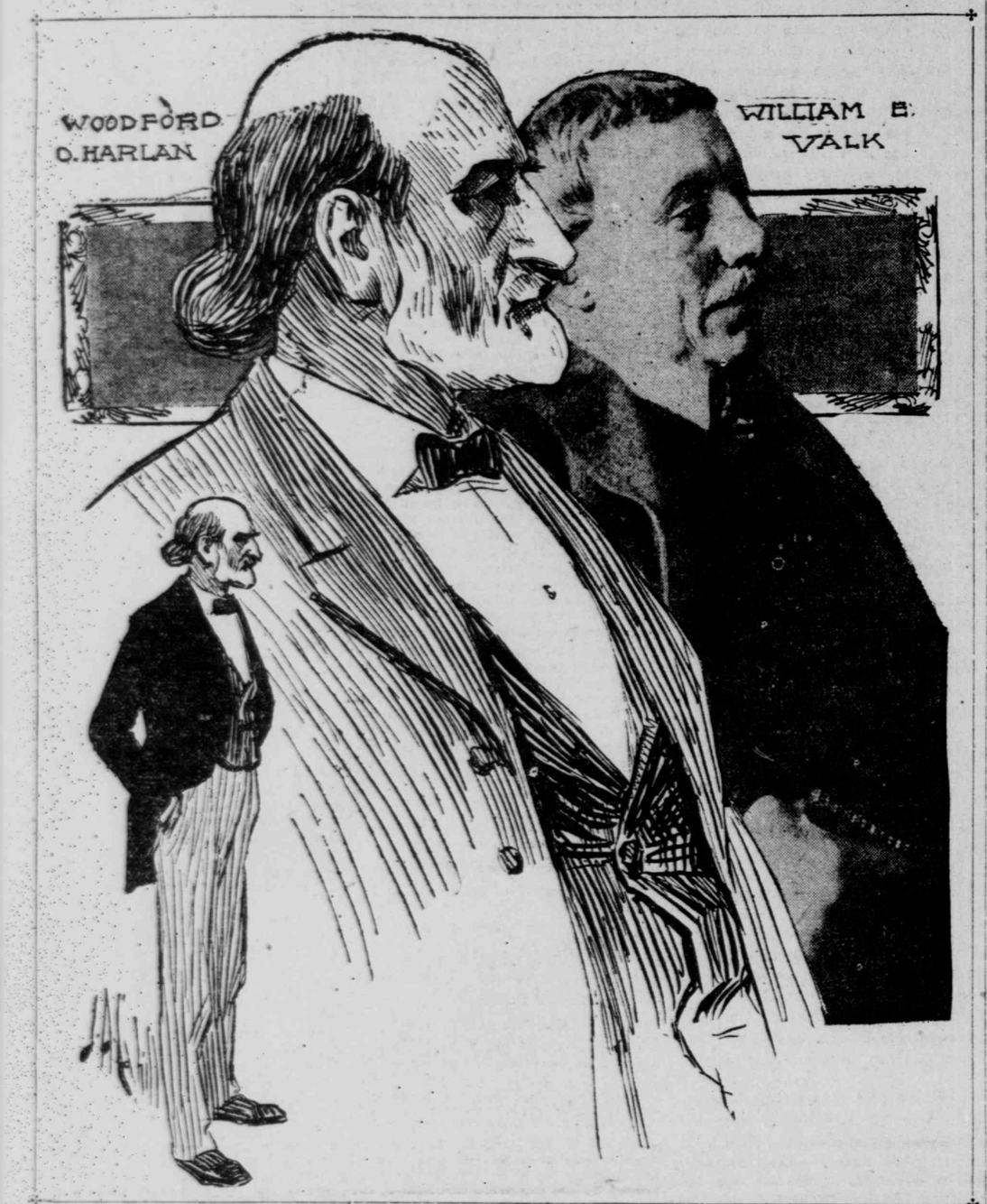
FEDERAL WITNESSES CALLED BY HYDE AND DIMOND TO REBUT INDICTMENT

Damaging Evidence Elicited From Chief Examiner Valk of General Land Office---Message Is Sent to an Alleged Tool of the Combine at Washington



TWO OFFICIALS OF THE GENERAL LAND OFFICE AT WASHINGTON, D. C., WHO WERE YESTERDAY CALLED AS WITNESSES FOR THE DEFENSE BY THE ATTORNEYS FOR F. A. HYDE AND H. P. DIMOND, ACCUSED OF COMPLICITY IN THE ALLEGED LAND FRAUDS.

