PILOT ATTACHES PARTNERS' CASH

Owners of the Gracie S at Outs Over Titania Settlement.

Mattheson Invokes Law and Johnson and McCullough Resort to Fists.

When the pilot boat Gracie S collided with the Titania on the night of March 9 the schooner's boom struck and killed Christopher Kruger, the collier's mate. The burden of the damage done the vessels was borne by the insurance companies. The matter of compensation to Kruger's widow rested with the pilots and the majority of those owning the Gracie S agreed to compromise her claims by the payment of $1600.

The widow agreed, but there was a minority in the ownership which was not satisfied to allow the majority to vote away community money just because it was a majority. The voice of this minority has been raised and the peace of the little company of pilots owning the Gracie S has of late been saldly disturbed.

Pilot Fred Mattheson represents the minority, and a few days ago finding of no avail his arguments against the manner of settlement, he attached all the funds belonging to the community ownership.

The hearing of the attachment proceedings has not yet taken place, but the legal restraint is acting on the temper of the owners of the attached money like an active fly blister.

This state of affairs led a few days ago to a lively scene in a downtown restaurant. Blows were struck and police interference was nescessary to quell the disturbance and save the restaurant from demolition.

Shortly after the attachment had been levied Captains Wallace, Johnson and McCullough, pilots, all and each a part owner in the Gracie S, met for luncheon in a Pine-street hosterly much affected by the pilot fraternity.

McCullough accused Johnson of having inspired Mattheson's action in attaching the treasury. Johnson, who was in charge of the Gracie S at the time Kruger was killed, denied the charge. McCullough repeated the accusation and emphasized his repetition, it is said, by a blow. Johnson retaliated by knocking down his brother pilot, who on regaining his feet smashed at Johnson with a soda water siphon. An employe of the restaurant who had some time ago been befriended by Johnson caught the siphon in midair and sailed into McCullough.

When the police arrived the pilots' corner of the restaurant is said to have looked like the bow of the French bark Max. There was a shattered plate glass window and a very angry Captain McCullough.

At the Hall of Justice Johnson refused to swear to a complaint, and as nobody else cared to charge anybody with anything, the troubles of the Gracie S will not be aired in the Police Court.

The blister mark of the attachment is still tender, however, and social relations on the Gracie S are somewhat strained. The peace-loving members of the partnership are busy keeping apart the belligerently inclined, and until the Kruger compensation matter has been settled martial law will prevail aboard the Gracie S.

CASES AGAINST WILLIAMS AND BEALE ARE CONTINUED

Attorney Shortridge Announces for Prosecution That Marriott Is in a Critical Condition.

Judge Cabaniss, on motion of Attorney Samuel M. Shortridge, who will assist in the prosecution, yesterday continued the further consideration of the cases of Thomas H. Williams Jr. and Truxtun Beale until next Wednesday. Mr. Shortridge read a statement from Dr. M. Herzstein concerning the condition of Frederick Marriott in which it was set forth that Mr. Marriott was in a critical condition and not able to appear in court; also that he should not be seen until his condition improves.

Mr. Shortridge also stated that he would not be able to give the matter his attention for several days. He had just had word from the Waldeck Sanatorium that Mr. Marriott would not be able to sign a complaint for several days, at the earliest.

Assistant District Attorney James Hanley said that he was satisfied to have the cases go over until the time mentioned by Mr. Shortridge.

Harry T. Creswell, appearing as attorney for the defense in both cases, said that the defense was ready to go on at any time. He made no objection to the postponement asked for by the prosecution.

HOLY REDEEMER PARISH TO PICNIC AT EL CAMPO

Grand Outing for the Parishioners and Their Friends Is Arranged for Admission Day.

The parishioners of the Church of the Holy Redeemer will give their second annual picnic at El Campo on Admission day. The committees in charge of the affair have taken great pains to ensure the success of the outing. There will be athletic games, boating, swimming and dancing. Boats will leave Mission street wharf, pier No. 2, at 9 and 11 a. m. and at 1 p. m. The arrangements for the picnic have been made by the following committees:

Arrangements—George Powelson (chairman), W. Sheehan (secretary), T. J. Kirby, R. McGillan, J. Oswald.

Transportation—R. Dolan Jr. (chairman), W. J. Murphy, G. Drew, J. Fay, G. Powelson, E. J. Kirby, J. Granville.

Music—W. Horn (chairman), Edward Ring, E. Callan, Edward Mitchell, W. Reilly.

Floor manager—George Powelson. Assistant floor manager—W. Sheehan. Floor committee—Andrew Quinn, Bert de Haven, Edward Ring, Edward Mitchell, C. Couture.

Music—J. Drew, C. Couture, W. Drew.

Press—W. Sheehan, R. Dolan, R. McGillan.

