SHIPS THAT HAVE GONE DOWN AT SEA

SAD DEATH OF ROWENA JEHU

Leaves Position in Honolulu to Visit Relatives and Is Among Missing Victims of the Wreck

Miss Rowena Jehu.
(Drowned.)

MISS ROWENA JEHU, who was lost on the ill-fated Rio de Janeiro, was the daughter of Mrs. Sarah Jehu of 1819 San Jose avenue, Alameda. She was a native of California, aged 26 years. She was the sister of Miss Jennie Jehu, a soprano singer now in the chorus of the Bostonians. Her other sisters and brothers are Walter and Nat, Miriam, Lizzie and Maud Jehu. She was a half-sister of Mrs. M. A. Evans, who resides on Encinal avenue.

Miss Jehu had been employed in Honolulu. She had been in the islands for two years and was returning to her home to spend a short vacation when she met her death. She was formerly employed by Chickering, Thomas & Gregory, attorneys of San Francisco, as a stenographer.

CLAIMS SHE IS WIDOW OF THE RIO'S COMMANDER

Strange Woman Calls at the Cliff House and Asserts That Captain Ward Was Her Husband.

Who is the woman who averred yesterday that she was the wife of Captain Ward of the Rio de Janeiro? That is what James M. Wilkins, proprietor of the Cliff House, would like to be told, as well as many others, who knew the lamented captain more intimately and who assert that he was unmarried. Yet a woman whom Mr. Wilkins did not recognize made this statement to him yesterday just before the noon hour at the Cliff House. She seemed to be greatly excited, and asked of the wreck and how she could be shown where the ill-fated vessel lay.

A gentleman and lady with her were introduced as Mr. and Mrs. Reedon, said to be living on McAllister street. No such names appear in the City Directory, however.

At the Occidental Hotel, where Captain Ward generally had his headquarters when in San Francisco, it was stated last night that Captain Ward was never known to have a wife. As the parties who called at the Cliff House yesterday were practically strangers to Mr. Wilkins, there is no means of ascertaining the identity of the woman who claimed relationship to Captain Ward.

Leong Chung, Art Student.
(Drowned.)

FIFTY YEARS' AWFUL RECORD

Nineteen Ships Is the Loss of the Pacific Mail Company—Many Hundreds of Persons Also Perished

DURING the past fifty years the Pacific Mail Steamship Company has lost nineteen of its fleet. The list includes the Southerner, Salvador, Golden Gate, Golden City, America, Guatemala, Sacramento, Honduras, Japan, City of San Francisco, Georgia, City of Tokyo, San Pablo, Granada, Nicaragua, City of New York, Colima, Columbia and the City of Rio de Janeiro.

The foundering of the Rio de Janeiro did not result in the greatest loss of life as 200 of the 300 passengers on the Golden Gate were lost off the coast of Mexico in 1862. Four hundred Chinese were lost in the wreck of the steamer Japan off the Chinese coast in the early '70s.

Only forty souls were saved out of the crew and 121 passengers of the Colima, which went down in 1895.

The complete list of the steamers lost is appended:

Southerner.

The Southerner was lost off Cape Flattery in the early '50s. She was commanded by Captain Sampson and was one of the first steamers sent to the Pacific Coast. She was employed by the Pacific Mail Company on the northern run and was valued at $250,000.

Salvador.

The Salvador was lost near Punta Arenas, San Salvador, in 1861. She was the first iron steamer brought to this coast by the Pacific Mail Company and was commanded by Captain Wise. After she struck a sunken reef in the Gulf of Nicoyo Captain Wise beached her and saved all the passengers and a part of her cargo, consisting of coffee and merchandise from New York. The total loss was estimated at $600,000.

Golden Gate.

The Golden Gate was burned near Manzanillo, Mexico, four miles off shore, July 27, 1862. She was a fine new steamer of 2061 tons, commanded by Captain R. H. Pearson. The fire started in the galley while the passengers were at dinner, and though she took the beach in half an hour over 200 of the 300 souls aboard were lost. Of her ten boats the fire burned all but three at the davits. The loss to the Pacific Mail Company with ship and cargo was $1,750,000.

Golden City.

