FIGHTING FOR THE WAGES OF SIN

A Fortune Is Left by an Habitue of the Tenderloin.

Her Rents Amounted to Nearly $1000 a Month.

She Was Young, Beautiful and Very Lavish With Her Money.

GAVE AWAY THOUSANDS.

An Old Mother in France Is the Main Contestant of Her Will.

Now there is to be a contest for the possession of an estate left by the late Celestine Gimonet, a woman of the tenderloin who committed suicide on the 6th day of December last by inhaling gas. A Coroner's jury brought in a verdict accordingly.

The woman was found dead on the day mentioned in her apartments on the corner of Pine and St. Mary's streets, and a will was subsequently discovered in which Anna Bouygues, a simple acquaintance and no relative, was named as the principal devisee and legatee.

As the deceased left a mother in France and a sister here, a contest has been filed by Attorney P. F. Benson, of the Mills building, in which he sets forth that the estate is worth more than $10,000, and that the will in question was obtained through fraud and undue influence.

The lawyer has obtained the power of attorney from the mother of deceased, who resides in Agenonily, Les Chapliens, Department du Cher, France, and also from Mrs. Louis Fau, a sister residing in this city, on the corner of Sacramento and Mason streets.

Celestine Gimonet was remarkable for her beauty of face and figure, and especially noted for her extravagant habits. Her books show that her rentals from disreputable places on St. Mary's street amounted to about $900 on the average, which money she lavished on certain favorites during her drinking spells, which were periodical.

A few days before her death her sister says, she gave Paul Boudin, a Frenchman, $2400 in cash, with which he skipped out to France. It is also alleged that deceased had a great deal of jewelry which cannot now be accounted for. She had valuable diamond rings and several garter clasps set with precious stones, which were estimated to be worth hundreds of dollars.

It is asked that the will in favor of Anna Bouygues be canceled and set aside. That instrument is dated July 15, 1897, and makes George T. Knox, the notary, executor without bonds.

The complaint says of the legatee that she is "a woman of lewd and dissolute habits, and known to be the associate of notorious characters, lewd and abandoned persons." And also that Anna Bouygues knew deceased was not of sound mind and indulged in the excessive and intemperate use of intoxicating drinks, morphine and other drugs mentally incapacitating her from making a will or properly distributing her property, and on the date of said purported will attempted to commit suicide, and while in said condition of mind and body the said Anna Bouygues visited her daily, against the wishes of deceased, and poisoned the mind of said deceased against her mother and relatives, through connivance, artifice, fraud, deceit, coercion and undue influence, and did often ask the said deceased to sign over her property to her, at the same time advising her to keep away from her sister and brother-in-law."

At the time of her death Celestine was not 30 years of age. When it became known to her that the places on St. Mary's street were to be closed by the police she saw that her large income would be reduced to nothing, and it was then that she went on a violent debauch that ended in suicide.

There is about $6000 to her credit in bank, which, together with other property and lease holdings, will run the estate up to nearly $20,000.

CHURCHES TO-DAY ARE COMMERCIAL

Such Was the Opinion Expressed by Dr. MacLean Yesterday.

An Interesting Paper Read at the Presbyterian Meeting by John Thompson of Modesto.

The churches of to-day are more commercial than holy, if the conclusion Rev. J. G. MacLean has come to be correct.

He was speaking to the Congregational ministers about "Morality as a Factor in Progress." He said heresy trials depleted the churches in which they are held and remarked upon the depression of sanctity in the family and on the Sabbath. Philanthropy, he said, was becoming independent of church channels. His remarks caused much comment among those present.

The Presbyterians listened to an entertaining paper by James Thompson of Modesto. It was most interesting, and was complimented by all present.

A few of his remarks were as follows:

The church is no small thing, and occupies no unimportant place in human affairs. It therefore requires careful attention and looking after. For this duty bishops, elders and deacons are provided, and to them the spiritual affairs of the church are committed. The elder being second only to the pastor, he should be a man of unassailable character and undoubted piety. While he represents the people in the economy of the church, he is looked upon as the representative of the church by the world, and should be a man of faith and prayer, as well as of thorough knowledge of the duties of his office, especially in the administration of the discipline of the church. He should possess good judgment in the enforcement of discipline, both with regard to its letter and spirit.

