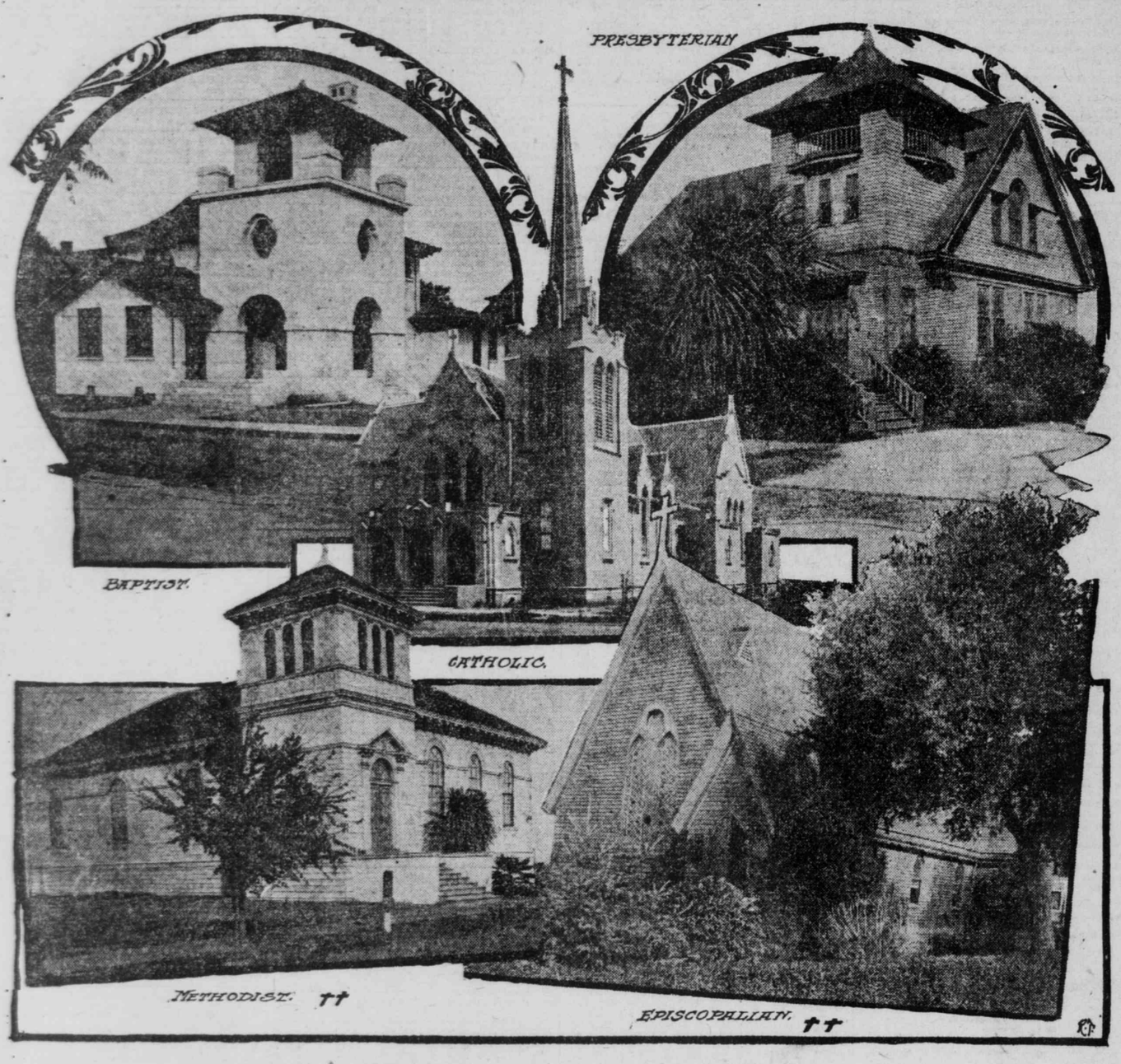
PALO ALTO'S BOARD OF TRADE GIVES MODEST ACCOUNT OF UNIVERSITY TOWN



EXAMPLES OF CHURCH ARCHITECTURE AND SURROUNDINGS IN GROWING UNIVERSITY TOWN OF PALO ALTO.

