SCHLEY'S ATTORNEYS DECLARE SAMPSON WAS NOT IN THE BATTLE

After a Witness Says the Texas Was More in Danger From the Brooklyn Than the Spanish Ships, the Counsel for Schley Clearly Outline What They Purpose to Prove to the Court

DURING the examination of witnesses before the naval court of inquiry yesterday the attorneys for Rear Admiral Schley stated plainly that they would prove later that Schley's every act in the Cuban campaign had been strictly governed by the instructions of Rear Admiral Sampson, the commander-in-chief of the American fleet; that Schley maintained precisely the same kind of blockade as did Sampson after the arrival of the latter, that Schley's failure to destroy the Spanish cruiser Colon was exactly the same stand taken by Sampson later; that Admiral Sampson did not participate in the battle of July 3 in Santiago Bay, when the Spanish fleet under Cervera was annihilated, Schley, who was then a commodore, being solely in command of the victorious ships flying the stars and stripes.

WASHINGTON, Sept. 23.—The part played by the battleship Texas in the naval battle off Santiago July 3, 1898, in which the Spanish fleet under Admiral Cervera was sunk, was the basis of the greater part of to-day's proceedings in the Schley naval court of inquiry. Of the four witnesses examined during the day three had been officers on the Texas during the battle and two of them were new witnesses. These were Commander George C. Hellner, who was navigator on the Texas, and Commander Alexander B. Bates, who was the chief engineer on that battleship. Commander Harber, executive officer and the chief surviving officer since the death of Captain Philip, was recalled.

The fourth witness was Commander Seaton Schroeder, executive officer on the Massachusetts and now Governor of the island of Guam.

The testimony several times during the day was somewhat exciting, as it was especially so when Commander Hellner described the battle and the part the Texas had taken in it. He said that when the Brooklyn made its loop at the beginning of the battle it passed across the Texas' bow at a distance not to exceed 100 to 150 yards, and that, at the command of Captain Philip, the Texas had been brought to a dead stop.

Engineer Bates testified that the starboard engines had been stopped and said he thought this also had happened to the port engines. Commander Hellner expressed the opinion that three miles had been lost by this maneuver and that part of the machinery was deranged. He said he considered that the Texas was in greater danger when the Brooklyn crossed her bow than at any other time during the battle.

His Chart Inaccurate.

On cross-examination Commander Hellner admitted having taken part in the preparation of the official Navy Department charts showing the positions at different times of the ships which participated in the battle. He said that according to the chart the two ships never were nearer than 600 yeards of each other. But he contended the chart was inaccurate, and he said he had only consented to it as a compromise.

Engineer Bates admitted that the official steam log of the Texas contained no record of the signal to reverse the engines. Commander Schroeder testified concerning the coal supply of the Massachusetts, which he said would have been sufficient for a blockade of from sixteen to twenty days.

The day closed with another animated controversy between counsel as to the policy of bringing Admiral Sampson's name into the trial.

During his testimony Hellner said that while the Texas was not in the engagement with the Colon on May 31, he had seen some of the shots from the enemy which had fallen short.

Story of Santiago Battle.

The witness was then asked to describe the battle of July 3, and said:

The Texas had been heading about east when the enemy was seen coming out of Santiago. Lieutenant Bristol, who was officer of the deck at the time, rang to go ahead full speed and put the helm hard to starboard to make a turn. When I got on deck he informed me of what had happened and I sent him below and assumed charge of the deck. The captain told me that he had eased their helm until they could find which way the ships were going and he also rang half speed. I suggested full speed. He said the battery was not ready. I told him it would be ready before the ship was in position to fire, and then he said "All right" and rang for full speed. When the second of the enemy's ships followed the first to the westward he put the helm hard to starboard. I made several reports to him about the Brooklyn regarding her signals. He said "Never mind." I also referred to the way I thought the Brooklyn was standing up to fight—very nicely. The captain said, "Oh, crackie—never mind the Broklyn. You look out for this ship." The Brooklyn then was about on her port beam, so I said, "All right, captain. I will look after the Brooklyn no more." After we sheered around and got to the westward I suggested to give her a little port helm to get closer in and he did. Right after he gave her this helm he sang out through the sight hole to the men at the wheel and the engine-room indicator to slow, then stop, and I said, "Captain, they will all get away from us." He did not answer me, but immediately stepped back, and then I said, "My Lord, captain, we are out of the fight." He said, "Look at the Brooklyn." I turned around and right ahead of us this big gray ship loomed out of the smoke. For a second I thought my heart was in my mouth. We were steaming with a heavy helm and she steered by us. When I saw her she was practically ahead of us. That is the first I saw. She sheered off and went to sea. I should say, about 2000 yards, and then on to westward. As soon as the Brooklyn cleared us we rang to go ahead and started up forced draught again. After that we simply followed them as fast as we could on a line that was just inside the line where the Oregon was engaging the ships. Just before this turn of the Brooklyn the Iowa and the Oregon were both close to us on our starboard helm. We continued the chase until the Colon hauled down her flag, when the captain gave the order to stop forced draught.