In the very important matter of discipline the church has been entirely lax. Cases of its enforcement are coming to be altogether too rare. No church can do good aggressive work successfully while she carries along, year after year, a number of persons who are living worldly or ungodly lives. They are simply a dead weight, dragging heavily on the wheels of her progress, and need to be lopped off.

The meeting of the union next Monday will take the form of a conference on the Holy Spirit, led by Rev. O. C. Miller.

Anniversary of Bunker Hill.

A. O. Perkins, representing the Sons of Vermont, and George W. Caswell of the Bunker Hill Association, visited the Bunker Hill Park at Los Gatos Sunday and were most cordially received by A. Berrian, president of the Board of Trade, and other members. After inspecting the park and pavilion arrangements were finally completed for holding a grand demonstration on the 17th of June in honor of the one hundred and twenty-third anniversary of the battle of Bunker Hill.

CREDITORS WHO WANT MONEY

Attachments Served on Charles Colman, a Hat Dealer.

The Amount Called For in the Writ Will Amount to Thousands of Dollars.

Morris Colman, Deceased, Formerly a Partner, Took His Own Life but a Short Time Ago.

Charles Colman, the hatter, doing business at 130 Kearny street, was yesterday attached in various sums amounting to about $10,000. Attorneys Rothchild and Ach have levied the attachments, and steps will be taken to recover the moneys due and payable. Dunlap & Co., wholesale hatters of New York City, are the principal creditors. The amount of their bill will amount to $4200, whereas local firms have amounts in the neighborhood of $1500. Klein, Strauss & Co. will receive the greater portion of the amount paid in after the business is satisfactorily settled.

Two notes were also given by the hatter on the London, Paris and American Bank. The amount is included in the attachment, and one action will probably be taken with all parties as complainants. But a short time ago Morris Colman, a brother of Charles, took his own life, and at the time no reason could be found for the self-murder, but it is now supposed by many that financial difficulties led to the act. Since the death of Morris Colman the business has seemed to move along on the same basis maintained prior to his death, but for some cause or other money has been frequently applied for by the surviving partner, which has resulted in the present status of affairs.

When Mr. Colman was seen yesterday he stated that he was not aware of any reason why his place of business should be attached, and hoped that within a few days all would be satisfactorily settled. He claimed to know nothing of the matter, even pretending ignorance of the names of his creditors. "I know nothing," he said, "as I have been so nervous and upset since I have learned what movement was being taken."

A meeting of the creditors will soon be held, and it is possible some arrangements will be made to allow the dealer to proceed with the business, as for many years the firm had carried on a large local and outside trade, and heretofore had made payments agreeable to a large circle of creditors. The surviving member of the firm is well known and the report of the attachments being levied created quite a stir in business circles.

EJECTED BY HIS WHISKERS.

D. D. Rector, an Old Man, Convicted of Expectorating in a Car and Disturbing the Peace.

The ordinance against expectorating in street cars has been practically a dead letter for months, but it has again been revived through the actions of D. D. Rector, a pattern maker, who lives on Holly street, in the Mission.

Rector appeared in Judge Low's court yesterday to answer to two charges of disturbing the peace, the complaining witness in each case being W. G. Patterson, a motorman on the Mission street electric car. Rector, who is an old man with white whiskers, was riding on Patterson's car on Sunday, April 17, and was cautioned by the conductor, Barel Kossky, not to violate the ordinance. He became abusive and persisted in expectorating. Then Patterson and White ejected him from the car.

Two days later Rector got on Patterson's car and threatened to make him an angel. He used very bad language, and finally Patterson and the conductor, George White, ejected him from the car. Patterson swore to two complaints for his arrest and the cases were heard yesterday.

Rector did not deny expectorating in the car, but claimed that Patterson and Conductor Kossky dragged him off the car by his whiskers, which they denied. The judge convicted him on the first charge and ordered him to appear for sentence this morning. The second charge was dismissed.

Cruelty to Seamen.

Shortly after the arrival at this port of the American brigantine Harriet G. from New York yesterday, two of the crew visited the Federal building and swore to complaints before the United States Attorney, charging First Mate S. Stover with beating and ill-treating them on the high seas. United States Commissioner Heacock made out the necessary warrants and the mate was arrested.