Reception—Rev. J. P. McQuaide, Dr. Charles McGettigan, P. P. Flood, T. Butcher, Fred Pritchard, Edward Banning, W. Fay, P. Conlon, W. Ring, J. Zimmer, H. McCarthy, P. H. McCarthy, P. J. Murray, J. Gately, J. McLaughlin, James Quinn Sr., T. Ring, John McDonald, J. Hand, J. Fay, R. Dolan Sr. and P. J. Ryan.

Special Officers Fight.

Charges have been filed before the Police Commissioners against Special Officers McNeill and Shields. It is alleged that on the night of August 28 they had a fight in Ward's saloon, Twenty-sixth and Valencia streets, and disturbed the neighborhood.

ADVERTISEMENTS.

Pears'

soap responds to water instantly; washes and rinses off in a twinkling.

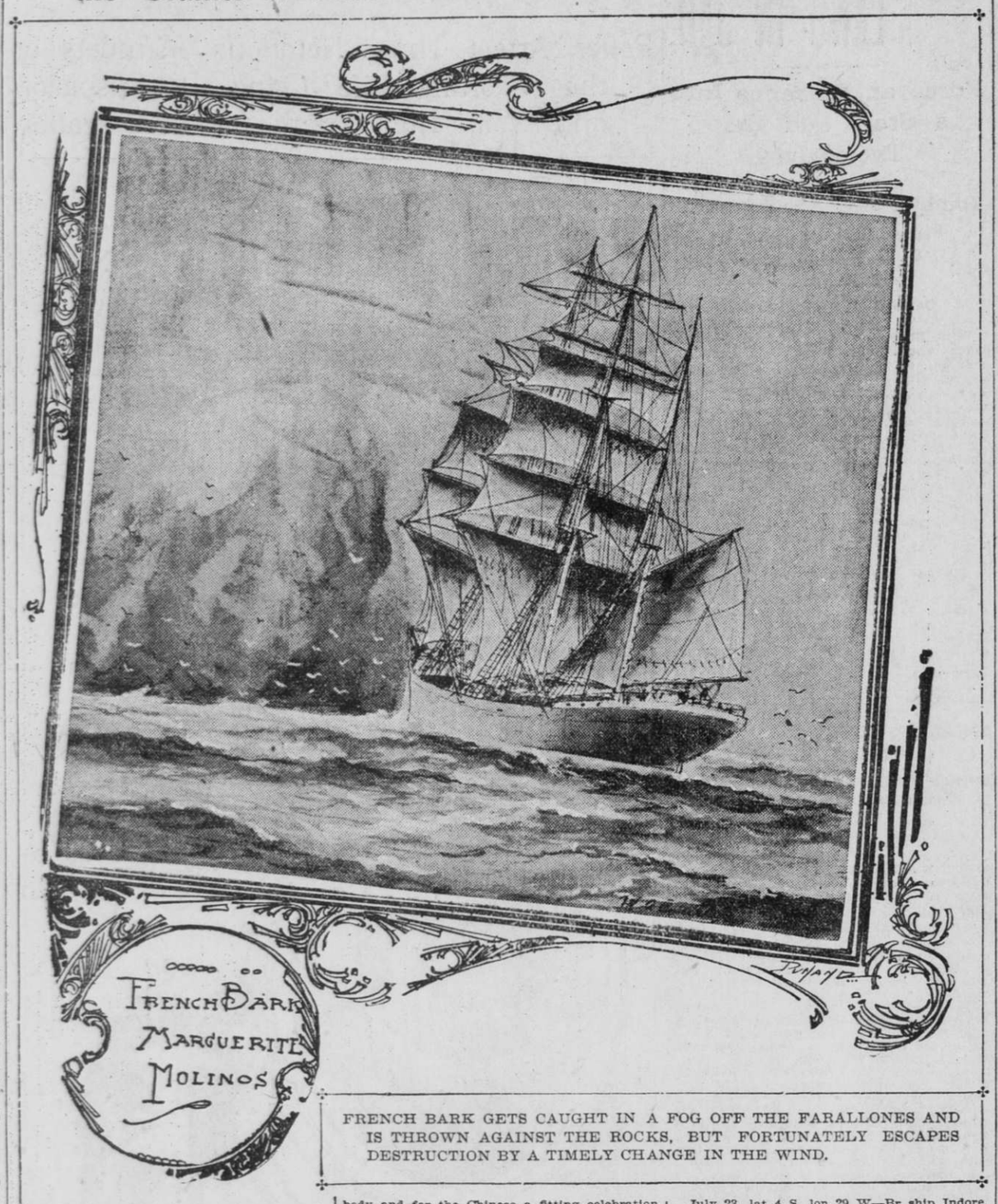
It is the finest toilet soap in all the world.

Established over 100 years.

This signature is on every box of the genuine Laxative Bromo-Quinine Tablets the remedy that cures a cold in one day.

