to-day. Considine, of this city, who had undertaken to have the fight pulled off for a purse of $25,000, had an interview with Julian and Fitzsimmons, with representatives of the press as witnesses. Fitzsimmons declared that Corbett was no longer in his class and would not be until he had whipped Maher.

CARDBOARD FACTORY BURNED.

Manufacturers Lose Heavily in a Blaze at New York.

NEW YORK, Jan. 30.—The cardboard factory of S. Trier & Son, which caught fire early this morning, was entirely destroyed. In the same building Samuel Schindleman had a knitting goods mill and Schneider Bros. a cut-glass factory. The firm of Trier & Son had machinery valued at $40,000, all of which was destroyed. Their total loss is placed at more than $100,000. The losses of Schindleman and Schneider Bros., whose plants were also completely destroyed, could not be ascertained.

Steamship Tabasco Disabled.

HALIFAX, N. S., Jan. 30.—The steamship Mongolian, which arrived from Liverpool to-night, reports that on Tuesday last she passed the steamship Tabasco, disabled, with another steamship standing by and passing a tow line. They signaled that they were going to tow to the Azores.

The Soft Glow of the Tea Rose is acquired by ladies who use POZZONI'S COMPLEXION POWDER. Try it.

NOTES OF THE NATIONAL GUARD

The First and the Fifth Regiments on Jubilee Day Parade.

Delay in Signing the Commission of the Assistant Adjutant-General.

Army Officer Gives Good Pointers in Regard to Non-Commissioned Officers.

During the past week but little has been going on in National Guard circles, for during that time the members of the several companies that took part in the parade on Golden Jubilee day were resting from their wearisome tramp over cobbles and uneven basalt blocks. There was on the day of the parade considerable comment on the appearance of the two regiments that took part in the first division, and there were some, who, standing on the sidewalk, on those portions of Market street where the pavement is neither even nor comfortable for man or beast to walk upon, found fault with the marching of the men and the alignment. Had these individuals seen the men of the two regiments marching on Van Ness avenue, where the pavement is smooth, they would have discovered that as the companies passed in "company front," the marching of each and the alignment and distance were equal to that of the regulars, who preceded them. Considering the fact that the members of the National Guard have drills but once a week and that they do not receive the same amount of instruction as do the men who are enlisted for service in the regular army, it must be said to the credit of the members of the First and Fifth Infantry Regiments that on the parade they carried out the suggestions of their commanding officers to make a fine appearance. The members of the Fifth, in their service uniforms, gave a correct idea of what a soldier looks like when in actual service, while the First, in full dress uniform, gave evidence of how soldiers look on occasions of ceremony. As the taxpayers are the ones who support the Guard, it is well that there was a difference in the dress of the two regiments, so that they might have an opportunity to see how the National Guardsmen appear on and off the field.

It is now nearly a month since Thomas Cluff was appointed assistant adjutant general on the staff of the division commander, but up to last Saturday he had not received his commission, and the headquarters in the Baldwin Hotel are still in charge of an aid. Cluff is anxious to take full charge of the office and assume its duties, but legally he is unable to do so for want of the signature of the Governor to his commission.

It is probable that now that the Jubilee week is over there will be considerable work done in the First Regiment of Infantry and that not only the lieutenants, in accordance with the suggestions of the adjutant general made some time ago, will be given an opportunity to handle a company, but that the non-commissioned officers will have an opportunity to be thoroughly instructed in their duties. In view of this, the following, from a paper recently contributed by Lieutenant C. W. Farber, Eighth United States Cavalry, to the Journal of the Military Service Institution, will prove interesting to those who will see that the non-coms are perfect in what they have to do. The paper is entitled "To Promote the Efficiency of Non-Commissioned Officers":