Embryo Lawyers.

The Supreme Court Commissioners had before them yesterday seventy-two aspirants for admission to practice law in the courts of this State.

SHIP GLENARD IN QUARANTINE

Came From Calcutta With Three of the Crew Sick.

When the Drinking Water Has Been Got Rid of She Will Be Docked.

Lewis, Anderson & Co., as a Firm, Has Nothing to Do With the Whaler Belvedere.

The British ship Glenard arrived from Calcutta yesterday with a cargo of jute and gunnies. As she came from an infected port and three of the crew were on the sick list, Drs. Hill and Rosenau ordered the vessel into quarantine. Captain Turner did not like this proceeding, as he had to take a towboat to get to an anchorage off the quarantine station. Having a fair wind, he hand been able to sail into port and was in hopes of escaping the services of a tug, but he was disappointed.

Quarantine Officer Hill says there is nothing serious the matter with the men on the Glenard and that the vessel will only be kept in quarantine while the water she took into her tanks at Calcutta is being pumped into the bay and the vessel fumigated. As soon as that is done the Glenard will be released and taken to her dock, where the work of discharging will begin at once.

The British ship Port Logan arrived from Newcastle, N. S. W., after a good passage, for this time of the year, of seventy days. The American bark Sonoma is now out 10 days, the bark McNear 86 days and the bark Louisiana 78 days from the same port. They have among them over 6000 tons of coal aboard, which is very much needed here just now.

Coal ships will have no cause to grumble about delay from this on. The bark Gatherer arrived from Tacoma last Sunday, and was at once put under the Oregon Improvement Company's bunkers. She had not been tied up five minutes before the work of discharging was begun.

Captain Clem Randall took the tug Fearless to the Union Iron Works yesterday and turned her over to the United States authorities. All the tugs and steamers around Folsom-street wharf whistled her "good-by" as she steamed away from the wharf. Work on the Vigilant and Active is being rushed and a gang of men will go to work on the Fearless to-day. All three vessels are to be got ready to join the mosquito fleet as speedy as possible.

The Mare Island tug Unadilla was hardly recognized yesterday as she came through Raccoon Straits. Since her last visit she has donned her fighting colors and she now looks like a cruiser on a small scale. She brought down from the navy yard a full supply of medicines and everything necessary for the hospital on the Monterey. All the instruments and appliances for treating the wounded are now on the coast defense steamer, and so far as the surgeons are concerned the Monterey is ready for a brush with the enemy at any moment.