FRENCH BARK HITS THE FARALLONES, BUT ESCAPES WITHOUT A SCRATCH

Marguerite Molinos Loses Herself in a Thick Fog and Comes to a Full Stop With Her Bowsprit Jammed Several Inches Into the Granite of North Rocks---A Fortunate Wind Saves Vessel



FRENCH BARK GETS CAUGHT IN A FOG OFF THE FARALLONES AND IS THROWN AGAINST THE ROCKS, BUT FORTUNATELY ESCAPES DESTRUCTION BY A TIMELY CHANGE IN THE WIND.

THE French bark Marguerite Molinos, which arrived yesterday from Cork, almost ended a remarkably smart passage by hanging herself up on the Farallones Thursday night. That she escaped total shipwreck is due to the fact that there was neither wind nor sea to force her over the granite barrier that stopped her way. Captain Ficheux, unable on account of the fog to take a satisfactory observation, made a miscalculation of about thirty miles in his position. He figured that he had sixty knots of unobstructed ocean ahead of him on the course he was sailing. The log showed that about half the distance had been traveled when the appearance of breakers immediately ahead threw all hands into confusion. The darkness and a heavy fog hid the menace ahead, but the lack of wind which made impossible any attempt to avoid the danger allowed the Marguerite to approach it gently. Small rocks were suddenly in evidence all around the ship. Then came a gentle jar and the bark stopped. The bowsprit was driven several inches into a wall of solid granite and above and around as far as the eye could pierce the fog loomed up that extremity of the Farallones known as North Rocks.

A fortunate breeze enabled Captain Ficheux to work his ship away from the land and when the current had carried her well clear the Marguerite's anchor was let go.

She remained at anchor until yesterday morning, when she was picked up by a towboat and brought into the harbor. She was unable to haul up her anchor owing to the windlass breaking and was obliged to leave behind not only her mud hook but the greater part of one of her chains.

The Marguerite Molinos is famous as a speedy sailer. Six years ago she went from here to London in 89 days, and but for a bit of bad luck in the way of wind would have come from Cork on her present voyage in an even shorter time. Eighty-five days out of Cork she was within eighty miles of San Francisco. That was three weeks ago. The fair wind that had brought her up the Pacific on an almost straight course and in nearly steamer time died out and when it returned it was in contrary mood and carried the Frenchman everywhere but to her destination. Her best day's run was 271 knots. She is in ballast and is here looking for a wheat charter.

Captain Ficheux was first mate of the Marguerite the last time she was in port and while he is satisfied with his run of 119 days from the Irish port he bemoans the three weeks lost in making the last eighty miles of the trip. He sent to the Merchants' Exchange yesterday some specimens of the North Rocks which one of the sailors gathered from the bowsprit after the excitement of Thursday night's adventure was over.

May Not Have Heard Foghorn.

Judgment as to the responsibility for the running down of the schooner O. M. Kellogg on Thursday by the collier Tellus must be suspended until the return to port of the Tellus, but shipping men are inclined to place some of the responsibility on the position of the Kellogg's foghorn. The captain of the schooner claims that his horn was blowing when the collision occurred. The Kellogg carried a big deckload of lumber and buried behind this barricade mariners claim that the sound of the horn was probably so diverted as not to carry beyond a very limited radius. It might have been blowing, they say, and yet, close as the Tellus was, it is possible that no sound of it ever reached the deck of the big Norwegian.

Routed the Baggage Brigade.

The good ship Star of France, which arrived yesterday from Bristol Bay with a cargo of salmon, brought down as passengers ninety white fishermen and about seventy Chinese cannery hands. As the vessel approached Fremont-street wharf there drove up to the dock gates a brigade of baggage rustlers mounted on express wagons, hotel buses and other conveyances. As the lines were made fast the passengers on the Star were greeted with the famous water front chorus beginning: "Mush house, mush house; cab, baggage, sir; baggage," and ending in appeals the eloquence of which at times reaches the point of personal violence.

The white passengers stood off the brigade or made such arrangements as suited their own taste. When the Chinese landed, however, the baggage men tried to carry the day by force. One Chinaman's blankets were seized and bundled into a wagon. When John protested and tried to recover his property somebody hit him. The Chinese uttered a yell. His sixty-nine fellow-countrymen rallied to his standard and as one man fell upon the baggage men. The Chinese showed no discrimination. They used finger nails, teeth, fists, feet and scantlings and put the enemy to utter rout. It was for the baggagemen the culminated fulfillment of all the threats ever made against them by anybody and for the Chinese a fitting celebration of their return to the land of the free. Chinese patronage went begging yesterday on Fremont-street wharf and the baggage brigade will hereafter reserve its attentions for the ferryboats and the regular passenger steamships.

Star of France's Cargo.

The ship Star of France arrived yesterday, seventeen days from Bristol Bay. Her cargo consisted of 57,379 cases of salmon. During the ship's stay at the canneries about 700 of the fishermen struck for 3 cents a fish instead of 2 cents, as formerly paid. They were on strike for some time before a settlement was effected. James Dolan, a cannery employe, 21 years of age, and a passenger on the Star of France, died on Thursday night of consumption. His body was brought to port and turned over to his friends.