The Golden City stranded on Point St. Lazaro, Lower California, February 22, 1870. This vessel was one of the finest owned by the Pacific Mail Company. She was rated at 3500 tons and was commanded by Captain Comstock. She was on her run from this city to Panama and had a full passenger list. Fortunately no lives were lost. The vessel was valued at $500,000 and was a total loss.

America.

The America was burned at Yokohama harbor September 4, 1872. She was commanded by Captain Doane. Many Chinese jumped overboard and were drowned. Except these no lives were lost. One million dollars in specie was lost, but about two-thirds of it was afterward recovered. The America was valued at $1,000,000.

Guatemala.

The Guatemala was lost on Tonala Bar, South American coast, October 13, 1872. Three boatloads of people reached the shore, while one containing fifteen persons was lost. The vessel was commanded by Captain Douglass and was valued at $175,000.

Sacramento.

The Sacramento was lost on Sacramento Reef, 200 miles south of San Diego, December 5, 1872, Captain Farnsworth commanding. The passengers and crew were rescued by a steamer sent from San Diego. Loss by vessel, $500,000.

Honduras.

The Honduras was a British steamer chartered by the Pacific Mail Company. She was lost on the coast of San Salvador in 1873. Captain Griffiths was her commander. The vessel was valued at $250,000.

Japan.

The Japan was burned twelve miles off shore near Swatow, China. The Chinese passengers became panic stricken and jumped overboard with their sacks of Mexican dollars. Over 400 were lost. The vessel was commanded by Captain Warsaw and was valued at $750,000. With $375,000 in specie and a cargo worth $98,000 she made a total loss of $1,223,000.

City of San Francisco.

The City of San Francisco struck Tartar Shoal, near Acapulco, Mex., on May 16, 1877. She sank at once, ten miles off shore. The passengers and crew were all saved, but the magnificent vessel, valued at $700,000, was a total loss. She was under command of Captain James Waddell. United States Inspector Bemis severely condemned the loose and dangerous practice of leaving open the iron bulkhead in the Pacific Mail Company steamers; to which he attributed the loss of the San Francisco.

Georgia.

The Georgia was lost on the Costa Rican shore September 28, 1878, en route from Punta Arenas. Captain Howard was in command and all on board were safely landed, though the vessel made a loss of $300,000.

City of Tokyo.

The City of Tokyo was lost in Tokyo Bay, near Yokohama, June 22, 1885. Captain Maury was in command. She attempted to run up to Yokohama in thick weather when she struck a sunken reef and sank. All on board were saved. The vessel carried $441,000 specie for China and was valued at $1,100,000.

San Pablo.

The San Pablo was burned in the Straits of Formosa April 18, 1887, Captain Reed commanding. Fire broke out at 3 a. m. The British steamer Pechili was sighted soon after and agreed to take off the passengers and crew. The steamer was attacked at daylight by 1000 pirates, who were driven off with hot water. They again boarded her after her abandonment and set her on fire, causing an explosion which killed nearly all of the pirates. The vessel and cargo proved a total loss. The steamer was valued at $500,000.

Granada.

The Granada went ashore at Point Tigupan June 22, 1889, while en route from Manzanillo to San Francisco; Captain Deering in command. All on board were saved. Loss, $200,000.

Nicaragua.

The Nicaragua was lost near Point Romidias, San Salvador, December 5, 1891 Captain Nickerson in command. She was making her maiden trip from San Francisco to Panama when she struck on a hidden reef and soon after sunk. No lives were lost. The vessel was valued at $350,000.

City of New York.

The City of New York was lost on Point Bonita Head, Golden Gate, October 26, 1893, Captain Johnson commanding. She was going out in a fog under the charge of Pilot Johnson, when he lost his bearings. The steamer went ashore just under the lighthouse. No lives were lost. The vessel was valued at $225,000 and had a cargo worth $100,000.

Colima.

The Colima foundered at sea between Acapulco and Manzanillo May 27, 1895, Captain J. J. Taylor commanding. She was on her one hundred and twenty-ninth voyage and carried 121 passengers, besides the crew, and a large and valuable cargo. Only forty-one souls were saved. The vessel went out with a large amount of lumber piled on her decks, which shifted in the heavy seas and caused her loss. The disaster entailed a direct loss to the Pacific Mail Company of $900,000, and it was besides subjected to several suits for damages.