Greatest Danger From Brooklyn.

Lemly—How near was the Brooklyn to the Texas at the time you say you saw her loom up out of the smoke?

"I did not make any estimate at that time, but I came to the conclusion later that she was between 100 and 150 yards from us, which was a much longer distance than Captain Philip thought it was."

Lemly—Perhaps I should have asked you in the first place the position of the Brooklyn relative to the Texas just before going into battle?

"She was almost astern of us. That is because we were headed almost east. She should have borne west by northwest. She was heading for the land, and I thought she was stationed pretty nearly on her north course. I did not see at first any indications of turning and I thought she was going right in."

"At what time during the battle of Santiago do you consider that the Texas was in the greatest danger?" asked Lemly.

Raynor objected, contending that such opinions were shut out by a previous ruling of the court.

The court overruled the objection and the question was repeated.

"Looking back," responded the witness, "I know that the time of the greatest danger to the Texas was when the Brooklyn loomed up out of the smoke right ahead of us."

Raynor questioned the witness at length concerning signal lights at Cienfuegos, and the latter said he had not known until after the arrival of Captain McCalla on the Marblehead on May 24 that there was to be a system of signals for communication with the Cuban allies on the shore. Nor had he known until then that Cervera's fleet was not inside the harbor at Cienfuegos.

"Did you see any signals from the New York on the day of the battle?" asked Mr. Raynor.

"We did not receive any signals from that vessel on that day until in the afternoon," replied the witness.

Continuing, the witness said that if the New York had shown any signals he had not seen them.

New York the Last Ship.

"Did you see the New York on the day of the battle?" was then asked.

"Oh, yes; I think she was reported coming up before the Viscaya went ashore. She was the last ship."

Here the judge advocate interposed to ask the purpose of this inquiry.

Raynor replied that it was "to show when the ships went there. We are going to show," he continued, "the position of the New York on the day of the battle."

He then proceeded at some length to outline the position of the applicant, saying:

We have the absolute right to show the situation of the New York on the day of the battle, and we have the right to show the connection of Admiral Sampson in reference to the battle; we have a right, for instance, to show that Commodore Schley at Santiago maintained the same sort of blockade that Admiral Sampson maintained when he got there on the 1st of June. So far as distances are concerned I think we have the right to show—because one of the specifications of this precept states—whether or not a close or adequate blockade of said harbor to prevent the escape of the enemy's vessels therefrom was established.

We do not propose to bring the name of Admiral Sampson into this controversy any more than it is possible to do so. This is not a personal controversy. We are not here for the purpose of engaging in any personal controversy between Admiral Sampson and Commodore Schley or adherents of either; we are not here for the purpose of at present, without knowing what this case will develop, criticizing the actions of Admiral Sampson, but it is absolutely necessary for this court, in order to properly investigate this case under the specifications of this precept, to let us prove what Admiral Sampson did—not that we condemn what he did or criticize what he did, or censure what he did. We are not here now for the purpose of condemning the fact, if it proves to be fact, of the New York's leaving on the morning of the battle; we are not here to criticize the blockade that Admiral Sampson had at Santiago; but we are here to establish this, or under the specifications of your precept memorandums, to find out whether the blockade at Santiago was a close or adequate blockade. Now, if we can prove that it was, so far as distances were concerned, the same blockade that the commander in chief maintained there, then we can justify the course of Admiral Schley, who was commander in chief before Sampson's arrival.

In other words, would Admiral Schley be censurable for maintaining the same character of blockade that Sampson maintained? Would Admiral Schley be censurable for maintaining on the 28th, 29th, 30th and 31st of May the same character of blockade, so far as distances are concerned, that Admiral Sampson maintained from the day he got there on the 1st of June until the day of battle?

There is one other point, and this is all done for the purpose of really not delaying but properly getting at the matter. We propose to prove that on the 1st day of June the Colon was in precisely the same position inside of the harbor that she was on the 31st day of May when Admiral Schley made the reconnoissance with the Massachusetts and the New Orleans. Now, we propose to show that when Admiral Sampson came in with the ships his ships saw the Colon in the same position and, instead of attacking it, steamed by and permitted her to go further inside the harbor. Now, would not we be justified in not engaging in battle with the Colon and the shore batteries at Santiago if Admiral Sampson took the same course?