Solid Attractions Are Set Forth So Truthfully That Sincerity Appears in Official Narrative and Makes Story of Rapid Growth Pleasing.

Palo Alto has a Board of Trade that is headed by a member of the faculty of the Stanford University as president—Professor Fernando Sanford. The vice presidents are George R. Parkinson, a banker, and J. J. Morris, a real estate broker. C. S. Downing, the secretary, is a banker, and A. S. Ferguson, the treasurer, is a merchant and is chairman of the Board of Trustees of Palo Alto. The Board of Trade in the university town is a valuable adjunct to its progress. Palo Alto has, during the first few years of its existence, developed upon practically the same characteristic lines as did the other Northern California university seat, Berkeley.

At first the population of the new town was almost exclusively engaged in providing for the wants of the students and faculty of the Stanford University and those who came to Palo Alto in connection with the university work. Rapidly, on the site of what was acreage property only a few years ago, a community claiming to have 4000 population apart from the university has grown up. The scholastic atmosphere common to all university towns has accompanied the development. The site of Palo Alto was very beautiful before it was ever considered as the home of a large collection of people. On its level area there was a vigorous growth of oak trees that dotted the landscape picturesquely. The two divisions of the Coast Range Mountains loomed up handsomely in the foreground. Its large percentage of bright and pleasant days every year made it desirable as a place of homes.

TOWN FULL OF OAKS.

The college people and those who have come to dwell in their neighborhood have wisely refrained from cutting down the oak trees. In fact, such trees are to be found in places in the sidewalk areas, throwing their grateful shadows for the benefit of passers in the fashion of the great elm trees that may still, after the lapse of a century, be found in the middle of sidewalks in certain New England towns and cities. Refinement and love of trees are to be found together. By keeping the oaks and by placing among them artistically designed homes and by cultivating flowering shrubbery and plants assiduously, the people of Palo Alto have so coupled natural advantages with modern improvements as to make of Palo Alto one of the prettiest places in the United States.

In general characteristics Palo Alto would seem to the casual visitor to be strikingly similar to Berkeley. The seat of the University of California has always boasted that there was a mile limit about the university grounds in all directions within which intoxicating liquors could not be sold. This has preserved the same character for all the immediate neighborhood of the great institution of learning at Stanford.

In the deeds to lands that were cut up for the original lots in Palo Alto was a provision that no intoxicants were to be sold thereon. There is not a barroom in Palo Alto, either in restaurant or hotel. In both Berkeley and Palo Alto there has been rapid and steady growth of homes, and the home spirit in both the university towns is marked.

One of the leading members of the Palo Alto Board of Trade related with pride to a writer for The Call that the original sales of lots for the town site date back only to 1891—less than fourteen years ago. After that date came the suit against the Leland Stanford estate brought by the United States Government to recover $15,000,000 for money loaned during the construction of the country's first transcontinental railway. This suit was filed in 1893. Some progress had been made toward building up the town of Palo Alto in 1891-92, but the suit, rendering uncertain for a period of four years the existence of the Stanford University and the concurrent value of the land in Palo Alto, put a stop to progress very largely. When the settlement of the issue with the Government was reached in 1897 confidence returned. Practically Palo Alto as now visible has been about all built since early in 1897. Hence its present size and finished aspect are the more remarkable.

PUBLIC UTILITIES.

In 1894 Palo Alto was incorporated. Since 1897 municipal progress has been rapid. J. J. Morris says that the first important step was the acquirement of a municipal water system, from which ample water is derived for the uses of the town. A sewer system followed, and then a municipal lighting plant. Then followed a time of street improvements, that still continues. Miles of cement sidewalk have been laid. The bases for sure and continued growth were securely laid.

Schools have been provided, with good instructors. Churches of many denominations have been founded, with handsome structures in central locations. The buildings are used to show the general architectural characteristics of Palo Alto as they are developed in buildings for public uses. More than $100,000 per annum has been expended for new buildings.

Since the settlement of the Government suit against the Stanford estate the progress of the university construction work has been steady, and Palo Alto has shared largely in the benefits. The town has other attractions, not the least of which is an excellent climate; but the seal of the university is on all of its life, as the impression of the University of California is upon all Berkeley, as a leading influence.