Columbia.

The Columbia was lost near Pigeon Point July 15, 1896, Captain Clarke commanding, while en route from Acapulco to San Francisco. She had $500,000 in specie aboard, which was all saved, but the greater part of her cargo, of coffee and merchandise, was lost. The passengers and crew all landed safely. The vessel was rated at 3619 tons and was valued at $400,000.

K. Holtz, Shanghai.
(Rescued.)

OPINIONS AS TO THE CAUSE DIFFER.

PILOT FREDERICK JORDAN—
"I can only attribute it to the strong tide which was running and which drifted us on the rocks. The heavy fog prevented us from seeing where we were. The fog was thick and we could not see the land."

VICE PRESIDENT SCHWERIN—
"I think it would have been wiser for Captain Ward to have waited outside until the fog cleared off. I think undue haste was shown by the captain in bringing his vessel in. A pilot is simply a guide."

CAPTAIN HECHT—
"The officers, crew and passengers all showed splendid discipline; everybody tried their best to assist each other. Life preservers were thrown around in great profusion. Those who were saved were singularly lucky. I cannot express an opinion on whom to place the blame for the loss of life."

SECOND OFFICER COGHLAN—
"The inevitable has happened and the Rio de Janeiro has been lost. So far as I could see there was no deviation from the correct course. It was followed until the swirl of the ebb tide drove us on the reef."

BOATMEN BRING BODIES OF WRECK VICTIMS ASHORE

Search Water of Bay for the Dead and All Day Long Anxious Thousands Watch Them Work.

About 1:30 o'clock Antonio Silva brought in the body of a man about 45 years of age and with a full red beard. The body was partly dressed. A few moments later Joseph Saffini of 2118 Mason street towed the body of a woman to the wharf. The body was clad only in a skirt, a night dress and a rich fur cape, which had evidently been thrown hastily over her shoulders. Diamond earrings and finger-rings of great value were on the body. The clothing was of the finest quality. The honesty of the rescuer is worthy of commendation. Both of these bodies wore life-preservers properly adjusted, and the inference is that they were dragged down with the ship and floated free some time later.

Boatmen were continually bringing in wreckage of every description. Most of this had been torn away from the vessel by water pressure, although some woodwork was so badly splintered that the seamen who were about were sure that there had been an explosion. Considerable straw braid and a bale of silk were also recovered.

Thousands of people thronged the wharf and every incoming boat was a signal for a rush, against which the power of the police and custom-house officials was unavailing, and some valuable property must have found its way past the cordon during the afternoon.

At about 4 o'clock a boat under the command of Mike Sarraille, 614 Francisco street, brought in the body of an elderly woman, which was unidentified but which was thought to be the stewardess of the vessel. The body was fully dressed. This was the last body taken in at Meiggs wharf, making a total of nine for the day.

With this body there was towed ashore a miscellaneous lot of floatage, which contained considerable clothing, carpets and cabin furnishings. There was also an index to a "Letters sent" book, the cover of which was destroyed but which contained memoranda of letters sent to the American Biscuit Company, the Wertheimer Tobacco Company and other local firms. The name Ed Mackwirth was written at the bottoms of the pages, followed by the stamp "Removed to 819 Pine street, San Francisco."

Both the body and the wreckage had been recovered from a floating section of the cabin, containing six staterooms. At dark six small boats were vainly trying to tow this portion of the cabin ashore, the tide being against them. One of these boats also had the body of another Chinaman, and it was thought probable that other bodies might be found in the staterooms, but whether the section could be saved or not was doubtful.

The Sea Queen, Captain Ike Smith, returned at dusk after a thorough patrol of the south beach as far as Point Pedro. No bodies were seen during the trip, but the shore was covered with wreckage. Darkness put an end to the search, in which hundreds were engaged, and the boats came slowly in. They will be out again at daylight, but chances are few that many more bodies will be recovered. The action of the water will tend to disfigure the features also and make identification difficult.

HER NAME DOES NOT APPEAR ON PASSENGER LIST

Miss Katie Reidy May Not Have Been on Rio, Although Relatives Thought She Was on Vessel.