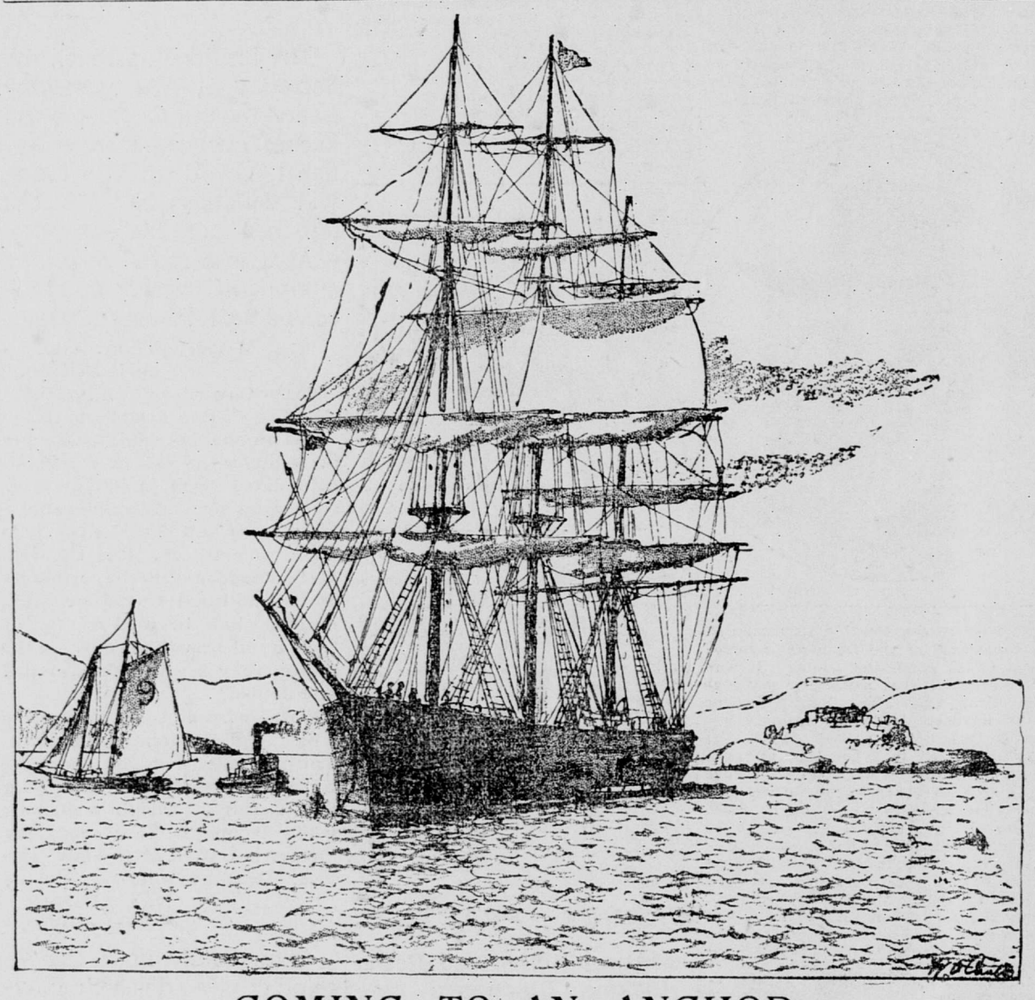
S. B. Matthews, the popular superintendent of the Alaska Packers' canneries at Karluk, has been a very sick man. For the past three weeks he has been in St. Luke's Hospital, but is now slowly recovering, and his many friends on the front hope to see him out again in a few days.

Lewis Anderson & Co., as a firm, has nothing whatever to do with the steam whaler Belvedere. At least A. Anderson, the head of the firm in this city, says so, and he ought to know. "William Lewis of New Bedford is the managing owner of the vessel," said Mr. Anderson yesterday, "and he has entire control of her. While some of the members of the firm of Lewis, Anderson & Co. may be shareholders in the Belvedere, still as a firm, Lewis, Anderson & Co. have no more to do with the whaler than you have.

"Therefore, when George F. Tilton, third mate of the Belvedere, came to me, after completing his perilous trip from Point Barrow, I referred him to Mr. Lewis. Later I advanced him $50 on William Lewis' account, and that gentleman is charged with the amount on our books. I treated Tilton courteously through all our negotiations, and personally I did everything possible for him, but, nevertheless, Mr. Lewis refused to go beyond the $50, so what could I do? Now I want to state again, and that most emphatically, that the firm of Lewis, Anderson & Co., as a firm, has nothing whatever to do with the steam whaler Belvedere."

While Tilton is left without a cent and has to depend upon his friends, Walker, fifth mate of the Orca, is living on the fat of the land. Tilton's journey from Point Barrow over 4000 miles of ice and snow to Sitka was far more dangerous than that of Walker up the Mackenzie River, yet when civilization was reached Tilton could not get a cent from the owners of his vessel, and had to hypthecate his personal effects in order to reach San Francisco; and he may still have to go to law to recover his own. When Walker reached civilization the Pacific Steam Whaling Company sent him his transportation and a credit for $100 to bring him to San Francisco. Yesterday Manager Griffith, on behalf of the company, presented him with a check for $1000, and also gave him the command of one of the company's fleet.

There is only one sudden death among women to every eight among men.



COMING TO AN ANCHOR.

The British ship Glenard arrived from Calcutta yesterday and sailed into port. When off Alcatraz she came to an anchor, but as three of the men were sick from drinking the water taken aboard in India the doctors decided to put the vessel in quarantine until the water could be got rid of. The Glenard's anchor had to be hoisted again, much to the disgust of Captain Turner, and the vessel was then towed to the quarantine grounds.

The Twentieth Century.