The Palo Alto Board of Trade has issued some literature to describe and advertise. A pamphlet has just been put to press entitled "Palo Alto, the Town of the Leland Stanford Junior University." Therein are given some reasons for the growth of the town and some facts relative to its progress. Extracts are given as the official utterances of the body whose duty it is to promote the interests of Palo Alto:

The rural beauty of the place is marked, and few places are superior in this. Our climate is mild at all seasons, and peculiarly free from extremes and disagreeable winds. It is not as well adapted to lung and bronchial troubles as are the foothills of the San Gabriel Valley in Southern California; otherwise there is nothing to be desired that is not supplied in physical conditions.

The moral atmosphere of the place is felt at once. There are no saloons, and landlords are strenuous on this point with all tenants lest the property revert to the original owner. The churches are numerous and well supported. Palo Alto is the most conspicuous example of Central California that it pays a town to be clean. There are clean streets, clean city government, clean business and clean people. For these reasons the town grows.

The growth of Palo Alto is pictured by the Palo Alto Board of Trade in substance as follows:

In January 1890, there were ten inhabitants; in January, 1901, a little less than 2000; in January, 1904, closely approaching 4000. The assessed value of the town is $1,750,000. The educational facilities are the best, from primary schools to graduate departments in the university. The grammar and high schols are the pride of the city, and there is a general agreement to spare no expense upon them to make the place absolutely unique as a center of education for the youth of all ages.

The town itself has no palatial grounds. Citizens who desire such places can find them within three miles in great variety. It is the ideal place for modest homes of from $1500 to $10,000 each. The lots are 50 feet by 100 to 200 feet deep. Of 125 houses built last year the average cost was $3300. This fixes the modest character of our town. The tendency to vulgar display is absent, and by many this will be esteemed most highly.

As a place of business Palo Alto, like other cities about the bay, has no large future. While it is likely to have a population of 15,000 inhabitants, it is certain that a large fraction of its citizens will do business in San Francisco. The time is being gradually reduced, and the freedom from delay by fogs and the safety of the trip from Palo Alto to San Francisco will give it a distinct advantage over its educational rival, the city of Berkeley.

Other advantages are its homogenous population and its rapid growth and civic enterprise. Palo Alto is already the second city in Santa Clara County; has excellent sewer, water and electric systems owned by the town; is just completing a library building, the gift of Mr. Carnegie; has opened a public gymnasium and bathe, which are well managed under the auspices of the wide awake Woman's Club of Palo Alto.

ADVANTAGES SUMMED UP.

On the whole we can say to all modest home seekers—here is the place you have been seeking. If, after you have educated your children, you think best to sell and go away, you will find your investment here has increased in value; but more and more of our people continue here after the children are gone. About one-third of the students live in town and find board and rooms in the homes. Improved facilities for reaching the university will increase this number. The gate of the university is but three minutes' walk from the center of business, but the grounds are large and the distance to the university is one mile. Carriages and wheels make the trip easy and in the near future an electric car service will make the distance from any part of town inconsiderable.

This is a clean town for a refined and wholesome family life, in a non-commercial atmosphere, in the classic shades of a twentieth century university. This is our message.

This modest description of Palo Alto is signed in behalf of the Palo Alto Board of Trade by the board's secretary, C. C. Downing.

COUNT VON BULOW STILL IN HIGH FAVOR.

BERLIN, May 22.—There has been considerable vague talk in the newspapers representing the opposition since the recent debate in the Prussian House of Lords that the position of the German Imperial Chancellor, Count von Bulow, has been shaken, but so far as is ascertainable there is no foundation for it.

Several influential Agrarian leaders criticized the Chancellor in debate, but absolutely nothing has occurred showing that he had lost the favor of Emperor William. Both the Emperor and Count von Bulow attended the wedding of Count Eulenburg's son yesterday at Liebenburg. Official business interviews are occurring as usual between the Emperor and the Chancellor. The idea of making General Budde, Prussian Minister of Railroads, the successor of Count von Bulow, is regarded as ridiculous, his political experience being considered inadequate.

LONDON STOCKS IN HEALTHFUL CONDITION.