Though her name does not appear on the passenger lists, Miss Katie Reidy is believed to have been aboard the ill-fated steamship, and the fact that her San Francisco relatives have not received any information from her tends to the belief that she may be among the missing. Miss Reidy, who lived with her sister, Mrs James Bradley, at 1376 Sacramento street, went to Hongkong four years ago with the family of Consul Wildman as nurse. She was to accompany them back to San Francisco in the same capacity, and her relatives were awaiting her return on the Rio de Janeiro. The passenger list simply gives after the names of Consul General Wildman and wife, "two children and nurse."

The relatives of Miss Reidy made a fruitless search for her yesterday. It may be that she did not accompany the Wildmans home, though that seems improbable to her relatives. Miss Reidy's parents live in South Ireland. Another of her two sisters, Mrs. Joseph Flynn, lives at 2684 Eighteenth street.

Before the Rio sailed from Hongkong Miss Reidy notified her San Francisco relatives of her intended departure by that steamer.

A Correction.

The notice appearing in Friday's Call made it appear the ball and supper given by the Cooks' Association of the Pacific Coast would be held last night, but should have read to-night, Saturday, February 23, 1901, at Native Sons Hall, 414 Mason street. A grand time is the programme.

No. 8 (Morgue), Unidentified.
(Drowned.)

PROBABLY LOST IN THE SINKING OF THE STEAMER

Harry V. Austin Believed to Have Been on Board the Ill-Fated Vessel When She Went Down.

It cannot be established with certainty that Harry V. Austin took passage on the Rio de Janeiro at Nagasaki, although such is believed to be the fact. He left the transport Sumner there some weeks ago and wrote to George A. Hanks, 540 Folsom street, that he was to go out on the Rio de Janeiro from Nagasaki as quartermaster. Previously he had been in the transport service and for two years served as quartermaster on the Sumner, Logan, Grant and Missouri. Before entering the transport service he had acted as quartermaster on the San Blas and other Pacific Mail steamers. Hanks thinks there is no doubt that Austin went aboard the Rio de Janeiro at Nagasaki, though he might have done so in a subordinate capacity. A report at the Morgue places him among the missing, but this may be erroneous. Austin was 21 years of age and when in San Francisco made his home with the Hanks family on Folsom street. His parents reside in New York.

DENVER DRUGGIST IS A BROTHER OF CAPTAIN WARD

Captain Coghlan, Father of the Rescued Second Officer of the Rio, Also in the Colorado Capital.

DENVER, Feb. 22.—Charles E. Ward, druggist at 790 Broadway, this city, is a brother of Captain William Ward, the commanding officer of the City of Rio de Janeiro, which went down off the Golden Gate early this morning.

Captain J. B. Coghlan of the United States navy, whose son, Graham Coghlan, was a second officer on the vessel, is now in Denver, the guest of I. N. Stevens. His anxiety as to the fate of his son after receiving the first news of the disaster was relieved early in the day by a message from the latter assuring him of his safety.

They say Bernhardt is a little cross at times. Read what a special reporter of the Sunday Call has to say in next Sunday's Magazine Section.

LIFE OF BALLASTMAN J. B. CHASE HAS ENDED

Death Results From the Bursting of a Blood Vessel in the Brain.

James B. Chase, stevedore and ballastman, died yesterday morning at 2 o'clock at his residence, 1535 Mason street. Death resulted from the rupturing of a blood vessel in the brain. For the past nine days the deceased had been confined to his bed from a stroke of paralysis.

James B. Chase was born in New Bedford, Mass., in 1837. He emigrated to this State by way of the Horn in 1851, and settled in this city, where he has since resided. Shortly after his arrival he engaged in the ballast business with Thomas De Vries and later entered into partnership with Captain Wolff.

He was the father of eleven children, five of whom are dead. He was a member of San Francisco Lodge I. O. O. F., Master Mariners and Legion of Honor. The funeral will take place Sunday afternoon.

Killed During Honeymoon.

CHICAGO, Feb. 22.—While on a wedding tour John Hislop, chief engineer of the White Pass and Yukon Railroad, a resident of Skaguay, met death to-day beneath a suburban train. Mr. Hislop was about 40 years old. He arrived in Chicago Thursday afternoon with his bride of three weeks.