The twentieth century will begin on Jan. 1st, 1901, and end with 2000. People did not begin to reckon time from A. D. 1, but waited until about the 550th year of the Christian era. People who begin to take the great health restorative, Hostetter's Stomach Bitters, immediately after the first outbreak of dyspepsia, malaria, rheumatism, constipation, nervousness or kidney trouble will date their cure immediately from then.

Wright's Indian Vegetable Pills

Are acknowledged by thousands of persons who have used them for over forty years to cure SICK HEADACHE, GIDDINESS, CONSTIPATION, Torpid Liver, Weak Stomach, Pimples and purify the blood.

Crossman's Specific Mixture

With this remedy persons can cure themselves without the least exposure, change of diet or change in application to business. The medicine contains nothing of the least injury to the constitution. Ask your druggist for it. Price, $1 a bottle.

OVERTHROW OF RAILROAD CONTENTIONS

Circuit Judge Morrow's Decision in the Grain Case.

Upholds Master in Chancery Freeman at All Mooted Points.

Corporation Methods a Fit Subject for Inquiry and Material to Matters at Issue.

HOW MONEY IS SPENT.

The Injunction Swept Away and Taking of Testimony No Longer Blocked.

Through a decision rendered by United States Circuit Judge Morrow yesterday the Southern Pacific road suffered a defeat, which in its effect is of great importance to the public as well as to the company. The decision relates to grain rates and completely overturns the contentions of the company. In attempting to prevent the Railroad Commissioners from putting in force a freight schedule determined upon by them, and materially reducing the existing schedule, the Southern Pacific had secured an injunction. In the answer of the corporation, and serving as a basis for the injunction, were fifty-one exceptions. These were directed against the report of A. C. Freeman, acting as special Master in Chancery. Not only is Mr. Freeman sustained at every point by the decision of Judge Morrow, but it enters into detail.

All the facts to which the Southern Pacific excepted the Judge holds to be material and relevant, this being exactly contrary to the views expressed by counsel for the company. These facts of themselves possess an interest. They include many allegations of the manner in which the money of the concern has been applied. They include the statement that large sums have been paid to influence State and Federal officials, these sums being charged to the operating expenses, and, of course, affecting the cost of traffic which the shipper is obliged to bear. The court held this to be a proper subject for consideration by the Commission, and entitled to due weight in the fixing of rates by that body. Under the same head came the funds devoted to preventing competition from other roads, and the amount used in paying English stockholders a dividend as a concession. It was understood that this last payment was arbitrarily made as a matter of policy, and did not represent earnings such as would naturally have been employed for the purpose. All these matters it had been sought to exclude, and none of them is to be excluded. Such is the sweeping effect of the Morrow decision.

Police Transfers.

Chief Lees yesterday made the following transfers: Sergeant Bernard McManus to take charge of the Chinatown squad, relieving Sergeant Shea; and Policeman R. L. Ingham from the Central police station to the Harbor station. James H. Anderson, the newly appointed sergeant, was assigned to Sergeant Spillane's division. It has not yet been decided where to send Sergeant Shea, who has made an enviable record while in Chinatown.

An Insolvent Butcher.

Jacob Stutz, a butcher, has failed for $8400 78. His assets are exempt from execution.

DIRECTORY OF

ALASKA TRANSPORTATION AND OUTFITTING FACILITIES OF SAN FRANCISCO.

ALASKA-YUKON TRANSPORTATION CO.

Will Dispatch the Clipper Ship

RUFUS E. WOOD

MAY 10, 1898, for ST. MICHAEL, connecting with our line of river steamers for DAWSON. Secure your passage and freight space immediately for the first trip up the river, as it is going very fast.

We will have some freight space left for St. Michael.

Apply at 3 STEUART st., San Francisco, Cal.

BIRCH Creek district; now nearly deserted owing to lack of food; larger and just as rich as Klondike; produced about $5,000,000; 1500x100 feet; our new modern steamer, Alice Rix, stops there going to Dawson City; our book free. Alaska Transportation Co., 224 Montgomery st., opp. Russ House.

HO FOR RICHEST GOLD FIELDS —IN— ALASKA!

GREAT NORTHERN STEAMSHIP CO.