LONDON, May 22.—Owing to the approach of the Whitsuntide holiday, business in the Stock Exchange last week was slack. The enormous success of the Japan loan was of absorbing interest, the premium being at from two to three per cent on the issue price. Most gilt-edged stocks were still in favor and the tone of the market was fairly good with the exception of the American branch, which, following Wall street, was heavy.

COLLEGE POLO PLAYER KILLED

Yale Freshman Dies From Effects of an Accident in Intercollegiate Game

NEW YORK, May 22.—Harry D. Babcock Jr., a member of the freshman class of Yale and a player on the polo team, died at his home here to-day from the effects of an accidental blow on the head from a polo mallet in the hands of a fellow player, W. C. Devereaux. The accident occurred Saturday afternoon in Van Courtlandt Park, in this city, during the last half of the first intercollegiate polo game ever played in this country. The accident occurred about the middle of the last half of the Yale-Princeton game. Both Devereaux and Babcock went rushing after the ball, which was dangerously near the Princeton line. They reached it at precisely the same moment and each struck at the ball. Devereaux's mallet swung through the air first, however, and caught the Yale player on the left temple before he could dodge under it. Babcock reeled slightly, but his pony turned and ran swiftly up the field, and the crowd thought he had not been seriously hurt. A few seconds later they saw him half-slip, half-fall from his saddle. Time was called, and though another player took his place Babcock remained on the field until the end of the game and went home unassisted. It was not until several hours after the accident that the serious nature of the injury became apparent. He died while surgeons were preparing for an operation.

Babcock was 20 years old and the son of Henry D. Babcock, a member of the brokerage and banking firm of Hollister, Babcock & Co. of this city.

PLANNING TO RESTORE AMERICAN SHIPPING

Congressional Committee Will Devise Method to Revive the Merchant Marine.

NEW YORK, May 22. — To determine whether subsidies or discriminating duties will best promote the growth of American merchant marine is the real purpose of an inquiry which will begin to-morrow, in the rooms of the New York Board of Trade and Transportation, by a joint committee named by the last session of Congress. Senator Jacob S. Gallinger of New Hampshire is chairman of the committee, which includes Senators Lodge, Martin, Mallory and Penrose and Representatives Spight, Humphrey, Minor, Grosvenor and McDermott. Senator Gallinger dined to-night at the home of Wilbur F. Wakeman, secretary of the American Protective Tariff League. He said the committee would hold two sessions in this city, one in Philadelphia and one in Baltimore, before going to Lakeport. The committee will then divide into three subcommittees, which will continue the investigation of conditions in the North and South and at Pacific ports. Only 7 per cent of the commerce of the United States is carried in American bottoms, and it is to find some plan that will restore American shipping to its former rank that the committee was named. It is to make its report on the first day of the next regular session of Congress.

The top of the caldron is more likely to be scum than cream.

AMUSEMENTS.

TIVOLI OPERA HOUSE.
MATINEE SATURDAY.
THIRD AND LAST WEEK
Of the Delightful Musical Comedy
A RUNAWAY RUNAWAY GIRL
CATCHY MUSIC—PLENTY OF FUN.
Charming Singers—Clever Comedians.
HANDSOME GIRL CHORUS.
BEGINNING DECORATION DAY Next Monday Matinee
Grand Revival for One Week Only.
The Great Musical Comedy Hit.
THE TOYMAKER
TOY MATINEES MONDAY & SATURDAY
USUAL TIVOLI PRICES—25c, 50c, 75c.

GRAND OPERA HOUSE
MATINEE SATURDAY
TO-NIGHT—THIS WEEK ONLY
MELBOURNE MacDOWELL
In Sardou's Intense Drama
FEDORA
NEXT SUNDAY MATINEE—GISMONDA.
SPECIAL MATINEE DECORATION DAY.
POPULAR PRICES—15c 25c, 50c, 75c.

COLUMBIA SAN FRANCISCO'S LEADING THEATRE
LAST 6 NIGHTS—MATINEE SAT.
MR. RICHARD MANSFIELD
To-night—OLD HEIDELBERG.
Tuesday—IVAN THE TERRIBLE.
Wednesday—BEAU BRUMMEL.
Thursday—OLD HEIDELBERG.
Friday—DR. JEKYLL and MR. HYDE.
Matinee Saturday—OLD HEIDELBERG.
Saturday Night—IVAN THE TERRIBLE.
Beginning Next Monday,
MAUDE ADAMS
In "THE LITTLE MINISTER."
Sale of Boxes and Seats Begins Thursday.