Lemly's Objection.

The judge advocate at this point interposed an objection. He said:

If the court please, I object to this line of argument. It does not make one particle of difference what any one else did. You might as well try to prove that somebody else committed a murder and say "he committed it, and my man is not to blame." It is simply a waste of time. It is nowhere within the scope of the precept. It is endeavoring to go beyond the precept. This is not an inquiry between Admiral Sampson and Admiral Schley. It is a question between Admiral Schley and the morale of the service, and these comparisons have absolutely no bearing upon it, either in evidence or argument, and I object to this ingenious attempt to extend the scope of this precept.

Raynor replied:

This is an important point with us, and we are prepared with the authorities to maintain it. I am not doing this ingeniously, but very frankly. Notwithstanding the strenuous efforts of the learned judge advocate to keep Admiral Sampson out of this case, he cannot keep him out. I wish to be understood as not saying one word in derogation of Admiral Sampson, nor to censure him, but to show the court that what we did was under the orders of Admiral Sampson, and that he did precisely the same things we did. I do not think (addressing Judge Advocate Lemly) you have any right to interrupt me in an argument.

The Judge Advocate—I want to say here, then, that as an officer of this court, when I think there is an improper argument I deem it my duty at any time to interrupt, and the court must rule upon the fact as to whether I am right or not.

Raynor—I have not concluded. The court cannot decide until I have concluded. We propose to prove that when Admiral Schley withdrew from the reconnoissance against the Colon and did not come in contact with the shore batteries, he did it under a general regulation of the navy which required it of him, and that Admiral Sampson passed by the Colon at thirty minutes after 6 o'clock on June 1 and saw her lying there and never pretended to attack her. Do you mean that we have not any right to justify our conduct and actions by the conduct and actions of the commander-in-chief? You will find you can't keep Sampson out of this. You cannot keep him constructively from the presence of this court. You may actually, but not constructively. It is impossible.

Raynor added that they further wanted to prove that on the morning of the 3d of July the Brooklyn had her proper station in the blockade line under the orders of Admiral Sampson. He did not know as those matters could be proved by this witness.

Raynor further said:

Where Sampson Put Him.

I will say to the court that if we are to be excluded now, we are to be excluded in all of our testimony. If Admiral Schley comes on the stand and we ask the question: "Were you on your station on July 3?" and he says: "I was there because Admiral Sampson put me there," are we to be prevented from asking that question because we are putting Admiral Sampson into the controversy?

Judge advocate—That I did not say.

After some further sparring Raynor withdrew the question, saying that Wilson wanted to argue it before the court and did not wish to take it up at this time. Wilson said:

The reason I do not care to argue this case now is because I regard it as one of exceeding importance, and I do not think we ought to precipitate this argument until I have fully considered it and until some point is reached in the case where the court must pass upon the whole question. I may just as well indicate here, first as last, what I regard to be some of the important features of this case. Of course your Honors know we propose to show, and I propose to show beyond all question, that Admiral Sampson from first to last was not in the fight at all, and therefore Admiral Schley had thrust upon him the responsibility of this battle, but I am not going to argue it now. So I venture to suggest that when we come to a witness that knows something about these things we will ask him a question that will develop something in regard to it, if the court then deem proper that that would be the best time to argue it, and if it suits the convenience of the court and my friend on the other side and my assistants, I prefer to take it up then.

The judge advocate—That is perfectly satisfactory.

Not Fairly in Case.

Hanna replied briefly to Raynor, saying:

It is an impossibility to leave the record in this condition without a word further. The suggestion made is that Admiral Sampson's blockade be taken as a standard, as a model, as a type of perfect blockade, and if Admiral Schley's blockade comes up to that standard it is to be accepted as satisfactory. We object to taking any imperfect blockade.

One further word in regard to the suggestions just made as to the intention to show that Admiral Sampson was not in this battle. I wish to say that we do not understand that the question whether Admiral Sampson was or was not in the battle of Santiago is before the court. If it is, we shall be happy to investigate it. We are here to find out all the facts, but we do not care to roam around into outside matters, but if that question is led up to in any legitimate way, or if any line which this inquiry institutes will lead to Admiral Sampson and properly and legitimately bring him before the court, we shall offer no objection to the prosecution of such an inquiry. Until the case takes that attitude it is improper to introduce into the examination questions which proceed upon the theory that he is in the case. If the counsel can bring him into the case fairly, squarely and honestly, let that be done, and we will join them in such inquiries as may be necessary and proper in the pursuit of that investigation. Until that is regularly and squarely done, or until the case takes such an attitude that it is necessary, in the fulfilment of the duty imposed upon this court to make such an investigation, it is idle, it is improper and inappropriate to introduce arguments and questions which proceed upon that false hypothesis.