The contest of legal strategists in the great land fraud hearing has become a game of prima facie cases, in which each side is seeking, at the least cost to itself, to force the other to show its hand. Commissioner Heacock's ruling on Thursday that the introduction of the indictment found by the Grand Jury at Washington, D. C., without other testimony to support it, established presumptive evidence of the guilt of Defendants Hyde and Dimond was followed yesterday by the attempt of the defense to make such a case as will contradict that presumption and warrant a new motion for the discharge of the defendants. In this maneuver, which is likely to consume several days, the Government's witnesses are being called and questioned with the object of showing that Hyde and Dimond did nothing unlawful, or if any public offense was committed by them it occurred in California or Oregon, where, rather than in Washington, they should be tried.

Five of the Federal witnesses, officials or clerks in the General Land office, were yesterday sent to the stand, where they were handled by Messrs. McEnerney and Knight of cousel for the defense as gingerly as if they had been cans of dynamite. The problem of asking just the questions that will elicit the information desired without starting an explosion that may blow up their clients was indeed a delicate one and worthy the masters of legal fencing who had the game in hand. So slowly, so cautiously did they proceed that the short day in court was comparatively barren of results.

BENSON TO VALK.

The only noteworthy addition to the public's stock of information came from William E. Valk, principal examiner in the General Land Office at Washington, who is alleged to have been in Benson's pay, and who yesterday let out the fact that the defendant Dimond came to him with a note of introduction from Benson, saying: "This man Dimond represents me and he is all right." Just why the defendants Hyde and Dimond, who are alone involved in this proceeding, should have brought out this fact is uncertain. One of the Government's representatives, however, declared last evening that it was evidence of the fact that Benson and Hyde have parted company in their defense to the indictment in which they are jointly accused and that each of them is looking out solely for his own interests.

John H. Fimple, the Assistant Commissioner of the General Land office at Washington, was questioned at length by McEnerney as to the methods in vogue there in expediting lieu land selections and also regarding the duties of subordinates who are here as witnesses for the Government. Fimple said that approximately 10,000 selections were on file in the department under the forest reserve act of 1897, and that these covered more than 63,000,000 acres, which the selectors were seeking to substitute for their holdings in fifty-seven forest reserves scattered all over the West. Many of these electors appeared by their attorneys, he continued, and the appearances were made by letter similar to those of Dimond's that are set forth in the indictment as having been written by him in furtherance of the alleged conspiracy.

McEnerney then began a long and persistent effort to get in evidence the abstracts of title on file in the General Land Office for the hundreds of small parcels of land included in the tracts covered by the thirty-four counts of the indictment. These, if admitted without protest, would tend to show that the titles offered the Government were regular instead of fraudulent, as the Government claims. Fimple would be asked to identify an abstract covering one small section of a vast tract and when he had done so the attorney would present it as a fractional proof that his client, Hyde, was grossly maligned by Uncle Sam. Quick as a shot would come the objection from Government Counsel Heney that an abstract was no proof of title.

"We have no objection," said Heney, "to your offering the abstract to show the representations made by Hyde in order to obtain the selection, but not as proof that the State of Oregon conveyed the land to A. S. Baldwin."

"We offer it," McEnerney retorted, "as the best possible proof that Oregon conveyed to Baldwin, Baldwin to Hyde and Hyde to the United States."

McENERNEY WON'T TELL.

"It is not the best evidence," Heney argued. "The deeds are what you want. An abstract is only presumptive evidence of the facts recited and the deed may contain many stipulations that were binding on Baldwin, but do not appear in the abstract. Where are the deeds?"

"We won't tell you," McEnerney answered coolly.

Finally the Commissioner got a chance to rule. "An abstract of title is wholly insufficient to prove the contents of a conveyance," he said. "Your abstracts may be admitted as proof of their own contents, but no more. The Government's objection is sustained."