PENNSYLVANIA SYSTEM
of railroads.
Office, 30 Montgomery street.

LIVELY SKIRMISH WITH INSURGENTS

Many Are Killed and Ten Rifles Captured in the Province of Cavite.

MANILA, Feb. 22.—Colonel Walter W. Schuyler, with a detachment of the Forty-sixth Volunteer Infantry, had a skirmish near Santa Cruz, province of Cavite, in which several insurgents were killed. The Americans captured ten rifles.

ADVERTISEMENTS.

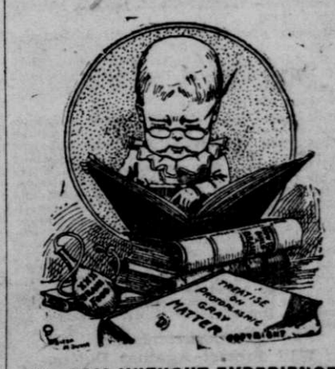
Hogs or Cottonfields.

The leading by-product of the hog is lard, which accumulates directly in proportion to the amount of over-feeding done.

The leading by-product of the cottonfield is the cottonseed. In this nature has stored up food to nourish the young plant until it can feed itself. It is pure, concentrated, vigorous strength.

White Cottolene

is made from this oil. Being a pure, vegetable product, it is wholesome and nourishing, and as we have perfected the process of manufacture until it is absolutely odorless, flavorless and neutral, food prepared with it is more delicate, more appetizing and more healthful than when any other shortening and frying agent is used. Why don't you try WHITE COTTOLENE?



The N.K.Fairbank Company,
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FREE! Our dainty booklet, "A Public Secret," mailed free to any address. For two 2c stamps we will send free our 125-page recipe book, "Home Helps," edited by Mrs. Rorer.

P. S.—No Hog Fat in COTTOLENE

WISDOM WITHOUT EXPERIENCE

Can be acquired by those willing to profit by the experience of others. Our laundry work and methods please thousands daily. Why not be guided by their experience and let us please you? Costs you nothing for a trial—will please you immensely. Domestic finish for full-dress shirts if you order it. No saw edges.

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ADVERTISEMENTS.

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Genuine CARTER'S LITTLE LIVER PILLS must bear signature of Brent Good

SEE GENUINE WRAPPER

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS.

FOR HEADACHE.
FOR DIZZINESS.
FOR BILIOUSNESS.
FOR TORPID LIVER.
FOR CONSTIPATION.
FOR SALLOW SKIN.
FOR THE COMPLEXION

GENUINE MUST HAVE SIGNATURE.
Price 25 Cents | Purely Vegetable. Brent Good

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"PRINTED ON RED PAPER."

AMUSEMENTS.

MOROSCO'S GRAND OPERA HOUSE
THIS AFTERNOON AND EVENING
LAST TWO PERFORMANCES OF
MME. SARAH BERNHARDT
—AND—
M. COQUELIN.
Under the Direction of MR. MAURICE GRAU.
MATINEE TO-DAY
LA TOSCA and LES PRECIEUSES RIDICULES
TO-NIGHT FAREWELL PERFORMANCE.
Third Act of CYRANO DE BERGERAC; Third Act of LA TOSCA; MONOLOGUE by M. COQUELIN, and Last Two Acts of LA DAMES AUX CAMELIAS.
MME. BERNHARDT AND M. COQUELIN Will Appear at Each Performance.
NOTE—The curtain will rise to-night at 7:45 sharp, as the company leaves immediately after the performance for New Orleans.

EXTRA!
COMMENCING TO-MORROW (SUNDAY) EVENING,
REOPENING OF STOCK SEASON.
MR. HOWARD HALL
—IN—
"A HUSBAND'S HONOR."
The sensational incident of which will be his rescue of a glove from a den of lions.
Usual Popular Prices. Seats Now on Sale.

Orpheum
MATINEE TO-DAY,
SATURDAY, Feb. 23.
Parquet, 25c, any seat; Balcony, 10c; Children, 10c, any part except reserved.
A Big Bill and Entirely New.
DUMOND'S MINSTRELS; A. L. GUILLE; THREE KELCEY SISTERS; JOHNNIE JOHNS; AL. and MAMIE ANDERSON; IDALENE COTTON and NICK LONG; DOROTHY STUDEBAKER; GEORGE AUSTIN MOORE; THE GREAT AMERICAN BIOGRAPH.