I have made these remarks not for the purpose of arguing the question, but because the gentlemen on the other side have argued it and have spread their views on the records and then withdrawn for the second or third time, I really forget which, this question. We are ready to meet it when it comes, squarely and honestly.

On re-direct examination Commander Hellner said that the squadron had made no effort to destroy the Spanish fortifications on shore at Cienfuegos. He said that but for the delay of the Texas in the Santiago battle, caused by the Brooklyn, the Texas would have been able to get further in and nearer the Colon, and ships that were on her bow would have been broadside on.

VALUABLE BUTTE MINE MUST BE CLOSED DOWN

Sliding Movement of the Earth Makes It Unsafe to Operate the Gigantic Engines.

BUTTE, Mont., Sept. 23.—The sliding movement which has been doing considerable damage to buildings and other property in different parts of Butte for several years has made it necessary to close the Never Sweat mine, the largest of the Anaconda properties. It has been stated that the deep shaft of the mine is seven inches out of plumb, and the foundation of the gigantic engines employed to operate the mine has been so badly displaced that it has become unsafe to work the engines. The foundation was constructed at a cost of $40,000 and will have to be rebuilt and the mine will remain closed for some time. The entire Anaconda Hill, as well as the hill upon which the city is built, has given frequent evidence of the strange movement of the earth, but the movement has been so slight and gradual that no damage has ever been done by it. Geologists claim that the entire range of mountains about Butte is constantly sliding and changing and has been doing so for ages, to which fact is due the crushed and faulty condition of the veins and ore bodies of the district.

LATE SHIPPING INTELLIGENCE.

OCEAN STEAMERS.

NEW YORK—Arrived Sept 23—Stmr Maasdam, from Rotterdam; stmr Furnessia, from Glasgow and Moville, via St. Johns, N. F.

YOKOHAMA—Arrived prior to Sept 23—Stmr Gaelic, from San Francisco, via Honolulu, for Hongkong.

LIVERPOOL—Arrived Sept 23—Stmr Parisian, from Montreal.

ST. VINCENT, C. V.—Arrived Sept 23—Stmr Kintuck, from Tacoma, via Coronel.

KOBE—Sailed Sept 23—Stmr Kaisowo, from Tacoma, for England.

YOKOHAMA—Sailed Sept 21—Stmr Duke of Fife, from Hongkong, for Tacoma.

KINSALE—Passed Sept 23—Stmr Bohemian, from New York, for Liverpool.

GREENOCK—Sailed Sept 23—Stmr Numidian, for Montreal.

GIBRALTAR—Sailed Sept 22—Stmr Trave, from Genoa and Naples, for New York.

GLASGOW—Arrived Sept 23—Stmr Samartian, from Montreal; stmr State of Nebraska, from New York.

BREMEN—Arrived Sept 23—Stmr Barbarossa, from New York.

"FURTHER TEMPORIZING IS CRIMINAL WEAKNESS"

Mrs. Lou V. Chapin Denounces Spirit of Lawlessness Rampant in San Frantisco.

LOS ANGELES, Sept. 23.—"Under the tolerance of our institutions liberty has been perverted into license and free speech has become advocacy of anarchy and murder. For weeks, be it said to the shame of California, we have been passive observers of a condition of affairs in our own State that is a menace to free government."

So spoke Mrs. Lou V. Chapin as she addressed the women of the Ebell Club at the first meeting of the season this afternoon. Continuing, Mrs. Chapin said:

"The grave in which we have laid all that is mortal of our beloved President but hallows more deeply for us all the soil of our native land, and from his dust, watered by our tears, shall spring a purer patriotism and a chastened national consciousness.

"It is the spirit rampant in San Francisco—the spirit of the Hearst newspapers, the spirit of the brutal lynchings that have taken place in the United States, the spirit of lawlessness in politics and corruption in public office—that molded the bullet which struck at American manhood and virtue in the person of William McKinley. We, as patriotic and loyal women, feel that the time has come when further temporizing with this spirit is criminal weakness and that the forces of good citizenship should present a solid front to the enemies of our civic and national life and by our united effort exterminate them. But we will never cure anarchy with lawlessness. The will of the people is the law of the land, but not until that will has achieved the dignity of a legal expression can it rightfully be executed."