Good, capable non-commissioned officers form so strong a backbone to an organization be it troop, company or battery, that if the non-commissioned officers are not up to the mark of reasonably fair efficiency, there is no end of annoyance to the commander. Whenever called upon to go through its paces, the organization shows up its defects most glaringly; these to a certain extent are beyond the remedy of the captain, and the service suffers accordingly. All officers who have commanded troops and have been called upon to fill vacancies among non-commissioned officers have observed that sometimes the "material" for non-commissioned officers was indifferent, bad or altogether absent. At such a time the captain shakes his head, sighs, selects the one he deems best entitled to the extra $2, makes the man a corporal and trusts to luck. If on drills the new corporal goes wrong, or does nothing, which is nearly always the case, the captain shouts himself hoarse in trying to command the troop, and the corporal's squad at the same time. If on guard or on other duty the corporal's military knowledge is deficient, the captain hears from the commanding officer, and he is also kindly informed by his brother officers of the corporal's lack of brains. The corporal, however, may be a good man, but one who has never had any ambition. Now on account of the honor so suddenly thrust upon him, the corporal finds himself in a perplexed situation, and in the eyes of his comrades in a more or less ridiculous one. Yet this same man once roused and brought to a realizing sense of his position, may with study and attention, become a good non-commissioned officer; but during his developing period the troop is deprived of one bone of the military vertebrae. How many non-commissioned officers are there in each troop who understand how to make out the troops returns and reports, keep rosters and the troop records? How many who know what the ration consists of, and how to get it, or are well versed in the method of performing guard duty, and do it properly? Even drills, the number who can take out a squad and go through all the evolutions perfectly, is small indeed. As file-closers, and even in the squad room they require constant prodding. How many times is not the captain compelled to directly jump the private for little remissnesses which the corporal or sergeant has neglected to correct, and which correction was strictly within the sphere of duty of that non-commissioned officer? Again, there is too much familiarity with privates, not that the private soldier is unworthy of the notice of the non-commissioned officer, or that he should have no intercourse with him, that would be absurd; for two brothers, or father and son, might be serving in the same company, or the non-commissioned officer's best friend might be a private—the distinction is only one of degree in a particular class in the military system. There are certain things which the non-commissioned officer can do, and others which he cannot or should not do. But how many corporals, even sergeants, are there who can exercise the proper regard for the proprieties of such intercourse?

THE FIFTH REGIMENT.

By Regimental Orders No. 1 it appears that since the issuance of previous orders in December, twenty-one members of the regiment have been discharged as follows: From Company B, 5 on account of removal and 1 at expiration of term of service; E, 2 on account of removal; F, 1 for the good of the service, 2 at expiration of term of service, and 7 on account of removal; and H, 3 on account of removal.

Private J. M. McCruden has been appointed sergeant of Company F. Corporals J. T. Wycoff and Percy S. King have been promoted sergeants of Company H, and privates Fred L. Salkeld, Theo M. Marvis, Gilbert A. Wright and James Shanks have been promoted corporals of the same company.

NEW TO-DAY.

"THE OFFICIAL EYE" of the Japanese Inspectors is on every pound of Japan Tea offered for shipment. Only that which is absolutely pure and of high quality is allowed to leave that country.

All grocers sell it.

DR. BROWN'S FAREWELL.

A Large Gathering at Metropolitan Hall to Listen to the Unfrocked Minister.

Dr. C. O. Brown delivered his farewell address at Metropolitan Hall, last evening, before an audience that filled every part of the edifice to the doors. Many went there out of idle curiosity to hear the man who has occupied so unsavory position in local church circles during the past two years, but there were others, and they were in the majority, who were moved to feelings of sympathy, and seized the opportunity to express their kindly feelings for the ex-minister. Some of the old congregation of the First Church attended the services, thereby testifying to their devotion to their former pastor.

At the conclusion of the services a somewhat remarkable demonstration took place. Men and women crowded onto the platform to shake hands with Dr. Brown, and for fully half an hour he was the recipient of well-wishes. While this was going on hundreds stood in their places watching the proceedings, and finally Dr. Brown stationed himself at the main exit and bade good-by to his friends as they passed out.

The services opened with an organ voluntary, after which Dr. Brown requested the audience to arise and sing "Rock of Ages," the ex-minister joining in the singing with zest. Charles Montgomery, one of Dr. Brown's most loyal friends, read from the fifth chapter of Romans, and offered prayer, and at its conclusion announced that a collection would be taken up to help defray Dr. Brown's expenses. The response was most liberal.