Her Maiden Coast Trip.

The new steam schooner Redondo, which recently arrived here from the lakes, started yesterday on her maiden coasting trip. She is bound for Trinidad for a load of shingles.

Will Take Vacation.

W. A. Boole, the well-known ship-builder, leaves on Monday for a week's hunting trip in Mendocino County. He will be accompanied by James Rolph Jr., Charles Haseltine, James Lyons, R. N. Nason and Attorney Beatty.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The bark W. B. Flint returns to Makawell with general cargo.

Railroad Ties for Peru.

The bark Sea King was cleared yesterday for Callao, Peru, with 35,150 railroad ties, valued at $15,466.

A Cargo for Hilo.

The bark Martha Davis sailed yesterday for Hilo with an assorted merchandise cargo, valued at $36,793, and including the following: 825 bbls flour, 3810 ctls barley, 131 ctls wheat, 93,991 lbs bran, 9721 lbs oats, 40,071 lbs middlings, 160 sks corn, 1556 bales hay, 500,000 lbs fertilizer, 30,784 lbs bone meal, 3941 lbs beans, 1183 lbs butter, 7700 lbs bread, 7610 lbs lard, 15,000 lbs rice, 10,000 lbs salt, 500 cs coal oil, 2760 lbs sugar, 301 lbs ham, 35 bxs paste, 325 cs canned goods, 15 bbls salmon, 100 cs soap, 25 tins matches, 184 pkgs groceries and provisions, 611 gals vinegar, 5987 gals wine, 25 cs whisky, 11 pkgs dry goods, 260 kegs white lead, 7 pkgs paint, 54 cs oil, 42 pkgs paper, 36 pkgs sewing machines, 71 pkgs wagon material, 25 kegs horseshoes, 14 bdls 65 bars iron, 200 bbls lime, 40 sks coal, 6 bales leather.

Shipping Intelligence.

ARRIVED.

Friday, Sept. 5.

Stmr Brooklyn, Higgins, 34 hours from Houda Landing.

Stmr Gipsy, Swanson, 23 hours from Moss Landing.

Stmr Point Arena, Hansen, 16 hours from Fort Bragg.

Stmr Santa Cruz, Nicholson, 12 hours from Moss Landing.

Stmr Charles Nelson, Schage, 96 hours from Seattle.

Stmr Scotia, Erickson, 17 hours from Mendocino.

Stmr G C Lindauer, Allen, 36 hours from San Pedro.

Stmr Fulton, Lee, 45 hours from San Pedro.

Ship Star of France, Bergman, 17 days from Bristol Bay.

Fr bark Marguerite Molinos, Ficheux, 119 days from Cork.

Schr Newark, Reinerstein, 15 hours from Stewarts Point.

Schr Charles R Wilson, Johnson, 7 days from Grays Harbor.

CLEARED.

Friday, Sept. 5.

Stmr Lakme, Johnson, for Portland; the Chas Nelson Co.

Stmr North Fork, Nelson, for Eureka; the Chas Nelson Co.

Stmr Santa Rosa, Alexander, for San Diego; Goodall, Perkins & Co.

Br stmr Victoria, Casey, for Port Townsend; Swayne & Hoyt.

Bark Sea King, Dowling, for Callao; Balfour, Guthrie & Co.

SAILED.

Friday, Sept. 5.

Stmr Coronado, Pederson, for San Pedro.
Stmr Montara, Reilly, for Seattle.
Stmr G W Elder, Randall, for Astoria.
Stmr Rainier, Hansen, for Seattle.
Stmr Newburg, Erickson, for Grays Harbor.
Stmr Argo, Dunham, for Port Kenyon.
Stmr Gipsy, Swanson, for Santa Cruz.
Stmr Lakme, Johnson, for Portland.
Stmr Noyo, Johnson, for Fort Bragg.
Tug Ranger, Parsons, for Eureka.
Bark Martha Davis, McAlman, for Hilo.
Schr Manila, Holman, for Puget Sound.
Schr Novelty, Perry, for Columbia River.

SPOKEN.

Aug 24, lat 37 N, lon 39 W—Br ship Rockhurst, from Oregon, for Queenstown.

Aug 25, lat 38 N, lon 35 W—Br ship Dechmont, hence April 8, for United Kingdom.

July 22, lat 7 N, lon 29 W—Br ship Helensburgh, from Antwerp, for San Francisco.

July 23, lat 4 S, lon 29 W—Br ship Indore, from Hamburg, for San Francisco.

Aug 22, lat 13 N, lon 27 W—Br bark Invercoe, from Swansea, for San Francisco.

Aug 24, lat 37 N, lon 35 W—Fr bark Ernest Legouve, from Oregon, for United Kingdom.