Excursion to Buffalo.

The Santa Fe will sell tickets to Buffalo and return October 3 and 4 for $87. Free reclining chair cars. Pullman's latest vestibuled palace and tourist sleeping cars. Full particulars at 641 Market street.

Harriet Prescott Spofford lives on a beautiful little island in the middle of the Merrimac River, near Newburyport, forty miles from Boston. A part of each winter, however, she spends in Boston and in Washington.

NEW ADVERTISEMENTS.

Parasites Cause All Hair Troubles.

Nine-tenths of the diseases of the scalp and hair are caused by parasitic germs. The importance of this discovery by Professor Unna of the Charity Hospital, Hamburg, Germany, cannot be overestimated. It explains why ordinary hair preparations, even of the most expensive character, fail to cure dandruff; because they do not, and they cannot, kill the dandruff germ. The only hair preparation in the world that positively destroys the dandruff parasites that burrow up the scalp into scales called scurf or dandruff is Newbro's Herpicide. In addition to its destroying the dandruff germ Herpicide is also a delightful hair dressing, making the hair glossy and soft as silk.

DR. HALL'S REINVIGORATOR

HELP FOR YOU

Five hundred reward for any case we cannot cure. This secret remedy stops losses in 24 hours, cures Emissions, Impotency, Varicocele, Strictures, Gleet, Drains, Lost Manhood and all other wasting effects of self-abuse or excesses. Sent sealed, $2 bottle; 3 bottles, $5; guaranteed to cure any case. Address HALL'S MEDICAL INSTITUTE, 855 Broadway, Oakland, Cal. Also for sale at 1073½ Market st., S. F. All private diseases quickly cured. Send for free book.

THE EMPORIUM. | THE EMPORIUM. | THE EMPORIUM. | THE EMPORIUM.

Send name at once for Fall Catalogue.

Some Tuesday Sales

Another big Special Sale To-morrow.

10c Silkoline 8c.

2000 yards of yard wide Silkoline for window drapes, mantel drapes, etc., and for covering comforters, all selected patterns, our regular 10c quality. On special sale to-day only, per yard..... 8c

50c Albums 29c.

Now is the time to mount your vacation pictures in Albums. To-day we offer you our handsomes and latest style flexible Album, different colored leaves, prettily bound, size 7x10 inches, regularly 50c each, for 29c

Men's Furnishings A Special Sale.

Men's Flannelette Night Shirts—Made of a good grade of flannelette in nice patterns, cut full length and width and especially well made, marked for Tuesday selling, each, 41c

Men's Tan Cotton Hose—Good quality Maco yarn, full finished, best wearing Hose on the market, never sold less than 25c a pair. Special to-day only..... 17c

Talcum Powder, Tetlow's, for 5c.

No better Talcum Powder made, you know the kind, Tetlow's Perfume Talcum Powder; 2000 boxes secured by us at half price will be sold to you to-day at the same reduction, instead of 10c, on Tuesday 5c

Weimar China Berry Dishes.

These Sauce or Berry Dishes are a dainty pink color, gold edge and spray of flower decoration in center; our regular price and very cheap at that is $1.80 per dozen. On special sale to-day (Tuesday) only, set of six..... 59c

Liquor Specials.

Wilson Rye Whisky—Regularly $1.25 per bottle, Tuesday only..... 88c

Port and Sherry—A fine quality, regularly 40c for full quart bottles, to-day 4 bottles..... $1.00

Bavarian Malt Extract—To-day dozen..... $1.50

Of More Than Usual Importance.

The Last Two Days of the $9.85 Suit and Overcoat Sale.

To-day and Wednesday the last chance to avail yourself of this great special offering of new Fall Suits and Overcoats that are worth in the regular way from $12.50 to $17.50 for $9.85.

The Suits are single and double-breasted sack coat styles, the very latest cuts, including the smart, broad-shouldered military sacks in almost every fabric that is in demand by smart dressers. The greenish shades in cheviots; dark blue cashmeres with light hair-line stripe; fine all-wool goods with large overplaids, and fancy light gray and brown cheviots; well made, well trimmed $12.50, $15.00 and $16.50 suits; to-day and Wednesday..... $9.85

Men's King George Overcoats—Long cut, with silk velvet collar, splashed pockets, cuffs on sleeves, in fine material in the new Oxford shades. Also many broken lines of the first shipment of fall overcoats received some weeks ago. Short overcoats, box overcoats and long cut overcoats, values up to $17.50; to-day and Wednesday..... $9.85

Special Sale of Linen Scarfs for Sideboards.