COLUMBIA SAN FRANCISCO'S LEADING THEATRE
NOTE—No telephone or mail orders accepted. All regular first night reservations must be taken up by to-day noon.
Beginning MONDAY, FEBRUARY 25th,
ONLY APPEARANCES HERE OF MRS.
LESLIE CARTER
After Her London Triumph,
As ZAZA in
DAVID BELASCO'S PLAY
(A Version of Berton & Simon's Drama).
MRS. CARTER, by Special Request, will give an Extra Matinee,
WEDNESDAY, FEBRUARY 27,
In Addition to the Regular Saturday Matinee.
PRICES—$2.00, $1.50, $1.00, 75c and 50c.
SEATS NOW SELLING!

ALCAZAR THEATRE
MATINEE TO-DAY AND SUNDAY.
EVERY NIGHT AT 8:15.
THE REMARKABLE LAUGH-MAKER,
"What Happened To Jones."
SEATS—15c, 25c, 35c, 50c.

BELASCO AND THALL'S CENTRAL THEATRE MARKET ST. NEAR 8TH
WHITE CITY HALL
—Phone South 533—
MATINEE TO-DAY & TO-MORROW (Sunday)
TO-NIGHT and TO-MORROW (Sunday) Evening, last performances of the Great Comedy Drama,
CHIMMIE FADDEN!
See the Bowery Boy—CHIMMIE FADDEN. Bowery of New York Realistically Pictured.
PRICES Evenings.....10c, 15c, 35c, 50c
Matinees.....10c, 15c, 25c
NEXT MONDAY—Mammoth Production of "THE GIRL I LEFT BEHIND ME."
The Greatest Production of the Season. Produced exactly as seen at the Academy of Music, New York.

CHUTES AND ZOO
BIG VAUDEVILLE BILL!
SPECIAL TO-NIGHT:
Monster Cakewalk!
20 STAR COUPLES—20
Telephone for Seats—Park 23.

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1560—WINTER MEETING—1901.
CALIFORNIA JOCKEY CLUB.
FEB. 11 TO FEB. 23, INCLUSIVE.
OAKLAND RACETRACK.
Racing Monday, Tuesday, Wednesday, Thursday, Friday and Saturday. Rain or shine.
Five or more races each day.
Races start at 2:15 p. m. sharp.
Ferry-boats leave San Francisco at 12 m. and 12:30, 1, 1:30, 2, 2:30 and 3 p. m., connecting with trains stopping at the entrance to the track. Last two cars on train reserved for ladies and their escorts; no smoking. Buy your ferry tickets to Shell Mound. All trains via Oakland mole connect with San Pablo avenue electric cars at Seventh and Broadway, Oakland. Also all trains via Alameda mole connect with San Pablo avenue cars at Fourteenth and Broadway, Oakland. These electric cars go direct to the track in fifteen minutes.
Returning—Trains leave the track at 4:15 and 4:45 p. m. and immediately after the last race.
THOMAS H. WILLIAMS JR., President.
R. B. MILROY, Secretary.

FISCHER'S CONCERT HOUSE. Admission 10c.
The Leonis, Swor, McGreavey and Swor, Rosco and Sims, the Alcedos, Ruth Nelta, Gertie Ansell, and Hinrichs' augmented orchestra.
Reserved Seats, 25c. Matinee Sunday.

Weekly Call, $1 per Year

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Alf. Ellinghouse
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MATINEE TO-DAY
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The Sensational Scenic Production,
THE WAIFS OF NEW YORK
Commencing SUNDAY AFTERNOON,
The Brilliant Story, Beautifully Told.
"THE VILLAGE PARSON."
Usual Popular Prices—75c, 50c, 25c.

The Alhambra
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S. C. Oppenheimer
Phone South 770.
MATINEE TO-DAY
TO-NIGHT—LAST TIMES
UNCLE JOSH SPRUCEBY.
35 People. 2 Big Bands.
All New Specialties. Open Air Concert Nightly.
PRICES—25c, 35c, 50c and 75c. Matinee—15c, 25c, 35c and 50c.
To-morrow, Sunday afternoon, first time in this city,
AL. G. FIELD GREATER MINSTRELS.
FIFTY PEOPLE—ALL ARTISTS.