Per Fr bark Marguerite Molinos—Aug 25, lat 36 46 N, lon 141 27 W—Br ship Port Logan, from Algoa Bay, for San Francisco.

Aug 29, lat 36 07 N, lon 136 05 W—Br ship Deanmount, from Newcastle, Eng, for San Francisco.

TELEGRAPHIC.

POINT LOBOS, Sept 5, 10 p m—Weather foggy; wind SW, velocity 12 miles per hour.

DOMESTIC PORTS.

TACOMA—Arrived Sept 5—Br ship W J Pirrie, from Port Townsend; stmr Oscar, from Ladysmith.

Sailed Sept 5—Stmr Mackinaw, for San Francisco; stmr Farallon, for Alaska; stmr Spokane, for Alaska.

PORT TOWNSEND—Passed in Sept 5—Stmr Dolphin, from Skagway, for Seattle.

Arrived Sept 5—Schr James Rolph, from Blakeley.

Arrived Sept 5—Schr Robert R Hind, from Eleele; ship John A Briggs, from Newcastle, Aus..

Sailed Sept 5—Schr W H Rolph, for Port Blakeley.

Passed in Sept 5—Schr W H Smith, from St Michael.

NEAH BAY—Passed out Sept 5—Btkn Georgina, for Callao.

Passed in Sept 5—Ship St Paul, from Nushagak, for Seattle.

NUSHAGAK—To sail Aug 25—Ship Star of Italy, for San Francisco.

SEATTLE—Arrived Sept 5—Stmr Dolphin, from Skagway.

Sailed Sept 4—Stmr Spokane for Skagway.

EUREKA—Arrived Sept 5—Stmr Pomona, hence Sept 4; schr J B Leeds, hence Aug 23.

Sailed Sept 5—Stmr Pasadena, for San Pedro.

BRISTOL BAY—Sailed Aug 19—Ship M P Grace, for San Francisco.

Sailed Aug 21—Ship Star of Italy, for San Francisco; ship Sintram, for San Francisco.

POINT REYES—Passed Sept 5, 12:10 p m—Stmr Brunswick, from Eureka, for San Pedro.

FORT BRAGG—Arrived Sept 5—Stmr National City, hence, Sept 4.

GRAYS HARBOR—Arrived Sept 3—Stmr Santa Monica, hence Aug 30.

Sailed Sept 5—Stmr Chehalis, for San Francisco.

ASTORIA—Arrived Sept 5—Schr Lizzie Vance, hence Aug 20; bark Harry Morse, from Nushagak.

Sailed Sept 5—Stmr Despatch, for San Francisco; stmr Alliance, for San Francisco; Ger stmr Elba, for Cape Town; stmr Columbia, for San Francisco.

SOUTH BEND—Sailed Sept 5—Stmr Sequoia, for San Francisco; stmr Signal, for San Francisco.

SAN PEDRO—Arrived Sept 5—Stmr Phoenix, from Mendocino; schr Wm Renton, from Port Orford.

Sailed Sept 5—Schr Jennie Wand, for Coos Bay.

SAN DIEGO—Sailed Sept 5—Stmrs Del Norte and Marshfield, for San Francisco.

PORTLAND, Or—Sailed Sept 5—Stmr Alliance, for San Francisco.

EASTERN PORT.

PHILADELPHIA—Cleared Sept 4—Stmr Californian, and passed down by Marcus Hook for New York and San Francisco.

FOREIGN PORTS.

BOWHEAD—Passed Sept 4—Br ship Samaritan, hence April 28, for Queenstown.

CUXHAVEN—Arrived Sept 3—Br ship Ardnamurchan, from Oregon.

IPSWICH—Arrived Sept 3—Fr bark General Foy, hence April 22.

KOBE—Sailed Sept 2—Br stmr Hilglen, for Yokohama.

LIVERPOOL—Sailed Sept 4—Br stmr Antillian, for Colon.

NEWCASTLE, Aus—Sailed Sept 4—Ship Wm H Smith, for Honolulu.

YOKOHAMA—Arrived Sept 1—Br stmr Empress of Japan, from Vancouver.

Sailed Sept 4—Ger bark Margdalena, for Oregon.

KINSALE—Passed Sept 5—Br ship Tamar, from Tacoma, for United Kingdom.

HULL—Arrived Sept 4—Br ship Dovenby Hall, from Oregon.

Arrived Sept 5—Ger ship Alice, from Tacoma.

SYDNEY—Arrived prior to Sept 5—Bark Louisiana, from Chemainus.

SHIELDS—Sailed Sept 4—Br ship Irby, for Port Los Angeles.

VANCOUVER, B C—Arrived Sept 5—Barge Dashing Wave, from ——.

Sailed Sept 5—Ship Ellen A Read, for Cork.

OCEAN STEAMERS.

NEW YORK—Arrived Sept 5—Stmr Island, from Copenhagen; stmr Campania, from Liverpool and Queenstown.