WILL DIS PATCH FOR

KOTZEBUE SOUND

The Fast Sailing Iron and Steel Ship RUTH,

On or about June 1, 1898. Will proceed directly without stopping at intermediate points, and arrive at Sound as soon as any vessel leaving earlier.

LARGEST AND STRONGEST SHIP IN THIS TRADE.

Fitted with social hall, smoking room, state rooms, bath rooms, etc. Freight insured at lowest rates.

Fare, including 2000 pounds baggage and PASSAGE UP KU-BUCK RIVER, in light-draught steamboat drawing one foot, light, to head of navigation, about 250 miles, $200.

EXCURSION RATES.

Round trip from San Francisco, with 500 pounds baggage, with privilege of stopping about 60 days, $250; or return on any of our ships during the summer of 1899. Best of Accommodation—Stanch and Safe.

Close inspection invited. Full information call or address.

J. G. McCALL, General Agent.

46 MARKET STREET, one Block from Ferry, San Francisco.

KOTZEBUE SOUND GOLD FIELDS, ALASKA.

BARK MERMAID

LEAVES MAY 1st.

PASSAGE.....$200

Space allowed for 1½ tons baggage for each passenger.

Office.....26 California st

HENRY L. BORDEN, Gen. Mgr.

CAPT. WICKS.

SLEDS, BOATS, ETC.

ARCTIC sleds, arctic dogs, Yukon boats, pilot maps to the Klondike, Alaska outfits, steam launches and stern-wheel steamers, with boilers suitable to burn wood; 50 boats can be seen at salesroom. G. W. KNEASS, 713 Third st. 'Phone Red 2361.

GAS ENGINES.

UNION GAS ENGINE CO.

339 HOWARD STREET.

GASOLINE ENGINES and LAUNCHES

P. & B. PRODUCTS.

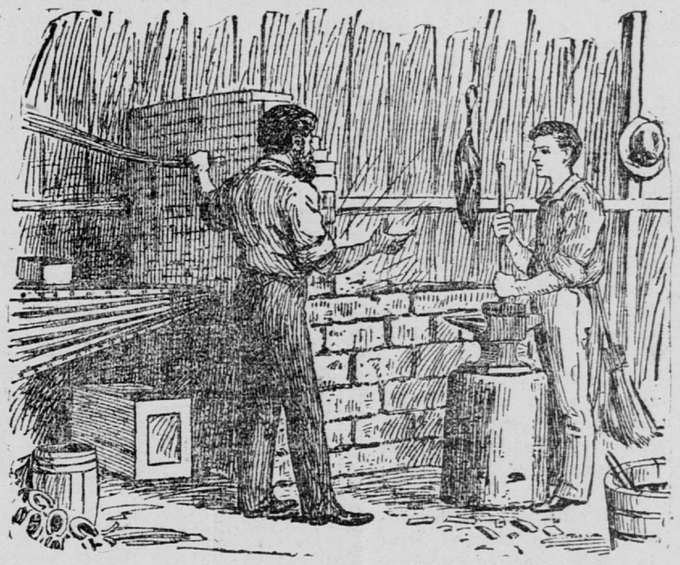
P. & B. BUILDING PAPER and P. & B. READY ROOFING, sold by all first-class dealers, are clean, odorless, of great strength, reasonable in price and easy to transport. They keep heat, cold, dampness and dust out of buildings; are particularly adapted to Alaskan trade. PARAFFINE PAINT CO., 116 Battery st. Tel. No., Main 1763.

ADVERTISEMENTS.

The Miners' and Prospectors' Favorite.

Unaffected by cold or heat. *Winchester Ammunition* is used by every one and sold everywhere. Send name and address on a postal card for 148-page illustrated catalogue. It is free.

Winchester Repeating Arms Co.
NEW HAVEN, CONN.
418 Market St., San Francisco, Cal.



