AMATEUR BOXERS SHOW GAMENESS IN THEIR BOUTS

Battle as if Fate of Nations Depended Upon Their Efforts.

San Francisco Athletic Club's Tournament Brings Out More Real Fighting Than a Championship Contest.

There was more earnest fighting in any one minute at the amateur boxing tournament of the San Francisco Athletic Club last night than is seen in many championship battles. The young athletes made up in gameness and aggressiveness for any shortcomings they may have had as clever boxers. A number of the fights were stopped by Referee Greggains, at the instance of Sergeant of Police Coogan, when they neared the line of brutality. Blood was spilled freely, but the application of a wet sponge removed all traces at once.

The principal bout, that between Jack Porter and Tom Herman, was awarded the latter in the third round, Police Sergeant Coogan seeing Porter had no chance after the first round. Herman was the aggressor throughout, although his opponent was ten pounds heavier.

The first bout of the evening was between Luke Dean and George Curran. It was stopped early in the second round by Referee Greggains, as Curran clearly outclassed Dean. The latter was knocked down in the first round and again in the second. Curran led repeatedly with his left and scored every time.

The second bout was also stopped by the referee in the second round. Mike Joyce, a mild-mannered looking boy, hammered his opponent, Dave Sheehan, all over the ring. He used straight lefts, which started the blood flowing freely. Sheehan was knocked down in both rounds. The fight was stopped to save him from unnecessary punishment.

George de Courcey knocked out Steve Kennedy in the second round of their bout. It was a whirlwind go from the start, each being dazed at times. De Courcey proved the cleverer boxer, and landed at will. It was fast going, to the great amusement of the spectators.

The bout between C. A. Barnet and Ed Barker proved the latter one of the game est youngsters that ever entered a ring. Barnet seemed too strong in the first round, but in the second Barker evened matters. He landed repeatedly on his opponent's stomach and took all the fight out of him. He kept up his aggressive fight in the third round and beat Barnet to a standstill.

Dick Riger and Ed Finnerty boxed four rounds to a draw. The fighting throughout was fast and furious and the decision was received with applause.

Jim Hamilton was given the decision over Fred Landucci after four rounds of hurricane fighting. Hamilton had the best of the first three rounds, but Landucci made a great finish in the fourth round. Hamilton did all his execution with his left, cutting Landucci badly. Landucci tried his left in the last round and Hamilton had difficulty in withstanding his attacks.

Referee Greggains stopped the Whipple-O'Leary fight in the third round, giving the former the decision. Both were badly punished.

Jim Ryan and young Neill supplied the comedy element in their bout. Both were strong and willing, but did not know how to hit. Ryan had enough in the third round of the wrestling bout, and stayed from the limit.

A special bout was put in between Fred Mathieson and C. P. Hansen. The former was the cleverer and hammered Hansen all over the ring. The bout was stopped in the second round.

STOLEN SILVERWARE FOUND IN A PAWNSHOP

Taken a Year Ago It Is Finally Recovered by Detectives Ryan and O'Dea.

Mrs. Robert Duncan arrived here from Los Angeles about ten months ago intending to make this city her home. She had with her a trunk containing her wedding presents and which were valued at $1000. After arriving here the trunk with its precious contents was removed from the steamer to the Broadway dock preparatory to being taken to her home.

When the expressman arrived to take the trunk it was gone. Captain Spillane was at once notified and he detailed Detectives Ryan and O'Dea on the case. Despite their efforts they were unable to get a trace of either the trunk or the thieves who stole it until yesterday, when they ran across the trunk in a Mission-street pawnshop. The contents were intact, the proprietor of the place admitting that it had not been opened as the man who had disposed of it promised to return and redeem it.

The trunk was immediately taken in charge by the detectives and removed to police headquarters. Ryan and O'Dea know the man who stole it and they expect to have him behind prison bars in the next few days.

DIES OF HEART FAILURE.

Edward T. Donnelly, an Extensive Cattle Raiser, Passes Away.

Edward T. Donnelly of the firm of Donnelly & Dunne, extensive cattle raisers, died last evening at his home, 318 Oak street. The deceased had been ailing since last January, but as he recently seemed to be improving the attending physician was hopeful for his recovery. His death is attributed to heart failure.