Blocked on this line of attack, McEnerney next took in hand Marvin M. McLean, a clerk from the land office, who has been deputized by the Land Commissioner as custodian of the voluminous records sent out here for the examination. All that McLean yielded was the information that his papers did not contain the deeds covering any of the relinquishments by Hyde for his lieu selections, and that many of the abstracts were also missing, having been filed in other selections by the same defendant—selections that are not included in the indictment but are covered by the same abstracts. These documents were still at Washington filed away with the papers relating to the other cases. McLean was excused.

"Call J. Knox Corbett," said McEnerney, but the Tucson Postmaster not being at hand Grant I. Taggart was sworn. Taggart, who is 74 years old and who used to be a well-to-do citizen of Oakland, has for several years been employed by the Government as a supervisor of forest reserves. In this capacity the indictment says he fell a victim to the cash of the alleged land grabbers, to whom he furnished advance information of the lands selected for withdrawal for the purpose of creating reservations and at whose instance he recommended the inclusion in such reserves of lands in which they were interested. But it was on none of these topics that McEnerney questioned him. All his dealings are said to have been with John A. Benson. Here was a loophole for Hyde and Dimond.

"Do you know Frederick A. Hyde or Henry P. Dimond?"

"No, sir."

"Ever exchange a word of conversation or correspondence with them, or either of them, on any subject?"

"No, sir."

"That is all."

DEFENSE WINS A POINT.

"Are you acquainted with John A. Benson?" asked Heney in cross-examination.

"We object," shouted McEnerney. "This witness was not asked anything about Benson."

"Objection sustained," the Commissioner ruled.

Then came Woodford D. Harlan, former chief of the special service division of the land office, and, as such, charged with the protection of public domain from fraudulent entry and timber trespass. In that responsible post, the indictment declares, he received divers sums of money for furthering the schemes of the alleged land sharks. But his acquaintance and dealings had been with Benson, at Washington, and he, too, was a stranger to both Hyde and Dimond.

"Do you know John A. Benson?" Heney repeated, with the result of drawing out the same objection from McEnerney and the same ruling from Heacock. So Harlan gave place to William E. Valk.

Valk is the principal examiner in the General Land Office, where he has been employed since he was a boy. The sum of $1600, the indictment says, found its way into his pockets from Benson's, as consideration for valuable information furnished and other illegal services rendered to the combine. Valk was a more fertile witness than his predecessors. He did not know Hyde, but he had had doings with Dimond, and therefore had to be handled carefully. McEnerney soon got through with him and then turned him over to Samuel Knight, one of Dimond's attorneys.

VALK AND DIMOND.

"Mr. Valk, do you know the defendant, Henry P. Dimond?" Knight asked.

"Yes, I met him at Washington, where we were introduced by mutual friends in the General Land Office."

McEnerney stopped the proceedings long enough to get a final objection on the record, excepting his client, Hyde, from the effect of any testimony by Valk. Heney argued that, as both Hyde and Dimond were indicted for the same conspiracy, the objection was not well taken.

"When there is proof of a conspiracy," Commissioner Heacock said, "then the act of any codefendant is material evidence against all the defendants. I shall overrule the objection. The weight I shall give the testimony will be considered later."

Under Knight's careful questioning, Valk told the Commissioner that within a day or two after his introduction to Dimond he met the latter outside the land office, where Dimond had given him a card, or note, from Benson. Valk's story was in substance as follows:

"Dimond said he was in Washington to expedite certain land cases and that he would prepare a list and try to get favorable action taken on them by the Land Office. He wanted me to take an interest in these cases and assist him in getting them passed. He told me that he had an understanding with Benson and Hyde. This conversation took place on F street, Washington, near the General Land Office, in the fall of 1900 or 1901. That's as near as I can place it. Dimond began it by presenting a card or note from Benson to me, showing that he was sent to Washington in the interest of Benson, Hyde, C. W. Clarke, Elizabeth Dimond and so on."

AN IMPORTANT NOTE.

"Can you produce that card or note?" Knight asked.

"No. Of course it would not do for me to have such a communication on my person and I destroyed it at once, if I remember correctly. I know I did not keep it more than ten minutes at the most. No; Benson's name was not signed to the thing. He wouldn't do that. It was just signed 'B,' I think. I know I recognized its source by the writing as well as the letter signed to it."