Another hymn, "My Faith Looks Up to Thee," and then Dr. Brown stepped forward and began his sermon. Reading from manuscript, he took for his text, "The Wages of Sin is Death," saying, in part:

"He who breaks the Divine law must feel its wrath, and the wrongdoer must retrace his steps for the constabulary of righteousness is omnipotent, and takes no account of intervening sea or continent. When the wrongdoer awakes he finds that he has lost a large part of his rights and a considerable part of his life. Many a man not dead is drawing his pay at the counter of death's exchange. Life is the sum of opportunities, of joys, of friendship, of affection, of business and professional associations, of social amenities. That which destroys all these is a process of death, and sin is that fell destroyer. Life is not worth living when the peace of God departs, as I have experienced. The vital breath of civilzation is righteousness, and this is exemplified in social, business and religious intercourse. There is no such thing as liberty without truth, and the moment a man sins the sword of justice flashes and liberty is dead."

He closed by saying: "I have been asked frequently of late regarding my plans for the future. I have none. I am in the hands of Him who directed me here to lay bare my sin, and He will guide me hereafter. I shall first return to Chicago and see my family and consult with the members of the congregation I presided over there; after that I don't know what I shall do. And now, dear friends, until day breaks and the shadows clear away, farewell."

NEW TO-DAY.

Annual Sales over 6,000,000 Boxes

BEECHAM'S PILLS

FOR BILIOUS AND NERVOUS DISORDERS such as Wind and Pain in the Stomach, Giddiness, Fulness after meals, Headache, Dizziness, Drowsiness, Flushings of Heat, Loss of Appetite, Costiveness, Blotches on the Skin, Cold Chills, Disturbed Sleep, Frightful Dreams and all Nervous and Trembling Sensations.

THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. Every sufferer will acknowledge them to be

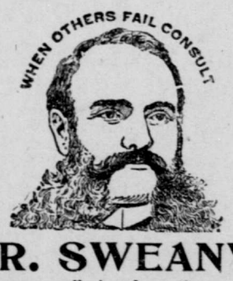
A WONDERFUL MEDICINE.

BEECHAM'S PILLS, taken as directed, will quickly restore Females to complete health. They promptly remove obstructions or irregularities of the system and cure Sick Headache. For a

Weak Stomach
Impaired Digestion
Disordered Liver
IN MEN, WOMEN OR CHILDREN

Beecham's Pills are
Without a Rival
And have the
LARGEST SALE
of any Patent Medicine in the World.

25c. at all Drug Stores.



DR. SWEANY.

If you are suffering from the results of indiscretions of youth, or from excesses of any kind in maturer years; or if you have Shrunken Organs, Lame Back, Varicocele, Rupture, exhaustive drains, etc., you should waste no time, but consult this Great Specialist; he speedily and permanently cures all diseases of Men and Women. Call on or write him to-day. He can cure you. Valuable Book sent Free. Address

F. L. SWEANY, M.D.
737 Market Street, San Francisco, Cal.

RAILROAD TRAVEL.

Santa Fe Route

CALIFORNIA LIMITED.

SAN FRANCISCO TO CHICAGO.

Leaves San Francisco at 4:30 p. m.

MONDAYS, THURSDAYS AND SATURDAYS.

Carries first-class passengers only, but without extra charge.

DINING CAR, BUFFET SMOKING CAR.

Pullman Palace Drawing-Room Sleepers, 3½ days to Chicago, 4½ days to New York.

THE ATLANTIC EXPRESS

Leaves daily at 4:30 p. m., carrying Pullman Palace and Pullman Tourist Sleeping Cars on fast time. Direct connection in Chicago and Kansas City for all Eastern points.

Trains arrive and depart from Market-street Ferry. San Francisco ticket office, 644 Market street, Chronicle building. Telephone Main 1520. Oakland office, 1118 Broadway. Sacramento office, 201 J street. San Jose, 7 West Santa Clara street.