CALIFORNIA
A GLORIOUS WELCOME!
Return of the Favorites,
THE NEW NEILL-MOROSCO COMPANY
Greatest Stock Organization in Existence.
Presenting the Delightful Comedy,
WHEN WE WERE TWENTY-ONE
Special Summer Prices — Orchestra Seats, 75c; a few front rows, $1; choice Balcony Seats, 50c; Bargain Matinees Thursdays, 25c and 50c.

Orpheum
NEW ACTS! FACES! SENSATIONS!
Burke, La Rue and the Inky Boys; Colby Family; Al Lawrence; Belle Gordon; Alfons;
Marcel's Living Art Studies;
Charles Deland and Company and Hume, Ross and Lewis.
Regular Matinee Every Wednesday, Thursday, Saturday and Sunday. Prices, 10c, 25c and 50c.

ALCAZAR Belasco & Mayer, Proprietors. E. D. Price, General Manager.
TO-NIGHT—MATS. THURS. AND SAT.
First Time Here of the Screamingly Funny Comedy,
A POSSIBLE CASE
By Sydney Rosenfeld, adaptor of AT THE WHITE HORSE TAVERN.
Evgs., 25c to 75c; Mats. Thurs. & Sat., 25c to 50c
NEXT MON.—Commencing with Extra HOLIDAY MAT., MEMORIAL DAY,
The Picturesque, Romantic Play,
TOLLGATE INN.
In Preparation—LOVERS' LANE.

CENTRAL BELASCO AND MAYER PROP'S
Market st., near Eighth. Phone South 533.
TO-NIGHT—ALL THIS WEEK.
Matinees Saturday and Sunday.
Owen Davis' Magnificent Comedy Drama,
A GREAT TEMPTATION
A Gorgeous and Costly Production.
First Appearance at This Theater of the San Francisco Favorite,
JULIA BLANC
SEE "Down the Mississippi," Sunrise on the Old Plantation, Ruined Mill by Moonlight, Spectacle of the Charcoal Kilns.
PRICES Evenings.....10c to 50c
Matinees.....10c, 15c, 25c
Starting May 30 (Matinee)—
"A CELEBRATED CASE."

Fischer's THEATRE
WILL YOU REMEMBER
That on Next Sunday occurs the REOPENING of this theater.
Enlarged and Beautified.
U. S.
A rip-roaring burlesque, absolutely new.
An entire new burlesque company, including: Yorke and Adams, Al Fields, Edwin Clark, Caroline Hull, Edna Aug, Garrity Sisters, Ben Dillon, Roy Alton, "Star" Chorus of forty voices, the "Radium Girls"—20th century sensation, a world of new songs, dances, specialties.
Seats on Sale Wednesday Morning at the theater. No advance in the prices.

The CHUTES
MOVING PICTURES, showing the
GREAT TRAIN ROBBERY
And a Splendid Show Every Afternoon and Evening in the Theater.
TAKE A RIDE ON THE
MINIATURE ELECTRIC RAILROAD
Esmeralda and Her BABY MONKEY in the Zoo.
INSPECT CABARET DE LA MORT.
AMATEUR NIGHT THURSDAY.
Admission, 10c; Children, 5c.

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Residence, 1802 McAllister st.
Residence Telephone Page 5641.

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(New) HOTEL BUTLER
SEATTLE.
REMODELED AND REBUILT at expense of $200,000—New Management—ENTIRELY FIREPROOF.
LOCATION—Very accessible to street car lines, theaters, etc. EUROPEAN PLAN.
223 ROOMS with LUXURIOUS BATHS—Several private rooms in antique decorations. Turkish Baths in Hotel.
UNSURPASSED RESTAURANT, De Steiger, Chef, formerly of Waldorf-Astoria and Chef to Prince of Wales.
HOTEL ORCHESTRA: Telephone Connections in every room; long distance connections made with any part of the Coast.
Wire for reservations, at our expense.
HOTEL BUTLER, Seattle, Wash.

Palace and Grand Hotels
DON'T FAIL TO see the beautiful COURT Lounging room, the EMPIRE PARLOR, the PALM ROOM, the LOUIS XV PARLOR, and the LADIES' WRITING ROOM.