An economically bought lot of 50 dozen Austrian Momie Linen Scarfs in three sizes—17x45, 17x50 and 17x72 inches; pure linen, some stamped in floral and conventional designs; the short ones have nice open-work effects and some are plain; a splendid wearing 50c scarf. On special sale to-day only..... 32c

Basket Sale.

We offer for this day only, 2 sizes of these Satchel Baskets, just the thing for marketing, traveling, etc., light and convenient, at these very special reductions in prices:

14 inch—regularly 40c, for..... 28c

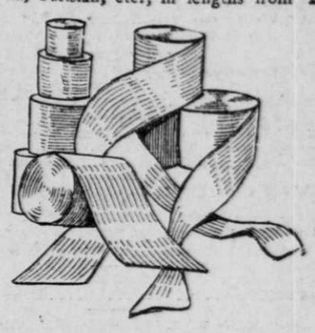
18 inch—regularly 65c, for..... 45c

THE EMPORIUM and Golden Rule Bazaar.

CALIFORNIA'S LARGEST--AMERICA'S GRANDEST STORE

Loom Ends Fine Ribbons.

To-day ends the selling of thousand of yards of this season's novelty weaves, the finest goods manufactured, such as Satin Merveilieux, Liberty Satin, Taffeta, Parisian, etc., in lengths from 2



to 7 yards, in solid colors or changeable, in white, pink, blue, cream, nile, turquoise and cardinal, now on sale at about half regular prices.

6-inch Taffeta Parisian Ribbons; 45c and 50c qualities..... 27c

4½-inch Satin Merveilieux; the 45c and 50c qualities..... 27c

7-inch Taffeta Parisian; 50c, 60c and 65c qualities; for..... 33c

6 and 7 inch high grade Novelty Parisian Lumineaux Ribbons; 75c quality..... 39c

6 and 7 inch Satin Merveilieux; double faced ribbon; $1.25 quality; for..... 63c

Pearl Buttons.

250 gross pure White Pearl Buttons, all perfect, sizes 16, 18, 20, 22 and 24 line. To-day only, on special sale, card of two dozen..... 9c

Grocery Sale For Tuesday Only.

Babbitt's Baking Powder—Guaranteed absolutely pure and one of the best Baking Powders made, the 45c 1-lb tins, special to-day only..... 32c

Mush—Our Victory brand, very popular, regularly 3 for 25c, special to-day only, 4 packages..... 25c

Maine Corn—Best quality, instead of 2 cans for 25c, special to-day, Tuesday, 5 tins..... 50c

Postum Cereal—The famous health coffee, 25c packages to-day..... 18c

Soda Crackers—⅛ boxes, fresh and crisp, special to-day only, per box..... 39c

English Breakfast Tea—Per lb..... 35c

SENATOR PLATT BELIEVES LOW WILL BE NOMINATED

Says He Would Give New York City a Progressive but Non-Partisan Administration.

NEW YORK, Sept. 23.—Senator Platt has issued a statement in which he says in part:

I do not doubt that the Republican City Convention will accept the judgment of the anti-Tammany conference and nominate Low. I notice that some people are trying to make trouble among independents and Democrats by representing that I brought about the choice of his name in the conference committee. Those who believe this will do so simply because they want to. But everybody who has followed the proceedings of the conference committee must have seen that Low was the only man among those names canvassed who possessed what is called "staying power."

If he is elected we shall expect him to do just as the platform declares—that is, give to the city a progressive, business-like and non-partisan administration of its affairs.

Proselytes for the Mormon Church.

KANSAS CITY, Mo., Sept. 23.—A party of forty Danish proselytes for the Mormon church passed through Kansas City to-day, bound for Salt Lake. The party is taking with it the body of Christian W. Christopherson, a former elder of the Mormon church, one of the foreign missionaries, who died in Denmark last August. Christopherson lived at Richmond, Utah.

To-Morrow, Wednesday, at 9 a. m.

The doors will open at 1506 Market street with the sale of Men's and Women's Shoes, worth $2 50, for $1 a pair. All styles and sizes, good quality and well made. 1000 pairs will be sold at the Boston Shoe Co., 1506 Market st., above City Hall ave.*

RAILWAY TRAVEL.

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.; 12:35, 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, 5:15 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.