MOUNT TAMALPAIS SCENIC RAILWAY

(Via Sausalito Ferry).

Leave San Francisco, commencing November 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.
Round trip from Mill Valley, $1.
THOS. COOK & SON, Agents, 621 Market street, San Francisco.

NEW TO-DAY.

CITY OF PARIS

DRY GOODS COMPANY.

. . . 1898 . . .

SPRING ANNOUNCEMENT!

We will open on Tuesday, February 1st, the first installment of SPRING WASH FABRICS, consisting of the following lines:

36-inch Percales, elegant assortment of dark and light effects..... 12½c Yard
32-inch Madras, very choice colorings for shirt waists, etc..... 15c Yard
French Organdies, white grounds with handsome floral figures..... 25c Yard

Our White Goods Department contains the choicest lines of Imported and Domestic WASH MATERIALS ever shown in this city

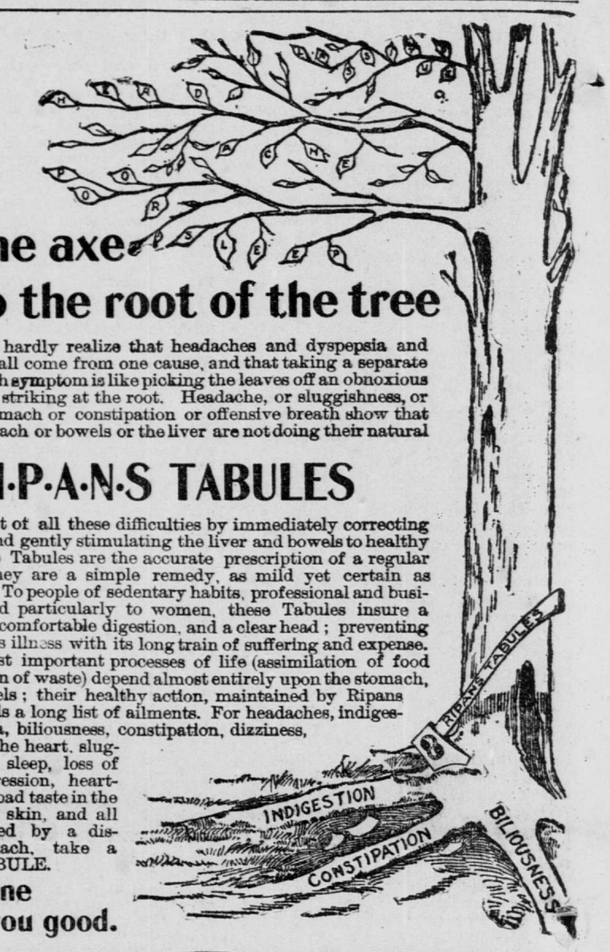
68-inch Organdies.....40c, 50c, 60c, 75c, 85c and $1 per yard.
32-inch Swiss.....15c, 20c, 25c, 35c and 50c per yard.
Also Dimities, both Checked and Spriped Nainsooks, Mulls, Persian Lawns, India Linen, Tarlatans, Apron Lawns, Etc.

SPECIAL! 36-inch Dotted French Muslins and French Grenadines, suitable for dresses or waists... 35c Per Yard

SAMPLES SENT ON APPLICATION.
MAIL ORDERS CAREFULLY AND PROMPTLY FILLED.

CITY OF PARIS DRY GOODS COMPANY

Corner Geary and Stockton Sts. (Union Square), San Francisco.



Lay the axe to the root of the tree

Most people hardly realize that headaches and dyspepsia and other miseries all come from one cause, and that taking a separate remedy for each symptom is like picking the leaves off an obnoxious tree instead of striking at the root. Headache, or sluggishness, or disordered stomach or constipation or offensive breath show that either the stomach or bowels or the liver are not doing their natural work, and

R·I·P·A·N·S TABULES

Go to the root of all these difficulties by immediately correcting the stomach and gently stimulating the liver and bowels to healthy action. These Tabules are the accurate prescription of a regular physician; they are a simple remedy, as mild yet certain as nature itself. To people of sedentary habits, professional and business men, and particularly to women, these Tabules insure a regular habit, comfortable digestion, and a clear head; preventing many a serious illness with its long train of suffering and expense.