In answer to further questions Valk said the note from Benson did not ask him to use any improper influence, nor had Dimond ever made such a request. Dimond had simply said that he was there in the interest of certain lieu land selections and wanted me to aid in expediting them. No, I never had any correspondence with him and never received any money or offer of money from him."

On cross-examination Valk said that the communication from Benson was in substance as follows: "This man Dimond represents me and he is all right."

"At that time you had some relations with Benson, had you not?" asked Heney.

"We object," interrupted McEnerney. The Commissioner gave the attorney until Monday to present a brief sustaining his objection and the witness was excused until them. The hearing will be resumed at 10:30 o'clock Monday morning.

TRIES TO SLAY SHIP'S CAPTAIN

Fred Romer, Second Officer of Brig Lurline, Goes Insane and Runs Amuck

IRONED AFTER BATTLE

Vessel Puts Into This Port and Delivers Maniac Into Hands of Local Police

The little brig Lurline, bound from Altata, Mexico, for Grays Harbor, put into port late yesterday afternoon with the second mate, Fred Romer, in irons.

Romer became violently insane three days ago, when the ship was about seventy miles west of San Francisco. Seizing a large iron belaying pin Romer attempted to kill the captain. The two struggled on the deck, but Captain Forest was no match in strength for Romer, who is six feet tall and immensely powerful.

Had it not been for the timely assistance of the first mate and some of the crew murder might have been done. Romer was overpowered with difficulty and placed in irons and the brig headed for this port.

Romer was brought ashore last night in a launch and removed by the local police from Powell street wharf to the insane ward at the Receiving Hospital. The demented sailor's wrists were terribly swollen through his constant effort to throw off the irons. He has but one eye.

A New Book.

"Sights and Scenes From the Car Windows." Have you read it? Why not? It tells all about what you can see from the windows of the Southern and Union Pacific overland limited when you are on the way to Chicago or St. Louis. You had better get it and have a talk with S. F. Booth, General Agent U. P. R. R., 1 Montgomery street.

SCOUTS' DRILL WINS APPLAUSE

Crowds Cheer the Maneuvers of the Filipinos During Parade at the Presidio

LOGAN OFF FOR MANILA

Transport Carries Casuals and Recruits and a Large Amount of Army Supplies

The Filipino scouts were the center of attraction at the Presidio yesterday. Their drill started at 3 o'clock, and long before that time the townsfolk commenced to assemble. They perched themselves on the terminus platform of the railroad company and on every available point of vantage and by the time the scouts came down from their camp on the hillside about 4000 people were in attendance.

In the drill proper the scouts were in khaki uniforms. They went through the different evolutions and maneuvers evidently to the great satisfaction of the crowd, which repeatedly cheered and applauded them. Following the drill the splendid band gave a concert.

At 5 o'clock came the full dress parade. For this important ceremony the Filipinos donned their brand new blue uniforms and marched and strutted about as proud as peacocks.

The parade was reviewed by Lieutenant Wait C. Johnson, who took command, in the absence of Major Carrington, who had gone to the city to pay his respects to General Shafter.

The parade passed off in first class shape, and in the drill of the manual of arms the scouts made a tremendous hit and earned the hearty applause that was given them by the spectators.

There will not be any drills to-day nor to-morrow, but the scouts will be on the field again every day next week at 3 o'clock for drill and 5 o'clock for parade.

The last orders Major Carrington received, commanding him to take his scouts to St. Louis and then retrace his steps to the Philippines, are causing expressions of regret from all the officers in his command. Lieutenant Johnson, in speaking of the order yesterday, said: "We are greatly disappointed that Major Carrington has been ordered to leave us on arrival at St. Louis. We are all, both officers and scouts, greatly attached to him. He has worked hard and long to bring the scouts to their present degree of efficiency, as you see by the work they are doing here. Major Carrington is a soldier and a thorough disciplinarian and takes a tremendous pride in his present command. We are all sorry to lose him. We still hope the order may be revoked, and that he will be able to remain in command during the time of the exposition."

The transport Logan sailed for Manila at 12 noon yesterday. She carried a big load of freight and 275 recruits, who were in command of Major H. H. Benham, First Lieutenants A. McIntyre and J. G. Langdon and Second Lieutenants C. E. Hathaway and J. V. Kuznik.