"I have used Ripans Tabules and they have done me lots of good, at least my wife says they have," asserts William Donaldson, a blacksmith. "After a hard day's work I would eat too much, I guess," continued he, "and suffer like everything. My wife's brother told me that Ripans Tabules had helped him and he thought they would help me. I believe they have cured me, but I still take them regular, for I would not have them pains again for anything. My partner said, after I was so much better, that I was ready to get well anyhow, and that I would have got well without them. I believe there are lots of people that are ready to get well just like I was. They will get well when they take the same medicine I did, and not before. I have worked hard all my life, first on a farm and then in a blacksmith shop, and have been troubled with dyspepsia ever since I was 18 years old. Now I feel like I was sweet sixteen. I think Ripans Tabules are a great medicine."

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 p. m. and 6:35 p. m.

SUNDAYS—8:10, 9:40, 11:10 a. m.; 1:40, 3:10, 5:00, 6:25 p. m.

Between San Francisco and Schuetzen Park same schedule as above.

Leave San Francisco. Week Days.	Leave San Francisco. Sundays.	In effect April 23, 1898. Destination.	Arrive San Francisco. Sundays.	Arrive San Francisco. Week Days.
7:20 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		Hopland and		10:25 am
3:30 pm	8:00 am	Ukiah.	7:35 pm	6:22 pm
7:30 am				10:25 am
3:30 pm	8:00 am	Guerneville.	7:35 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 Lytton for Lytton Springs; at Geyserville for Skaggs Springs; at Cloverdale for the Geysers; at Hopland for Duncan Springs, Highland Springs, Kelseyville, New Carlsbad Springs, 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 bldg.
A. W. FOSTER, Pres. and Gen. Manager. R. X. RYAN, Gen. Pass Agent.

Santa Fe Route — CALIFORNIA LIMITED. SAN FRANCISCO TO CHICAGO.

Leaves San Francisco at 4:30 p. m.

MONDAYS AND THURSDAYS.

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

DINING CAR, BUFFET SMOKING CAR.

Pullman Palace Drawing-Room Sleepers, 5½ 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 connections 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 1620. Oakland office, 1118 Broadway. Sacramento office, 201 J street. San Jose, 7 West Santa Clara street.

THE SAN FRANCISCO AND SAN JOAQUIN VALLEY RAILWAY COMPANY.

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

South-bound. Passenger Daily.	South-bound. Mixed Sunday Except'd.	Stations.	North-bound. Mixed Sunday Except'd.	North-bound. 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 p. m. daily; at Merced with stages to and from Snellings, Coulterville, etc.; also with stage for Hornitos, Mariposa, etc.; at Lankershim with stage to and from Madera.

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.

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 April 10, 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	*9:45A
1:30P Martinez and Way Stations	7:45P
2:00P Livermore, Mendota, Hanford and Visalia	4:15P
..... 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	‡ Runs through to Niles.	9:45P
9:00P	‡ From Niles.	10:50P
††11:59P		††12:00P

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

‡7:45A	Santa Cruz Excursion, Santa Cruz and Principal Way Stations	‡8:05P
8:15A	Newark, Centerville, San Jose, Felton, Boulder Creek, Santa Cruz and Way Stations	5:50P
*2:15P	Newark, Centerville, San Jose, New Almaden, Felton, Boulder Creek, Santa Cruz and Principal Way Stations	*10:50A
4:15P	San Jose and Glenwood	9:20A
d4:15P	Boulder Creek and Santa Cruz	j9:20A

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.)

*7:00A	San Jose and Way Stations (New Almaden Wednesdays only)	1:30P
‡7:30A	Sunday Excursion for San Jose, Santa Cruz, Pacific Grove and Principal Way Stations	‡8:35P
9:00A	San Jose, Tres Pinos, Santa Cruz, Pacific Grove, Paso Robles, San Luis Obispo, Guadalupe, Surf and Principal Way Stations	4:10P
10:40A	San Jose and Way Stations	*8:00A
11:30A	San Jose and Way Stations	*8:35A
*2:45P	San Mateo, Redwood, Santa Clara, San Jose, Gilroy, Hollister, Santa Cruz, Salinas, Monterey and Pacific Grove	*10:35A
*3:30P	San Jose, and Way Stations	*9:00A
*4:15P	San Jose and Principal Way Stations	9:45A
*5:00P	San Jose and Principal Way Stations	6:35A
5:30P	San Jose and 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.
¶ Thursdays. a Saturdays and Sundays.
§ Saturdays. j Sundays and Mondays.

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, 6:30 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. week days 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.