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EVENINGS AT 8. MATINEE SATURDAY AT 2.
"AM I A WIZ? WELL, RATHER."
—HOUSE PACKED NIGHTLY!—
WIZARD OF THE NILE!
By Harry B. Smith and Victor Herbert.
Reappearance of ALF. C. WHEELAN,
"HOOT MON!"
POPULAR PRICES.....25 and 50 cents
Telephone—Bush 9.

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TANFORAN PARK.
Continuous Racing, Beginning Monday, February 11, 1901.
SIX OR MORE RACES EACH WEEK DAY.
Six Stake Events, Three Hurdle Races and Six Steeplechases.
FIRST RACE OF THE DAY AT 2:10 P. M.
Trains leave Third and Townsend streets for Tanforan Park at 7, 10:40, 11:20 a. m., 12:40, 1, 1:20 and 2 p. m. Trains leave Tanforan Park for San Francisco at 4:15 p. m., followed after the last race at intervals of a few minutes by several specials. Seats in rear cars reserved for ladies and their escorts. Admission to course, including railroad fare, $1 25.
MILTON S. LATHAM, Secretary.
EDWARD POWERS, Racing Secretary.

ABT, THE GREATEST MANDOLINIST IN THE WORLD.
WEEK OF FEB. 18—GOLDEN GATE HALL.
GRAEBER'S MANDOLIN CLUB, 100 Members
HAZEL LEZYNSKY, Soprano.
ABT uses and indorses the Famous WASHBURN Mandolin, for which KOHLER & CHASE are sole agents.

HENSCHELS.
METROPOLITAN TEMPLE.
TO-MORROW, SUNDAY NIGHT,
TUESDAY, THURSDAY and SATURDAY AFTERNOONS, February 26th, 28th and March 2d.
POPULAR PRICES.
Reserved Seats 50c, 75c and $1.00, now on sale at Sherman, Clay & Co.'s.

PALACE and GRAND HOTELS, San Francisco.
These hotels possess the attributes that tourists and travelers appreciate—central location, liberal management, modern appointments and perfect cuisine. American and European plans.

LASH'S KIDNEY & LIVER BITTERS
A PLEASANT LAXATIVE
NOT INTOXICATING

CHICHESTER'S ENGLISH PENNYROYAL PILLS
Original and Only Genuine.
SAFE. Always reliable. Ladies, ask Druggist for CHICHESTER'S ENGLISH in RED and Gold metallic boxes, sealed with blue ribbon. Take no other. Refuse Dangerous Substitutions and Imitations. Buy of your Druggist, or send 4c. in stamps for Particulars, Testimonials and "Relief for Ladies," in letter, by return Mail. 10,000 Testimonials. Sold by all Druggists. Chichester Chemical Co.
Mention this paper. Madison Square, PHILA., PA.

SANTAL-MIDY
Standard remedy for Gleet, Gonorrhœa and Runnings IN 48 HOURS. Cures Kidney and Bladder Troubles.
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NEW WESTERN HOTEL,
KEARNY AND WASHINGTON STS.—Remodeled and renovated. KING, WARD & CO. European plan. Rooms, 50c to $1 50 day; $5 to $8 week; $8 to $20 month. Free baths; hot and cold water every room; fire grates in every room; elevator runs all night.

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Come Just to Look
Lamps
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112 Third St. 1819 Devisadero St.
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3006 Sixteenth St. 521 Montgomery Av.
2516 Mission St. 3285 Mission St.
705 Larkin St. 2732 24th St.
855 Hayes St. 475 Haight St.
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Cured While You Sleep In Fifteen Days
"Gran-Solvent" dissolves Stricture like snow beneath the sun, reduces Enlarged Prostate and strengthens the Seminal Ducts, stopping Drains and Emissions in Fifteen Days.
No drugs to ruin the stomach, but a direct local and positive application to the entire urethral tract.
Gran-Solvent is not a liquid. It is prepared in the form of Crayons or Pencils, smooth and flexible and so narrow as to pass the closest Stricture.
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