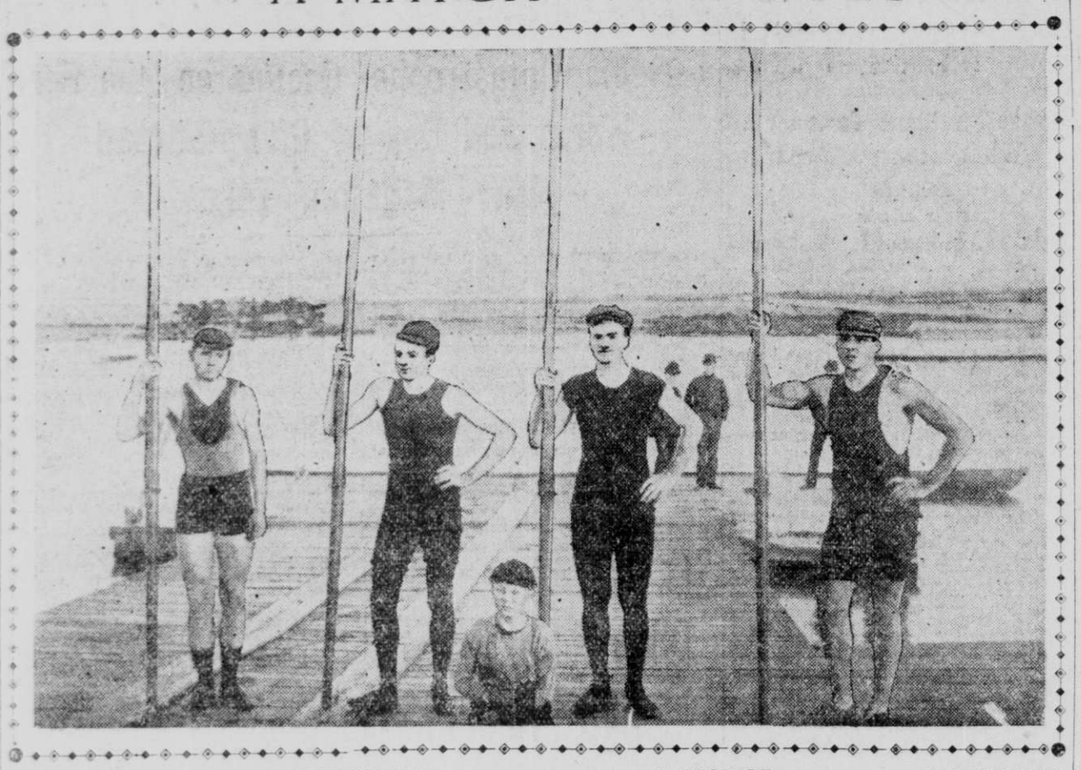
Donnelly was born in Queens County, Ireland, in 1844. He came to this country when only 9 years of age, finally locating in San Francisco. In addition to his extensive cattle interests he was engaged in the wholesale butcher business.

Donnelly took an active interest in politics, being known as a stanch Republican. He leaves a widow, but no children. Arrangements for the funeral will be made to-day.

Suicide While Insane.

A verdict of "suicide while temporarily insane" was rendered yesterday by a Coroner's jury in the case of Mrs. Leopoldine Goetz, who was found asphyxiated in bed last Wednesday morning at her residence, 361 Golden Gate avenue.

UNIVERSITY OARSMEN IN A MATCH WITH COLUMBIA



M. E. SCOTT. J. W. BARNES. D. GOODALE. T. V. KINGTON.

MEN WHO WILL REPRESENT UNIVERSITY OF CALIFORNIA IN TO-MORROW'S RACE.

THE boating spirit has been sufficiently developed among the students of the University of California to enable them to place a crew on the water to-morrow in a four-oared barge to compete with a like crew from the Columbia Rowing Club. The four of the University of California are: M. E. Scott, bow; J. W. Barnes, No. 2; D. Goodale, No. 3; T. V. Kington, stroke. The representatives of the Columbia Rowing Club are: J. H. Dieckmann, bow; Charles Bates, No. 2; Charles Goodwin, No. 3; H. H. Haight, stroke.

The Columbias enjoy the advantage of having an experienced coach in Harry Haight, while Charles Goodwin is also an experienced oarsman. The remaining men of the crew—Charles S. Bates and J. H. Dieckmann—are well-known athletes, having been especially successful as bicycle racing men. The university men were so unfortunate as to be without a barge in which to practice, their own boat being laid up for repairs for some time. Their opponents, however, in a spirit of sportsmanship, placed a boat at their disposal at times. The race will be rowed on Oakland estuary and is expected to be the forerunner of a series of contests in which the university oarsmen will participate.