Something New.

The San Francisco "News Letter" for this week is on sale at all news dealers on Friday.*

Mrs. McClung Sick and Destitute.

Attorney W. D. Grady, who represents Alexander B. Garnett, charged with the murder of Major J. W. McClung in Mrs. Elizabeth Hitchcock-Coit's rooms in the Palace Hotel, filed an affidavit in Judge Lawlor's court yesterday that the widow, Mrs. McClung, was sick and destitute in San Diego and would be unable to attend the trial of the case. He therefore asked that an order be made that she be examined conditionally before the County Clerk at San Diego or other fit and proper person. The matter was continued till this morning.

ADVERTISEMENTS.

SMELL IT.

Allcock's POROUS PLASTER

has a fine aromatic odor because it's made of the choicest materials that can be had—it cures because it's made of the right material. Just smell one, that's all you have to do to compare it with all other plasters. Your sense of smell will tell you which is best.

REMEMBER—*Allcock's Plasters* are good for all pains and aches. They have been in use 55 years, have been imitated more than any article ever sold and have made more cures than any other external remedy. They are guaranteed not to contain belladonna, opium or any poison whatever. They are made of healing, vegetable gums which soothe, strengthen and cure.

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is interested and should know about the wonderful

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MT. TAMALPAIS RAILWAY

From SAN FRANCISCO, Foot of Market St. (Slip 1)
—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.

Leave San Francisco. Week Days.	Sundays	Destination.	Arrive San Francisco. Sundays.	Week Days.
7:30 a	8:00 a	Ignacio.	9:10 a	8:40 a
	9:30 a		10:40 a	10:20 a
3:30 p	3:30 p		6:05 p	6:20 p
5:10 p	5:00 p		7:35 p	
7:30 a		Novato, Petaluma and Santa Rosa.	9:10 a	8:40 a
	8:00 a		10:40 a	10:20 a
3:30 p	9:30 a		6:05 p	6:20 p
5:10 p	3:30 p		7:35 p	
	5:00 p			
7:30 a		Fulton.	10:40 a	10:20 a
	8:00 a		7:35 p	6:20 p
3:30 p	3:30 p			
7:30 a	8:00 a	Windsor, Healdsburg, Lytton, Geyserville, Cloverdale, Hopland and Ukiah.	10:40 a	10:20 a
8:30 p	3:30 p		7:35 p	6:20 p
7:30 a	8:00 a		10:40 a	10:20 a
3:30 p	3:30p		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.	10:40 a	10:20 a
3:30 p	3:30 p		7:35 p	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	3:30 p		7:35 p	6:20 p

STAGES connect at Green Brae for San Quentin, at Santa Rosa for White Sulphur Springs; at Fulton for Altruria and Mark West Springs; at Lytton for Lytton Springs; at Geyserville for Skaggs Springs; at Cloverdale for the Geysers, Booneville and Greenwood; 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, Lierly's, Bucknells, Sanhedrin Heights, Hullville, Orr's Hot Springs, Halfway House, Comptche, Camp Stevens, Hopkins, Mendocino City, Fort Bragg, West Point, Usal; at Willits for Fort Bragg, Westport, Sherwood, Cahto, Covelo; Laytonville, Cummings, Bell's Springs, Harris, Olsen's, Dyer, Garberville, Pepperwood, Scotia and Eureka.

Saturday to Sunday round-trip tickets at reduced rates.

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4:00 p. m. for Stockton.

8:00 p. m. for Kansas City, Grand Canyon and Chicago.

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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 trip 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, 11:30 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 trip 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 Sept. 27, 1903. Destination.	Arrive San Francisco. Sundays.	Week Days.
*6:20 a	*8:00a	Ignacio.	12:05p	10:40a
*1:45p	9:00a		1:25p	2:50p
5:15p	10:00a		2:50p	5:50p
	11:00a		4:50p	9:50p
	1:45p		5:50p	
	3:15p		7:50p	

*Connect with stage for Hymes and Villow Camp.

TICKET OFFICES: 626 MARKET ST. (North Shore Railroad) and SAUSALITO FERRY, Foot Market St.

THE SOUTHERN PACIFIC. SUNSET, OGDEN & SHASTA ROUTES

Trains leave and are due to arrive at SAN FRANCISCO.