Leave San Francisco. Week Days.	Sundays.	In Effect April 28, 1901. Destination.	Sundays.	Arrive San Francisco. Week Days.
7:30 am	8:00 am	Novato,	10:40 am	8:40 am
3:30 pm	9:30 am	Petaluma,	6:05 pm	10:25 am
5:10 pm	5:00 pm	Santa Rosa.	7:35 pm	6:20 pm
7:30 am	5:00 pm	Fulton, Windsor, Healdsburg, Lytton, Geyserville, Cloverdale.	10:40 am	10:25 am
3:30 pm	8:00 am		7:35 pm	6:20 pm
7:30 am	5:00 pm	Hopland	10:40 am	10:25 am
3:30 pm	8:00 am	and Ukiah.	7:35 pm	6:20 pm
7:30 am	8:00 am	Guerneville.	10:40 am	10:25 am
3:30 pm	5:00 pm		7:35 pm	6:20 pm
7:30 am	8:00 am	Sonoma	9:15 am	8:40 am
5:10 pm	5:00 pm	and Glen Ellen.	6:05 pm	6:20 pm
7:30 am	8:00 am		10:40 am	10:25 am
3:30 pm	5:00 pm	Sebastopol.	7:35 pm	6:20 pm

Stages connect at Santa Rosa for Mark West Springs and White Sulphur Springs; at Fulton for Altruria; 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, Willits, Laytonville, Cummins, Bell's Springs, Harris, Olsen's, Dyer, Scotia and Eureka.

Saturday to Monday round-trip tickets at reduced rates.

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

Ticket office, 650 Market street, Chronicle building.

H. C. WHITING, Gen. Manager. R. X. RYAN, Gen. Pass Agt.

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Six Times Across The Continent

I have crossed the continent six times over different roads, but never had a more pleasant or enjoyable trip than this last over your road. Everything you agreed to perform was fulfilled to the letter. AMOS MARVIN.

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The Burlington Overland Excursions leave San Francisco every Tuesday evening and every Thursday morning—Omaha, Chicago, Kansas City, St. Louis—EVERYWHERE East.

Ticket Office, 631 Market Street,
W. D. Sanborn, General Agent, San Francisco.

THE SHORT LINE RATE TO Buffalo Exposition $87.00 ROUND TRIP —VIA— Union Pacific.

3½ DAYS TO BUFFALO. 4 DAYS TO NEW YORK.
14 Hours Ahead of All Competitors.
THREE TRAINS DAILY
PULLMAN AND TOURIST SERVICE
SPECIAL.
Personally Conducted Tourist Excursion leaves San Francisco at 8 a. m., Sacramento at 11:55 a. m., October 4th.
TICKETS ON SALE OCTOBER 3d and 4th.
D. W. HITCHCOCK, General Agent, 1 Montgomery st., S. F.

MOUNT TAMALPAIS RAILWAY
Via Sausalito Ferry—Foot of Market St.

LEAVE SAN FRAN.		ARRIVE SAN FRAN.
9:30 A. M.	WEEK DAYS	3:35 P. M.
1:45 P. M.	Stay over night at the TAVERN	5:55 P. M.
4:15 P. M.		8:45 A. M.
8:00 A. M.		12:15 P. M.
9:00 A. M.		1:15 P. M.
10:00 A. M.	SUNDAYS	3:30 P. M.
11:30 A. M.		4:50 P. M.
1:30 P. M.		5:50 P. M.
3:30 P. M.		7:10 P. M.

Fare, San Francisco to Summit and Return, $1.40
Ticket Offices, 621 Market St., & Sausalito Ferry.

Weekly Call, $1 per Year

RAILWAY TRAVEL.

SOUTHERN PACIFIC.
Trains leave and are due to arrive at SAN FRANCISCO.
(Main Line, Foot of Market Street.)