SHIPPERS WILL OPPOSE MAKING NOME SUB-PORT

Business Men of San Francisco Denounce Scheme in Strong Terms.

Nome as a subport of entry is a proposition that has thoroughly angered the local business community. The general verdict of the merchants is that to make the proposed subport would be to deal the American shipping interests of the coast and also the American commercial interests, from Puget Sound southward, a severe blow. Leading shipping men concerned in the Alaskan trade were interviewed yesterday. Captain Edwin Goodall of the Pacific Coast Steamship Company spoke indignantly of the proposition:

"All American business interests must protest," said he. "There is nothing to the scheme except an attempt to favor British shipping men as against the interests of the citizens of the United States. It is sublime cheek; no other phrase will describe it. San Francisco would be badly hurt as a point for shipping freights and selling goods to Cape Nome. No American interest calls for the establishment of the subport. Only British shipowners are asking for the change. Seattle would be injured. Cheap British ships would lure business across the Sound from Seattle. People would leave Seattle to take ship at Vancouver or Victoria. The proposition is outrageous."

J. Marsden, vice president of the Kimball Steamship Company, said: "To make the proposed subport would destroy the protection that the existing coastwise regulations give to American shippers. Now foreign ships cannot take freights from an American port to an American port under the coast trade regulations. If Nome should be made a subport the existing protection so afforded would be lost. There are American ships enough to carry the freight and passengers. Still there is this way to look at the matter, that if there were a shortage, that would be a stimulus to the building of American ships while the coastwise regulations hold good. Every American shipping man is decidedly opposed to making Nome a subport."

J. N. Hibbard of the Alaska Exploration Corspany and T. H. Higbee and A. T. Prichard of the Empire Transportation Company visited Special Government Agent Evans in his office on Sutter street yesterday to express similar ideas. Mr. Evans said that he had not found any one in San Francisco who favored the establishment of the subport at Nome and he did not expect to find one. Mr. Evans is taking evidence at his office and is also visiting the shippers and others to get their views. The Chamber of Commerce has sent a strongly worded protest to Washington.

Florence L. Deuprey's Alimony.

Florence L. Deuprey has applied to the Superior Court for an order compelling her divorced husband, Assistant District Attorney Eugene N. Deuprey, to appear and show cause why he has not paid her $100 a month for the support of herself and children. Mrs. Deuprey alleges that the defendant only paid her $80 for February and has failed and refused to pay her an allowance for March and also refuses to pay $18.50 court costs accrued during her action for divorce.

A bowl of cream is a cat's idea of the lap of luxury.

INGLESIDE NOT TO BE REOPENED

Attempt to Legalize Poolselling on Horse Races Results in a Flat Failure.

SUPERVISORS Tobin, Helms and Reed, composing the Police Committee, were unable yesterday to agree upon one of several ordinances intended to prohibit pool selling on every form of sport except on horse races. After a long discussion, in which Mayor Phelan strongly opposed the plan to legalize gambling within the inclosure of a racetrack, the committee came to the conclusion that it could not make a recommendation at the next meeting of the board, and it is highly probable that the proposed ordinances will die a natural death.

Supervisor McCarthy addressed the committee in behalf of his ordinance by which betting in the downtown poolrooms was to be entirely abolished and a monopoly of the gambling presented to the racetrack vultures for a period of fifty days in one year. He contended that of the total damage to the community caused by pool-selling only a small percentage was due to racetrack gambling. To this assertion Mayor Phelan replied pointedly:

"It has been ascertained that most of the embezzling, murders, defalcations and other crimes are directly traceable to the racetrack. Merchants have informed me that they feel the pinch of the money going out of legitimate trade. Why can we not have sport without betting? There is no reason why people should get rich illegitimately at the expense of the community."

Reed insisted that no ordinance to prevent pool selling could be made effective unless it was made a penalty to visit the poolrooms.

"There is an order in existence now," said Reed, "prohibiting the selling of pools on horses and dogs. If another is presented repealing it, the Mayor would no doubt exercise his veto power."

Helms' order to license horse racing for sixty days and the one introduced by Reed, allowing pool-selling on boxing contests except by paris mutuels, were also shelved for the time being.