The two most important processes of life (assimilation of food and elimination of waste) depend almost entirely upon the stomach, liver and bowels; their healthy action, maintained by Ripans Tabules, dispels a long list of ailments. For headaches, indigestion, dyspepsia, biliousness, constipation, dizziness, fluttering of the heart, sluggishness, poor sleep, loss of appetite, depression, heartburn, nausea, bad taste in the mouth, sallow skin, and all the ills caused by a disordered stomach, take a RIPANS TABULE.

One
Will do you good.

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 JANUARY 1, 1898. —	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
1:00P	Niles, San Jose and Way Stations	‡9:15A
1:30P	Martinez and Way Stations	7:45P
2:00P	Livermore, Mendota, Hanford and Visalia	4:15
.....	Livermore, San Jose, Niles and Way Stations	‡10:15A
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, San Jose, 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
¶5:30P	"Sunset Limited Annex," El Paso, New Orleans 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
.....		‡2:45P
‡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		10:30P
††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 11:00A.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
‡9:40A	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	1:20P
5:30P	San Jose and Principal Way Stations	5:30P
6:30P	San Jose and Way Stations	7:20P
‡11:45P	San Jose and Way Stations	7:20P

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

RAILROAD TRAVEL.

SAN FRANCISCO AND 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 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.
7:30a.m. 3:30p.m. 5:10p.m.	8:00a.m. 9:30a.m. 5:00p.m.	Novato, Petaluma, Santa Rosa.	10:40a.m. 6:10p.m. 7:35p.m.	8:40a.m. 10:25a.m. 6:22p.m.
7:30a.m. 3:30p.m.	8:00a.m.	Fulton, Windsor, Healdsburg, Lytton, Geyserville, Cloverdale.	7:35p.m.	10:25a.m. 6:22p.m.
7:30a.m.	8:00a.m.	Hopland and Ukiah.	7:35p.m.	6:22p.m.
7:30a.m. 3:30p.m.	8:00a.m.	Guerneville.	7:35p.m.	10:25a.m. 6:22p.m.
7:30a.m. 5:10p.m.	8:00a.m. 5:00p.m.	Sonoma and Glen Ellen.	10:40a.m. 6:10p.m.	8:40a.m. 6:22p.m.
7:30a.m. 3:30p.m.	8:00a.m. 5:00p.m.	Sebastopol.	10:40a.m. 7:35p.m.	10:25a.m. 7:22p.m.

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, Buckneil's, Sanhedrin Heights, Hullville, Boonville, 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 street, Chronicle building.
A. W. FOSTER, Pres. and Gen. Manager. R. X. RYAN, Gen. Pass. Agt.

THE SAN FRANCISCO & SAN JOAQUIN VALLEY RAILWAY COMPANY.

From September 10, 1897, trains will run as follows:

Southbound. Passenger Daily.	Southbound. Mixed Sunday Exc'p'td	Stations.	Northbound. Mixed Sunday Exc'p'td	Northbound. Passenger Daily.
7:20 a.m.	9:00 a.m.	Stockton	3:45 p.m.	5:40 p.m.
9:10 a.m.	12:50 p.m.	Merced	12:50 p.m.	3:53 p.m.
10:40 a.m.	3:50 p.m.	Fresno	9:30 a.m.	2:20 p.m.
11:40 a.m.	5:20 p.m.	Hanford	8:45 a.m.	1:15 p.m.
12:15 p.m.	6.45 p.m.	Visalia	6:40 a.m.	12:40 p.m.

Stopping at intermediate points when required

Connections—At Stockton with steamboats of C. N. & I. Co., leaving San Francisco and Stockton at 6:00 p. m. daily; at Merced with stages to and from Snellings, 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 September 19, 1897.

WEEK DAYS.
For Mill Valley and San Rafael—*7:25, *9:30, 11:30 a. m.; *1:45, 3:45, *5:15, 6:00, 6:20 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. week days for Cazadero and way st