LEAVE — FROM JULY 14, 1901.	ARRIVE
7:00A Benicia, Suisun, Elmira and Sacramento	6:25p
7:00A Vacaville, Winters, Rumsey	7:55p
7:30A Martinez, San Ramon, Vallejo, Napa, Calistoga and Santa Rosa	6:25p
8:00A Davis, Woodland, Knights Landing, Marysville, Oroville	7:55p
8:00A Atlantic Express—Ogden and East	12:25p
8:00A Niles, Lathrop, Stockton	7:25p
8:00A Niles, Mendota, Hanford, Visalia, Porterville	4:55p
8:30A Shasta Express—Davis, Williams (for Bartlett Springs), Willows, Red Bluff, Portland	7:55p
8:30A San Jose, Livermore, Stockton, Ione, Sacramento, Placerville, Marysville, Chico, Red Bluff	4:25p
8:30A Oakdale, Chinese (Yosemite), Sonora, Carters	4:25p
9:00A Hayward, Niles and Way Stations	11:55A
9:00A Vallejo	12:25p
9:00A Los Angeles Express—Martinez, Tracy, Lathrop, Stockton, Merced, Fresno and Los Angeles	7:25p
9:30A Vallejo, Martinez and Way Stations	7:55p
10:00A The Overland Limited—Ogden, Denver, Omaha, Chicago	6:55p
‡1:00P Sacramento River Steamers	‡5:00A
3:30P Hayward, Niles and Way Stations	7:55p
4:00P Benicia, Winters, Sacramento, Woodland, Knights Landing, Marysville, Oroville	10:55A
4:00P Martinez, San Ramon, Vallejo, Napa, Calistoga, Santa Rosa	9:25A
4:00P Niles, Livermore, Stockton, Lodi	12:25p
4:30P Hayward, Niles, Livermore	10:55A
4:30P Port Costa, Tracy, Lathrop, Stockton	10:25A
5:00P The Owl Limited—Fresno, Tulare, Bakersfield, Sangus for Santa Barbara, Los Angeles	8:55A
5:00P Martinez, Antioch, Stockton, Merced, Fresno	12:25p
5:00P Yosemite	12:25p
5:30P New Orleans Express—Mendota, Fresno, Bakersfield, Los Angeles, Deming, El Paso, New Orleans and East	7:55A
6:00P Hayward, Niles and San Jose	7:55A
‡6:00P Vallejo	11:25A
6:00P Oriental Mail—Ogden, Cheyenne, Omaha, Chicago	12:25p
6:00P Oriental Mail—Ogden, Denver, St. Louis, Chicago	4:25p
7:00P Oregon and California Express, Sacramento, Marysville, Redding, Portland, Puget Sound and East	8:55A
8:05P San Pablo, Port Costa, Martinez and Way Stations	11:25A
‡8:05P Vallejo	7:55p

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

‡7:45A Santa Cruz Excursion to Santa Cruz and Principal Way Stations	‡5:05p
8:15A Newark, Centerville, San Jose, Felton, Boulder Creek, Santa Cruz and Way Stations	5:50p
‡3:15P Newark, Centerville, San Jose, New Almaden, Felton, Boulder Creek, Santa Cruz and Principal Way Stations	10:50A
4:15P Newark, San Jose, Los Gatos	‡8:50A
e4:15P Glenwood, Boulder Creek, Santa Cruz	e8:50A

OAKLAND HARBOR FERRY.
From SAN FRANCISCO—Foot of Market Street (Slip 8)—
‡7:15 9:00 11:00 A.M. 1:00 3:00 5:15 P.M.
From OAKLAND—Foot of Broadway—‡6:00 ‡8:00 10:00 A.M. 12:00 2:00 4:00 P.M.

COAST LINE (Broad Gauge).
(Third and Townsend Sts.)

6:10A San Jose and Way Stations	9:30A
17:00A San Jose and Way Stations	1:20p
f7:00A New Almaden	f4:10p
‡7:30A Sunday Excursion for San Jose, Santa Cruz, Pacific Grove and Principal Way Stations	‡8:20p
8:00A San Jose, Hollister, Santa Cruz, Pacific Grove, Salinas, San Luis Obispo, Santa Barbara and Principal intermediate Stations	7:30p
10:30A San Jose and Way Stations	6:20p
11:30A San Jose and Way Stations	5:20p
‡2:45p San Mateo, Redwood, Menlo Park, Palo Alto, Santa Clara, San Jose, Hollister, Santa Cruz, Salinas, Monterey and Pacific Grove	‡10:45A
3:30p San Jose, Tres Pinos, Santa Cruz, Pacific Grove and Way Stations	4:10p
‡4:15p San Jose and Principal Way Stations	9:45A
‡5:00p San Jose, Los Gatos and Principal Way Stations	‡9:00A
5:30p San Jose and Principal Way Stations	8:35A
6:00p Redwood, San Jose, Gilroy, Salinas, Santa Barbara, Los Angeles	10:05A
6:30p San Jose and Way Stations	‡8:00A
g11:45p San Jose and Way Stations	7:30p

A for Morning. P for Afternoon.
‡ Sunday excepted. ‡ Sunday only.
e Saturday only. g Monday.
s Saturday and Sunday. f Tuesdays and Fridays.

Dr. Gibbon's Dispensary, 629 KEARNY ST. Established in 1854 for the treatment of Private Diseases, Lost Manhood, Debility or disease wearing on body and mind and Skin Diseases. The Doctor cures when others fail. Try him. Charges low. Cures guaranteed. Call or write. Dr. J. F. GIBBON, San Francisco, Cal.