The order introduced at the suggestion of Chief of Police Sullivan prohibiting lotteries and the publication thereof was recommended for favorable passage.

The license of hotel solicitors and runners was fixed at $15 per quarter. A delegation of hotel keepers asked for a lower rate for their bus drivers, but the request was denied.

MONEY SAVED IF CITY OWNED ITS ELECTRIC PLANT

Supervisors' Committee on Public Utilities So Informed.

The Supervisors' Committee on Public Utilities met last night to consider the lighting of public streets entirely by electricity. Chairman Reed stated that one of the plans under consideration was the construction by the city of its own poles and distributing system and the purchase of the electric current from the lowest bidder.

Chief Electrician Hunt of the Independent Company, who last year had compiled a report on the estimated cost of an electric plant for lighting the streets and municipal buildings and the approximate cost of operating the same, gave valuable information to the committee. He said the poles would cost $80,000, lamps $30,000, insulators, wires, etc., $110,000, plant for public buildings $15,000; total $235,000. The cost to light public buildings would be $29,000 annually, the street lamps costing $164,250. It was ascertained that the cost of public lighting now is $384,000 per year, and if the proposed plan is carried out a saving of $190,750 annually could be effected with a 40 per cent better light. The saving the first year would go far toward paying the original cost of the plant.

Prince Poniatowski, president of the Standard Electric Company, informed the committee that it would not enter the field of competition in this city until July, 1901, when it will deliver direct to this city 12,000 horsepower from the Blue Lakes system. The company would only do a wholesale business of supplying power, and the city would be required to own a complete distributing system.

Regarding the water question, which was next taken up by the committee, Prince Poniatowski stated that from 45,000,000 to 120,000,000 gallons of water were going to waste daily in the Standard system and engineers were at work now with a view to utilizing that amount for any purpose demanded. The company owned 400 square miles of water sheds and 140 miles of pipe would be necessary to bring the water direct to this city. To a question by Reed whether the company was willing to sell the title of the system, reserving the right to the power developed by the water, Poniatowski replied that the shareholders of the concern would have to be consulted, but he admitted that the water would eventually have to come down the coast.

Bathing the Baby.

There is a right and a wrong way to do everything—and bathing the baby is no exception to this rule. In The Sunday Call will appear an article that will prove most interesting to the fond mother, and, if the directions given are followed, baby will be equally appreciative. The text is illustrated by excellent half-tones, which make all the explanations clear.

Scotch Entertainment and Tea.

A Scotch entertainment and tea for the benefit of the Woman's Home Mission Society will be given in the First Baptist Church, 320 Eddy street, this evening. The programme will consist of readings by Mrs. E. A. Woods, Scotch songs by George St. J. Bremner, recitations by Dr. Shiels, piano solo by Miss Jacob and violin solo by Miss Alice Woods. Refreshments will be served.

Open to the Public.

The Mark Hopkins Institute of Art will be open to the public to-day, free of charge, from 9 a. m. until 5 p. m., and in the evening from 7:30 until 10 o'clock.

PENSION LIST TO BE REVISED BY THE CHIEF

Many Ineligible Officers Are Cited to Appear Before the Board.

The Retirement of Sergeant Avon Severely Criticized in a Communication From a Citizen of Oakland.

Chief of Police Sullivan was engaged yesterday in carefully examining the list of men whose names are enrolled on the police pension list. Unless he is convinced that the men were retired for good and sufficient reasons, he intends to ask the Police Commissioners to order them back into the ranks.

The case of ex-Captain Wright, who was retired by the old board notwithstanding that he had been a member of the department for only eight years, has created considerable comment in police circles. It was claimed at the time that Wright was physically disabled, but this is denied by the men who were associated with him. Wright's object in asking the Commissioners for an indefinite leave of absence was to visit the Philippine Islands.

He expected to be appointed secretary of the Philippine Commission and wanted his pension to go to his wife. It is claimed by his friends that if he decided to locate at the islands he intended to resign from the department.

At the next meeting of the board Chief Sullivan will submit a complete list of the men who are on the retired list. Each name will be taken up separately, and unless the retired officer shows that he is entitled to a pension under the provision of the charter he will be ordered back into the ranks or suffer the humiliation of being summarily dismissed from the department.