Sailed Sept 5—Stmr Celtic, for Liverpool.

CHERBOURG—Arrived Sept 4—Stmr Columbia, from New York, via Plymouth, for Hamburg, and proceeded.

YOKOHAMA—Arrived Sept 5—Stmr Empress of Japan, from Vancouver.

LIZARD—Passed Sept 5—Stmr Bremen, from New York, for Southampton and Bremen.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., September 5, 1902.

The Time Ball was not dropped to-day, owing to failure of signals.

J. C. BURNETT,
Lieutenant U. S. N., in charge.

Sun, Moon and Tide.

United States Coast and Geodetic Survey—

POPE APPROVES THE SELECTIONS

Propaganda's Report on New Dignitaries Submitted.

Supreme Pontiff Hopes New York Catholics Are Satisfied.

ROME, Sept. 5.—Mgr. Veria, Secretary of the Propaganda, at an audience which he had with the Pontiff to-day, submitted a full report of the proceedings of the Congregation of the Propaganda September 1, and the Pope immediately approved the appointments of the Right Rev. John M. Farley, the Auxiliary Bishop of New York, as Archbishop of New York, in succession to the late Archbishop Corrigan, and of the Right Rev. George Montgomery, Bishop of Los Angeles, Cal., as Coadjutor to the Most Rev. Patrick William Riordan, Archbishop of San Francisco, the latter with the right of succession. The Pope then remarked: "I hope I have satisfied the Catholics of New York."

Archbishop Riordan is expected to reach Rome shortly, both the Pope and the Papal Secretary of State, Cardinal Rampolla, desiring verbal information regarding the "Pious Fund" question now before the International Court of Arbitration at The Hague.

ACCUSED OF FORGING HIS EMPLOYER'S NAME

Max Jeidels, a Recent Arrival From Germany, Is Placed Under Arrest.

A. Goldman of the firm of M. Marsh & Co., 156 New Montgomery avenue, secured a warrant from Judge Cabaniss yesterday for the arrest of Max Jeidels on a charge of forgery. It is alleged that Jeidels, who was employed by the firm, forged the firm's name to a check for $25, which he passed on Jewell & Co., clothiers, 528 Montgomery street. He was arrested by Detective Whitaker and Policeman Gruenwald and booked at the City Prison.

The police say that Jeidels has passed other forged checks, one of his alleged victims being F. E. Graessler, saloonkeeper, Geary and Kearny streets, to the extent of $25. It is also asserted that he has borrowed considerable money from German residents in the city since coming here last February on his representation that his uncle was intimately acquainted with Emperor William. Jeidels is a native of Berlin and is supposed to belong to a good family.

$30.00 From St. Louis.

Or from Memphis, New Orleans or Mississippi River points. Santa Fe colonist rates during September and October. Tickets may be paid for here and telegraphed to your friends. Ask the Santa Fe, 641 Market street.

Times and Heights of High and Low Waters at Fort Point, entrance to San Francisco Bay. Published by official authority of the Superintendent.

NOTE—The high and low waters occur at the city front (Mission-street wharf) about twenty-five minutes later than at Fort Point; the height of tide is the same at both places.

SATURDAY, SEPTEMBER 6.

Sun rises 5:43
Sun sets 6:33
Moon sets .....9:00 p. m.

Day.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.
6	2:28	4.5	7:55	2.0	2:26	5.1	8:49	1.9
7	3:20	4.1	8:37	2.4	3:08	4.9	9:50	1.0
8	4:34	3.8	9:28	2.8	3:53	4.8	10:51	1.0
9	5:46	3.7	10:26	3.1	4:45	4.6	10:50	0.9
10	6:56	3.8	11:35	3.2	5:42	4.5	.....	.....
	L W		H W		L W		H W	
11	0:44	0.9	7:57	4.0	12:37	3.2	6:41	4.4