(Main Line, Ferry Depot, Foot of Market Street.)

LEAVE — FROM FEBRUARY 17, 1904. —	ARRIVE
7.00A Vacaville, Winters, Rumsey	7.50P
7.00A Benicia, Suisun, Elmira and Sacramento	7.20P
7.30A Vallejo, Napa, Calistoga, Santa Rosa, Martinez, San Ramon	6.20P
7.30A Niles, Livermore, Tracy, Lathrop, Stockton	7.20P
8.00A Shasta Express—(Via Davis), Williams (for Bartlett Springs), Willows, †Fruto, Red Bluff, Portland, Tacoma, Seattle	7.50P
8.00A Davis, Woodland, Knights Landing, Marysville, Oroville	7.50P
8.30A Port Costa, Martinez, Antioch, Byron, Tracy, Stockton, Newman, Los Banos, Mendota, Armona, Hanford, Visalia, Porterville	4.20P
8.30A Port Costa, Martinez, Tracy, Lathrop, Modesto, Merced, Fresno, Goshen Junction, Hanford, Visalia, Bakersfield	4.50P
8.30A Niles, San Jose, Livermore, Stockton, (*Milton), Ione, Sacramento, Placerville, Marysville, Chico, Red Bluff	4.20P
8.30A Oakdale, Chinese, Jamestown, Sonora, Tuolumne and Angels	4.20P
9.00A Atlantic Express—Ogden and East	11.20A
9.30A Richmond, Martinez and Way Stations	6.50P
10.00A The Overland Limited—Ogden, Denver, Omaha, Chicago	6.20P
10.00A Vallejo	12.20P
10.00A Los Angeles Passenger—Port Costa, Martinez, Byron, Tracy, Lathrop, Stockton, Merced, Raymond, Fresno, Goshen Junction, Hanford, Lemoore, Visalia, Bakersfield, Los Angeles	7.30P
12.00M Hayward, Niles and Way Stations	3.20P
†1.00P Sacramento River Steamers	†11.00P
3.30P Benicia, Winters, Sacramento, Woodland, Knights Landing, Marysville, Oroville and way stations	10.50A
3.30P Hayward, Niles and Way Stations	7.50P
3.30P Port Costa, Martinez, Byron, Tracy, Lathrop, Modesto, Merced, Fresno and Way Stations beyond Port Costa	12.20P
3.30P Martinez, Tracy, Stockton, Lodi	10.20A
4.00P Martinez, San Ramon, Vallejo, Napa, Calistoga, Santa Rosa	9.20A
4.00P Niles, Tracy, Stockton, Lodi	4.20P
4.30P Hayward, Niles, Irvington, San Jose, Livermore	‡8.50A / ‡11.50A
5.00P The Owl Limited—Newman, Los Banos, Mendota, Fresno, Tulare, Bakersfeld, Los Angeles. Golden State Limited Sleeper, Oakland to Los Angeles, for Chicago, via C. R. I. & P.	8.50A
6.00P Port Costa, Tracy, Stockton	12.20P
‡6.30P Hayward, Niles and San Jose	7.20A
6.00P Hayward, Niles and San Jose	9.50A
6.00P Eastern Express—Ogden, Denver, Omaha, St. Louis, Chicago and East. Port Costa, Benicia, Suisun, Elmira, Davis, Sacramento, Rocklin, Auburn, Colfax, Truckee, Boca, Reno, Wadsworth, Winnemucca	8.20P
6.00P Vallejo, daily, except Sunday	7.50P
7.00P Vallejo, Sunday only	
7.00P Richmond, San Pablo, Port Costa, Martinez and Way Stations	11.20A
8.05P Oregon & California Express—Sacramento, Marysville, Redding, Portland, Puget Sound and East.	8.50A
8.10P Hayward, Niles and San Jose (Sunday only)	11.50A

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

8.15A Newark, Centerville, San Jose, Felton, Boulder Creek, Santa Cruz and Way Stations	5.55P
†2.15P Newark, Centerville, San Jose, New Almaden, Los Gatos, Felton, Boulder Creek, Santa Cruz and Principal Way Stations	†10.55A
4.15P Newark, San Jose, Los Gatos and way stations	‡8.55A / ‡10.55A
§6.30P Hunters Train, Saturday only, San Jose and Way Stations. Returning from Los Gatos Sunday only.	‡7.25P

OAKLAND HARBOR FERRY.