The following communication was filed with the Board of Police Commissioners yesterday:

OAKLAND, Cal., April 5, 1900.

Board of Police Commissioners, San Francisco—Gentlemen: In reading this morning's paper (Call) saw the case of ex-Captain Wright. Will say your pension law is no good. There is another case the same as Wright's, ex-Sergeant John Avon. He was not a resident of San Francisco all the time he served as sergeant, but lived in Alameda County; was the owner of a large ranch and rich. Went home at night to Alameda County and reported for duty as a police officer the next day. Investigate and you will find this as stated.

JOHN KEEN, Oakland.

Avon was retired by the old board on account of physical disability. While struggling with a desperate prisoner some time ago he was thrown to the sidewalk, sustaining a dislocation of the shoulder. It is said that he is not in need of a pension, being well supplied with the world's goods.

The Commissioners intend to thoroughly inquire into the charges as stated in the communication.

The pension list was increased by the old board a few days before it went out of office by over thirty names, some having served the necessary twenty years and being over 60 years of age, but many of them coming under the disability clause. From the quarterly meeting in October to the meeting in January the list has increased from 49 to 80, making an additional expense of over $20,000 a year.

WHY WEBSTER WILL NOT SIGN JANITORS' DEMANDS

He Informs School Board That His Reasons Are Backed by Supreme Court Decisions.

Superintendent of Schools Webster yesterday sent a communication to the Board of Education in which he specifies his reasons for not signing the school janitors' demands for March. He contends that, being employes of the Board of Public Works, the janitors should not be paid out of the school fund, and that there is no authority under the charter or general law for their payment in that manner.

Strikers Give Up Their Fight.

Kurtz & Co.'s shoe factory, 103 Mission street, has practically won its fight with its striking employes. Two unions, the lasters and the shoeworkers, walked out three weeks ago because certain men had been discharged, notwithstanding the protest of their fellow employes. A week ago the shoeworkers held a meeting and decided to give up the struggle. They acknowledged the right of the proprietors to employ and discharge whomesoever they pleased. About eighteen lasters and shoeworkers are still holding out, but it is probable they will submit to the inevitable.

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AT ALL DRUGSTORES

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The assortment comprises all the latest effects in checks and plaids—grounds in black, navy, brown, tan and gray.

They come in double-breasted style, as pictured above.

You will find any of the patterns desirable.

The price for two days is

$1.45

Out-of-town orders bearing postmark of Friday or Saturday will be filled.

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A brilliant light and a long life are two other ways.
Once used, always used.
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KROGH & Drake Amalgamators, operating daily; 1 30-Hp. gasoline engine cheap. 9 Stevenson, S. F.

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12x16 ft., $150; 16x20 ft., $200. Apply to the HUMBOLDT LUMBER CO., Third and Washington sts., Oakland, Cal.

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Oil, Gasoline, Steam Hoists, Centrifugal Pumps, Engines & Boilers. Hendy Mach. Wks., 40 Fremont.

EXPERIMENTAL MACHINERY & MODELS.
L. PETERSON, 544A Mission, S. F.; communications from inventors strictly confidential.

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Supply fresh or salt water for sluice boxes; high or low lifts. Simonds, 33 Market st.

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SAVES All the Gold by Gravitation. No quicksilver. Hand or power. In operation 14 Spear.

THE Eureka 1900 beach gold saver; the only pan motion. 26 Beale st.

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Long tom, riffles and carpet combined saves placer gold. VAN WINKLE, 413 Market st.

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PLATES FOR SAVING GOLD.
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F. W. BELL, Central Plating Works, 852 Mission st., S. F. Phone Jessie 301.

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BAKER & HAMILTON, Engines and Boilers; lowest prices on the coast. Pine & Davis sts.