NOTE—In the above exposition of the tides the early morning tides are given in the left hand column and the successive tides of the day in the order of occurrence as to time; the fourth time column gives the last tide of the day, except when there are but three tides, as sometimes occurs. The heights given are in addition to the soundings of the United States Coast Survey charts, except when a minus (—) sign precedes the height, and then the number given is subtracted from the depth given by the charts. The plane of reference is the mean of the lower low waters.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Acme	Siuslaw River	Sept. 6
Mandalay	Coquille River	Sept. 6
Albion River	Albion & Pt. Arena	Sept. 6
Arcata	Coos Bay & Port Orford	Sept. 6
Wellington	Oyster Harbor	Sept. 6
Olympic	San Pedro	Sept. 6
Pomona	Humboldt	Sept. 7
Sequoia	Willapa Harbor	Sept. 7
Newport	New York via Panama	Sept. 7
Columbia	Portland & Astoria	Sept. 7
Alliance	Portland & Way Pts	Sept. 8
S. Barbara	Grays Harbor	Sept. 8
Chehalis	Grays Harbor	Sept. 8
S. Monica	Grays Harbor	Sept. 8
Crescent City	Crescent City	Sept. 8
Coos Bay	Newport & Way Ports	Sept. 8
State of Cal	San Diego & Way Pts	Sept. 8
Mackinaw	Tacoma	Sept. 8
Rival	San Pedro	Sept. 8
Empire	Coos Bay	Sept. 9
Wyefield	Nanaimo	Sept. 9
San Pedro	Humboldt	Sept. 9
South Bay	Humboldt	Sept. 9
Phoenix	San Pedro	Sept. 9
Eureka	Humboldt	Sept. 9
Queen	Puget Sound Ports	Sept. 9
Alameda	Honolulu	Sept. 9
Kambyses	Seattle	Sept. 10
Santa Rosa	San Diego & Way Ports	Sept. 11
Point Arena	Point Arena	Sept. 12
North Fork	Humboldt	Sept. 12
Corona	San Pedro & Way Pts	Sept. 12
G. W. Elder	Portland & Astoria	Sept. 12
China	China & Japan	Sept. 12
St. Paul	Nome & St. Michael	Sept. 14
Chile	Valparaiso & Way Pts	Sept. 14
Umatilla	Puget Sound Ports	Sept. 14
Ventura	Sydney & Way Ports	Sept. 15
Rainier	Whatcom	Sept. 16

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	September 6.		
Westport	Bear Harbor	5 pm	Pier 2
Newburg	Grays Harbor	4 pm	Pier 2
Argo	Eel River Ports	4 pm	Pier 16
G. Lindauer	Grays Harbor	5 pm	Pier 10
North Fork	Humboldt	9 am	Pier 2
Iaqua	Humboldt	1 pm	Pier 28
Eureka	Humboldt	9 am	Pier 13
Colon	N. Y. via. Panama	12 m	PMSS
	September 7.		
Aberdeen	Los Angeles Ports	10 am	Pier 2
Santa Rosa	San Diego & Way	9 am	Pier 11
Corona	San Pedro & Way	9 am	Pier 11
Curacao	Mexican Ports	10 am	Pier 17
	September 8.		
Acme	Siuslaw River	.....	Pier 2
Olympic	Whatcom & Fairhn	3 pm	Pier 2
S. Barbara	Los Angeles Ports	1 pm	Pier 2
Arcata	Coos Bay & Pt Orfd	10 am	Pier 13
Pt. Arena	Point Arena	2 pm	Pier 2
City Puebla	Puget Sound Ports	11 am	Pier 13
	September 9.		
Phoenix	Mendocino City	1 pm	Pier 13
Albion R	Pt. Arena & Albion	6 pm	Pier 13
Pomona	Humboldt	1:30 p	Pier 11
Mandalay	Coquille River	.....	Pier 2
	September 10.		
Alliance	Portland & Way	10 am	Pier 16
Sequoia	Willapa Harbor	4 pm	Pier 2
C. Nelson	Seattle & Tacoma	10 am	Pier 2
Columbia	Astoria & Portland	11 am	Pier 24
	September 11.		
State Cal	San Diego & Way	9 am	Pier 11
Coos Bay	San Pedro & Way	9 am	Pier 11
H. K. Maru	China & Japan	1 pm	PMSS
	September 13.		
Kambyses	Hamburg & Way	3 pm	Pier 27
Alameda	Honolulu	2 pm	Pier 7
San Jose	N. Y. via Panama	12 m	PMSS
Queen	Puget Sound Ports	11 am	Pier 19
	September 15.		
G. Elder	Astoria & Portland	11 am	Pier 24

FROM SEATTLE.

Steamer.	For.	Sails.
Dolphin	Skagway & Way Ports	Sept. 7
Bertha	Cooks Inlet & Way Pts	Sept. 8
City Seattle	Skagway & Way Ports	Sept. 8
Dirigo	Skagway & Way Ports	Sept. 9
Centennial	Nome & Teller	Sept. 10
Cottage City	Skagway & Way Ports	Sept. 12
Humboldt	Skagway & Way Ports	Sept. 12
Al-Ki	Skagway & Way Ports	Sept. 13
Senator	Nome	Sept. 14
Santa Ana	Cooks Inlet & Way Pts	Sept. 15
Oregon	Nome & Teller	Sept. 15

ADVERTISEMENTS.

ABSOLUTE SECURITY.

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

SEE GENUINE WRAPPER

"PRINTED ON RED PAPER."

RAILWAY TRAVEL.

California Limited to Chicago ....

in 3 DAYS — Santa Fe — in 3 DAYS

leaving Ferry Depot at 9 a. m., Mondays and Thursdays. Dining Car, Electric lights, every convenience of fashionable club or hotel. Most comfortable train in the world.

Trains—Daily

Leave Market-Street Ferry Depot.