RAILWAY TRAVEL.

SOUTHERN PACIFIC — SUNSET ROUTE — SHASTA ROUTE

Trains leave and are due to arrive at SAN FRANCISCO.
From May 21, 1904.
Ferry Depot (Foot of Market Street.)

LEAVE — MAIN LINE. — 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, †Ruto, 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, Portterville	4.20P
8.30A	Port Costa, 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	7.20P
12.00M	Hayward, Niles and Way Stations	3.20P
‡11.00P	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, Berenda, Fresno and Way Stations beyond Port Costa	12.20P
3.30P	Yosemite Valley, via Berenda and Wawona	8.50A
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, Bakersfield, Los Angeles	8.50A
5.00P	Port Costa, Tracy, Stockton	12.20P
‡5.30P	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	5.20P
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
7.00P	Oregon & California Express—Sacramento, Marysville, Redding, Portland, Puget Sound and East	8.50A
8.05P	Reno Passenger—Truckee, Lake Tahoe	7.50A
9.10P	Hayward, Niles and San Jose (Sunday only)	11.50A

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

7.45A	Santa Cruz Excursion (Sunday only)	8.10P
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
4.15P	Wright, Felton, Boulder Creek and Santa Cruz, Saturday and Sunday only	‡8.55A

OAKLAND HARBOR FERRY.
From SAN FRANCISCO, Foot of Market St. (Slip 2)—†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 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	6.30P
†7.00A	San Jose and Way Stations	5.40P
7.15A	Monterey and Santa Cruz Excursion (Sunday only)	10.30P
8.00A	New Almaden (Tues., Frid., only)	4.10P
8.00A	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, Burbank, 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, except Sunday, for Santa Cruz, Boulder Creek and Narrow Gauge Points) at Gilroy for Hollister, Tres Pinos, at Pajaro for Santa Cruz, 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	Santa Clara, San Jose, Los Gatos, and principal Way Stations (except Sunday)	†9.00A
‡5.30P	San Jose and Principal Way Stations	‡9.40A
5.45P	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
†6.15P	San Mateo, Beresford, Belmont, San Carlos, Redwood, Fair Oaks, Menlo Park, Palo Alto	†6.46A
6.30P	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
a Saturday only. b Monday only.
§Stops at all stations on Sunday.
☞ Only trains stopping at Valencia St. southbound are 6:10 A.M., 7:00 A.M., 7:15 A.M., 11:30 A.M., 3:30 P.M., 6:30 P.M. and 8:00 P.M.

Santa Fe
CALIFORNIA LIMITED TO CHICAGO
LEAVES DAILY
at 9:30 a. m., through in 3 days, with diner and all trappings.
Other Santa Fe Trains:
7:30 a. m. 9:30 a. m. 8:00 p. m. for Stockton, Fresno, Bakersfield, Merced, Hanford and Visalia.
4:00 p. m. for Stockton.
8:00 p. m. for Kansas City, Grand Canyon and Chicago.
TICKET OFFICES—641 Market St. and Ferry Depot, S. F. Also 1112 Broadway, Oakland, Cal. 27 South First St., San Jose.

MT. TAMALPAIS RAILWAY

Leave San Francisco Week Days.	Leave San Francisco Sundays.	Via Sausalito Ferry Foot of Market St.	Arrive San Francisco Sundays.	Arrive San Francisco Week Days.
.....	8:30 A	TAMALPAIS	12:45 P	* 8:45 A
.....	10:00 A		2:05 P	*11:05 A
10:00 A	11:00 A		3:35 P	3:35 P
1:45 P	12:20 P		5:40 P	6:15 P
5:15 P	1:45 P		6:15 P	10:05 P
.....	4:35 P		8:50 P	.....

* Via Gravity Car. Tamalpais to Mill Valley.
TICKET OFFICES 626 MARKET ST. (North Shore Railroad) and SAUSALITO FERRY, Foot Market St.

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LESSEE
SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.
Tiburon Ferry, Foot of Market Street.