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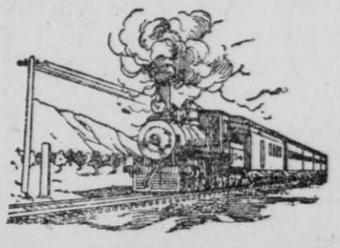

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Via Sausalito Ferry.
Commencing October 1, 1899.
FROM SAN FRANCISCO TO MILL VALLEY AND SAN RAFAEL.
WEEK DAYS—*7:00, *9:30, 11:00 a. m.; *1:45, *3:40, 5:15, 6:00, 6:30 p. m.
EXTRA TRIPS—For Mill Valley and San Rafael, on Mondays, Wednesdays and Saturdays, at 9:00 and 11:30 p. m.
SUNDAYS—*8:00, *10:00, *11:30 a. m.; *1:15, 3:15, *4:45, 6:30, 9:00 p. m.
Trains marked (*) run to San Quentin.
FROM SAN RAFAEL TO SAN FRANCISCO.
WEEK DAYS—5:25, *6:35, 7:45, *9:40 a. m.; *12:30, 2:15, *3:40, *5:15 p. m.
EXTRA TRIPS on Mondays, Wednesdays and Saturdays at 6:40 and 10:15 p. m.
SUNDAYS—6:20, *8:00, *10:00, *11:45 a. m.; *1:40, *3:15, 4:45, *6:30 p. m.
Trains marked (*) start from San Quentin.
FROM MILL VALLEY TO SAN FRANCISCO.
WEEK DAYS—5:45, 6:45, 7:55, 9:45 a. m.; 12:35, 2:35, 3:45, 5:20 p. m.
EXTRA TRIPS on Mondays, Wednesdays and Saturdays at 7:00 and 10:20 p. m.
SUNDAYS—8:05, 10:05 a. m.; 12:05, 2:15, 3:30, 5:00, 6:45 p. m.
THROUGH TRAINS.
7:00 a. m. week days—Cazadero and way stations.
3:40 p. m. Saturdays—Tomales and way stations.
8:00 a. m. Sundays—Tomales and way stations.

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 FEBRUARY 26, 1900. —	ARRIVE
*7:00A Benicia, Suisun, Elmira, Vacaville, Rumsey and Sacramento	*7:45P
*7:00A Shasta Express—Davis, Willows, Red Bluff, Portland	*7:45P
*7:30A Martinez, San Ramon, Vallejo, Napa, Calistoga and Santa Rosa	*6:15P
*8:30A The Overland Limited—Ogden, Denver, Omaha, Chicago	*5:15P
*8:30A San Jose, Livermore, Stockton, Ione, Sacramento, Placerville, Marysville, Chico, Red Bluff	*4:15P
*8:30A *Milton, Oakdale, Sonora, Carters	*4:15P
*9:00A Haywards, Niles and Way Stations	*11:45A
*9:00A Davis, Woodland, Knights Landing, Marysville, Oroville	*7:15P
*9:00A Atlantic Express—Ogden and East	*9:45A
*9:00A Martinez, Tracy, Lathrop, Stockton, Merced and Fresno	*12:15P
*9:00A Port Costa, Fresno, Mojave and Los Angeles	*6:45P
*10:00A Vallejo, Martinez and Way Stations	*6:45P
*11:00A Niles, Livermore, Stockton, Sacramento, Mendota, Hanford, Visalia, Porterville	*4:15P
*12:00M Haywards, Niles and Way Stations	*2:45P
‡1:00P Sacramento River Steamers	‡8:00P
*3:00P Haywards, Niles and Way Stations	*9:45P
*4:00P Martinez, San Ramon, Vallejo, Napa, Calistoga, Santa Rosa	*9:15A
*4:00P Benicia, Vacaville, Sacramento, Woodland, Knights Landing, Marysville, Oroville	*10:45A
*4:30P Niles, San Jose and Stockton	*7:15P
*5:00P The Owl Limited—Tracy, Fresno, Bakersfield, Saugus for Santa Barbara, Los Angeles	*10:45A
a5:00P Sunset Limited—El Paso, New Orleans and East	a10:45A
*5:30P Stockton, Merced, Fresno	*12:15P
*5:30P Fresno, Bakersfield, Santa Barbara, Los Angeles, Deming, El Paso, New Orleans and East	*8:45A
*5:30P Santa Fe Route—Atlantic Express for Mojave and East	*6:45P
*6:00P Haywards, Niles and San Jose	*7:45A
‡6:30P Vallejo	*12:15P
*6:30P Oriental Mail—Ogden, Cheyenne, Omaha, Chicago	*9:45A
*6:30P Oriental Mail—Ogden, Denver, Omaha, Chicago	*4:15P
‡7:00P Vallejo, Port Costa and Way Stations	‡9:55P
*8:05P Oregon and California Express, Sacramento, Marysville, Redding, Portland, Puget Sound and East	*8:15A

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, 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 3)—
*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.)