	Local Daily	Lim'd Mon & Thurs	Local Daily	Ov'rl'd Daily
Lv San Fran	9:00 a	9:00 a	4:20 p	8:00 p
Ar Stockton	12:10 p	11:45 a	7:18 p	11:18 p
" Merced	2:35 p	1:17 p	.....	1:30 a
" Fresno	4:10 p	2:35 p	.....	3:15 a
" Hanford	5:58 p	3:27 p	.....	8:05 a
" Visalia	5:38 p	.....	.....	5:00 a
" B'kersf'd	8:10 p	5:20 p	.....	7:35 a
" Kan City	.....	2:31 a	.....	8:02 a
" Chicago	.....	2:15 p	.....	8:47 p

a for morning. p for afternoon.

9:00 a. m. Daily is Bakersfield Local, stopping at all points in San Joaquin Valley. Corresponding train arrives at 8 a. m. daily.

9:00 a. m. Mondays and Thursdays is the California Limited, carrying Palace Sleeping Cars and Dining Cars through to Chicago. Chair Car runs to Bakersfield for accommodation of local first-class passengers. No second-class tickets are honored on this train. Corresponding train arrives at 11:10 p. m. Tuesday and Friday.

4:20 p. m. is Stockton local. Corresponding train arrives at 11:00 a. m. daily.

8:00 p. m. is the Overland Express, with through Palace and Tourist Sleepers and Free Reclining Chair Cars to Chicago; also Palace Sleeper, which cuts out at Fresno. Corresponding train arrives at 6:00 p. m. daily.

Offices—641 Market street and in Ferry Depot, San Francisco; 1112 Broadway, Oakland.

Pennsylvania ....Lines

36th Annual Encampment
Grand Army of the Republic,
Washington, D. C.
October 6 to 11.

An Excellent Opportunity to Visit the National Capital.

Tickets for the Round Trip Will Be Sold
SEPTEMBER 29 and 30 for
$85.40.

THE PENNSYLVANIA LINES IS THE DIRECT ROUTE VIA CHICAGO, ST. LOUIS OR CINCINNATI TO WASHINGTON.

For Full Information apply to
E. M. POMEROY, PACIFIC COAST AGENT.
30 MONTGOMERY ST.

CALIFORNIA NORTHWESTERN RY. CO.
LESSEES
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 and 6:20 p. m.

SAN RAFAEL TO SAN FRANCISCO.
WEEK DAYS—6:05, 7:35, 7:50, 9:20, 11:15 a. m.; 12:50, 3:40, 5:00, 5:20 p. m. Saturdays—Extra trips at 2:05 and 6:35 p. m.
SUNDAYS—8:00, 9:40, 11:15 a. m.; 1:40, 3:40, 4:55, 5:05, 6:25 p. m.

Leave San Francisco. Week Days.	Sundays.	In Effect May 4, 1902. Destination.	Arrive San Francisco. Sundays.	Week Days.
7:30 a	8:00 a	Ignacio and Novato	9:10 a	8:40 a
3:30 p	9:30 a		10:40 a	8:40 a
5:10 p	5:00 p		6:05 p	6:20 p
			7:35 p	
7:30 a	8:00 a	Petaluma and Santa Rosa	10:40 a	8:40 a
3:30 p	9:30 a		6:05 p	10:20 a
5:10 p	5:00 p		7:35 p	6:20 p
7:30 a	5:00 p	Fulton Windsor Healdsburg Lytton Geyserville Cloverdale	10:40 a	10:20 a
3:30 p	8:00 a		7:35 p	6:20 p
7:30 a	8:00 a	Hopland Ukiah	10:40 a	10:20 a
3:30 p	5:00 p		7:35 p	6:20 p
7:30 a	8:00 a	Willits	7:35 p	6:20 p
7:30 a	8:00 a	Guerneville	7:35 p	10:20 a
3:30 p	5:00 p		10:40 a	6:20 p
7:30 a	8:00 a	Sonoma Glen Ellen	9:10 a	8:40 a
5:10 p	5:00 p		6:05 p	6:20 p
7:30 a	8:00 a	Sebastopol	10:40 a	10:20 a
3:30 p	5:00 p		7:35 p	6:20 p

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 and Booneville; 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, Half-way House, Comptche, Camp Stevens, Hopkins, Mendocino City, Fort Bragg, Westport, Usal; at Willits for Sherwood, Cahto, Covelo, Laytonville, Cummings, Bell's Springs, Harris, Olsen's, Dyer, Pepperwood, 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 st., Chronicle building.

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

Weak Men and Women

SHOULD USE DAMIANA BITTERS, THE Great Mexican Remedy; gives health and strength to sexual organs. Depot, 323 Market.

RAILWAY TRAVEL.

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

LEAVE — FROM AUGUST 24, 1902.	ARRIVE
7.00a Benicia, Suisun, Elmira and Sacramento	6.65p