From SAN FRANCISCO, Foot of Market St. (Slip 1) —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 Streets.)

6.10A San Jose and Way Stations	8.37P
7.00A San Jose and Way Stations	5.35P
8.00A New Almaden (Tues., Frid., only)	4.10P
9.00A The Coaster—Stops only San Jose, Gilroy (connection for Hollister), Pajaro, Castroville (connection to and from Monterey and Pacific Grove), Salinas, San Ardo, Paso Robles, Santa Margarita, San Luis Obispo, principal stations thence Surf (connection for Lompoc), principal stations thence Santa Barbara, San Buenaventura, Saugus, Los Angeles	10.45P
9.00A San Jose, Tres Pinos, Capitola, Santa Cruz, Pacific Grove, Salinas, San Luis Obispo and Principal Way Stations	4.10P
10.30A San Jose and Way Stations	1.20P
11.30A Santa Clara, San Jose, Los Gatos and Way Stations	7.38P
1.30P San Jose and Way Stations	8.38A
3.00P Del Monte Express—Santa Clara, San Jose, Del Monte, Monterey, Pacific Grove (connects at Santa Clara for Santa Cruz, Boulder Creek and Narrow Gauge Points) at Gilroy for Hollister, Tres Pinos, at Castroville for Salinas.	12.15P
3.30P Tres Pinos Way Passenger	10.45A
4.30P San Jose and Way Stations	8.00A
‡5.00P San Jose, (via Santa Clara) Los Gatos, and Principal Way Stations (except Sunday)	‡9.00A
‡5.30P San Jose and Principal Way Stations	‡8.40A
6.00P Sunset Limited.—Redwood, San Jose, Gilroy, Salinas, Paso Robles, San Luis Obispo, Santa Barbara, Los Angeles, Deming, El Paso, New Orleans, New York. Connects at Pajaro for Santa Cruz and at Castroville for Pacific Grove and Way Stations	7.10A
‡8.15P San Mateo, Beresford, Belmont, San Carlos, Redwood, Fair Oaks, Menlo Park, Palo Alto	‡9.45A
8.30P San Jose and Way Stations	6.38A
8.00P Palo Alto and Way Stations	10.15A
11.30P South San Francisco, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood, Fair Oaks, Menlo Park, and Palo Alto	9.45P
‡11.30P Mayfield, Mountain View, Sunnyvale, Lawrence, Santa Clara and San Jose	‡9.45P

A for Morning. P for Afternoon. Sunday excepted. ‡ Sunday only. §Saturday only.
‡ Stops at all stations on Sunday.
† Trains stopping at Valencia St. south.

NORTH SHORE

TO SAN RAFAEL, ROSS VALLEY, MILL VALLEY, CAZADERO, Etc.

Via Sausalito Ferry.

Suburban Service, Standard Gauge Electric—Depart from San Francisco Daily 7:00, 8:00, 9:00, 10:00, 11:00 a. m., 12:20, 1:45, 3:15, 4:15, 5:15, 6:15, 7:00, 8:45, 10:20, 11:45 p. m.

FROM SAN RAFAEL TO SAN FRANCISCO—Daily, 5:25, 6:35, 7:40, 8:35, 9:35, 11:05 a. m., 12:20, 1:45, 2:55, 3:45, 4:45, 5:45, 6:45, 8:45, 10:20 p. m.

FROM MILL VALLEY TO SAN FRANCISCO—Daily, 5:45, 6:55, 7:52, 8:55, 9:55, 11:20 a. m., 12:35, 2:00, 3:15, 4:05, 5:05, 6:05, 7:05, 9:00, 10:35 p. m.

THROUGH TRAINS.

8:00 a. m. daily—Cazadero and way stations.

5:15 p. m. week days (Saturday excepted)—Tomales and way stations.

3:15 p. m. Saturdays—Cazadero and way stations.

Sundays only—10 a. m., Point Reyes and way stations.

TICKET OFFICE—626 Market st.

FERRY—Union Depot, foot of Market st.