‡6:10A Ocean View, South San Francisco	‡6:30P
*7:00A San Jose and Way Stations (New Almaden Wednesdays only)	*1:30P
*9:00A San Jose, Tres Pinos, Santa Cruz, Pacific Grove, Paso Robles, San Luis Obispo, Surf, Lompoc and Principal Way Stations	*4:10P
*10:40A San Jose and Way Stations	*6:35A
*11:30A San Jose and Way Stations	*5:30P
‡2:45P San Mateo, Redwood, Menlo Park, Palo Alto, Santa Clara, San Jose, Tres Pinos, Santa Cruz, Salinas, Monterey and Pacific Grove	‡10:36A
‡3:30P San Jose and Way Stations	*7:30P
‡4:15P San Jose and Principal Way Stations	*9:45A
‡5:00P San Jose and Principal Way Stations	‡9:00A
*5:30P San Jose and Principal Way Stations	*8:35A
*6:30P San Jose and Way Stations	‡8:00A
b11:45P San Jose and Way Stations	*7:30P

A for Morning. P for Afternoon.
* Daily. ‡ Sunday excepted. ‡ Sunday only.
b Saturday only.
a Tuesdays and Fridays c Thursdays and Sundays.

CALIFORNIA NORTHWESTERN RY. CO.
LESSEE
SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.
Tiburon Ferry, Foot of Market St.

SAN FRANCISCO TO SAN RAFAEL.
WEEK DAYS—7:30, 9:00, 11:00 a. m.; 12:55, 3:30, 5:10, 6:30 p. m. Thursdays—Extra trip at 11:20 p. m. Saturdays—Extra trips at 1:55 and 11:20 p. m.
SUNDAYS—8:00, 9:30, 11:00 a. m.; 1:30, 3:30, 5:00, 8:20 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, 5:05, 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 October 15, 1899. Destination.	Arrive San Francisco. Sundays.	Arrive San Francisco. Week Days.
7:30 am 3:30 pm 5:10 pm	8:00 am 9:30 am 5:00 pm	Novato. Petaluma. Santa Rosa.	10:40 am 6:05 pm 7:35 pm	8:40 am 10:25 am 6:22 pm
7:30 am 3:30 pm	8:00 am	Fulton, Windsor, Healdsburg, Lytton, Geyserville, Cloverdale.	7:35 pm	10:25 am 6:22 pm
7:30 am	8:00 am	Hopland and Ukiah.	7:35 pm	6:22 pm
7:30 am 3:30 pm	8:00 am	Guerneville.	7:35 pm	10:25 am 6:22 pm
7:30 am 5:10 pm	8:00 am 5:00 pm	Sonoma and Glen Ellen.	9:15 am 6:05 pm	8:40 am 6:22 pm
7:30 am 3:30 pm	8:00 am 5:00 pm	Sebastopol.	10:40 am 7:35 pm	10:25 am 6:22 pm

Stages connect at Santa Rosa for Mark West Springs and White Sulphur Springs; at Lytton for Lytton Springs; at Geyserville for Skaggs Springs; at Cloverdale for the Geysers; at Hopland for Duncan Springs, Highland Springs, Kelseyville, Carlsbad Springs, Soda Bay, Lakeport and Bartlett Springs; at Ukiah for Vichy Springs, Saratoga Springs, Blue Lakes, Laurel Dell Lake, Witter Springs, Upper Lake, Pomo, Potter Valley, John Day's, Riverside, Lierley's, Bucknell's, Sanhedrin Heights, Hullville, Orr's Hot Springs, Mendocino City, Fort Bragg, Westport, Usal, Willitts, Laytonville, Cumming's, Bell's Springs, Harris, Olsen's, Dyer, Scotia and Eureka.

Saturday to Monday round-trip tickets at reduced rates.

On Sunday round-trip tickets to all points beyond San Rafael at half rates.

Ticket Offices, 650 Market st., Chronicle bldg.
H. C. WHITING, General Manager. R. X. RYAN, Gen. Pass. Agent.

MOUNT TAMALPAIS SCENIC RAILWAY
Leave San Francisco via Sausalito Ferry.
Week Days.....9:30 a. m. and 1:45 p. m.
Sundays.....8:00, 10:00 a. m. and 1:45 p. m.
Steam-heated, closed car on all trains.
Fare—San Francisco to Summit and Return, $1 40.