SAN FRANCISCO TO SAN RAFAEL.
WEEK DAYS—7:30, 8:00, 9:00, 11:00 a. m., 12:35, 2:30, 3:40, 5:10, 5:50, 6:30 and 11:30 p. m.
Saturdays—Extra trip at 1:30 p. m.
SUNDAYS—7:30, 8:00, 9:30, 11:00 a. m.; 1:30, 2:30, 3:40, 5:10, 6:30, 11:30 p. m.

SAN RAFAEL TO SAN FRANCISCO.
WEEK DAYS—6:05, 6:50, 7:35, 7:50, 9:20, 11:15 a. m.; 12:50, †2:00, 3:40, 5:00, 5:20, 6:25 p. m. Saturdays—Extra trip at 1:45 p. m.
SUNDAYS—6:50, 7:35, 9:20, 11:15 a. m.; 1:45, 3:40, 4:50, 5:00, 5:20, 6:25, 7:50 p. m. †Except Saturdays.

Leave San Fran. Week Days.	Leave San Fran. Sundays.	Destination.	Arrive San Fran. Sundays.	Arrive San Fran. Week Days.
	7:30 a	Ignacio.	7:45 a	7:45 a
7:30 a	8:00 a		8:40 a	8:40 a
8:00 a	9:30 a		10:20 a	10:20 a
2:30 p	2:30 p		6:00 p	6:20 p
5:10 p	5:10 p		6:20 p	7:25 p
			7:25 p	
			8:45 p	
7:30 a	7:30 a	Novato, Petaluma and Santa Rosa.	7:45 a	7:45 a
8:00 a	8:00 a		10:20 a	10:20 a
2:30 p	9:30 a		6:20 p	6:20 p
5:10 p	2:30 p		7:25 p	7:25 p
	5:10 p		8:45 p	
7:30 a	7:30 a	Fulton.	10:20 a	10:20 a
8:00 a	8:00 a		7:25 p	6:20 p
2:30 p	2:30 p		8:45 p	7:25 p
7:30 a	7:30 a	Windsor, Healdsburg, Lytton, Geyserville, Cloverdale.	10:20 a	10:20 a
2:30 p	2:30 p		7:25 p	7:25 p
7:30 a	7:30 a	Hopland and Ukiah.	10:20 a	10:20 a
2:30 p	2:30 p		7:25 p	7:25 p
7:30 a	7:30 a	Willits, Sherwood.	7:25 p	7:25 p
8:00 a	8:00 a	Guerneville and Camp Vacation.	10:20 a	10:20 a
2:30 p	2:30 p		8:45 p	6:20 p
8:00 a	8:00 a	Sonoma, Glen Ellen.	8:40 a	8:40 a
5:10 p	9:30 a		6:00 p	6:20 p
	5:10 p		8:45 p	
7:30 a	7:30 a	Sebastopol.	10:20 a	10:20 a
2:30 p	2:30 p		7:25 p	6:20 p

STAGES connect 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, Lierley's, Buknell's, Sanhedrin Heights, Hullville, Orr's Hot Springs, Halfway House, Comptche, Camp Stevens, Hopkins, Mendocino City, Fort Bragg, Westport, Usal; at Willits for Fort Bragg, Westport, Sherwood, Cahto, Covelo, Laytonville, Cummins, Bell's Springs, Harris, Olsens, Dyer, Garberville, 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 street, Chronicle building.

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

NORTH SHORE
TO SAN RAFAEL, ROSS VALLEY, MILL VALLEY, CAZADERO, Etc.
Via Sausalito Ferry.
SUBURBAN SERVICE, STANDARD GAUGE.
Depart from San Francisco, week days, at 6:30, 7:10, 7:45, 8:30, 9:15, 10:00, 11:00 a. m. (11:40 a. m., Sausalito only), 12:20, 1:45, 3:15, 4:00, 4:35, 5:15, 5:50, 6:25, 7:15, 9:00, 10:20, 11:35 p. m. Sundays and legal holidays, depart at 7:10, 7:45, 8:30, 9:15, 10:00, 11:00, 11:40 a. m., 12:20, 1:00, 1:45, 2:30, 3:15, 4:00, 4:35, 5:15, 5:50, 6:25, 7:15, 8:15, 9:00, 10:20, 11:35 p. m.
Arrive at San Francisco, week days, 6:17, 7:00, 7:35, 8:15, 8:45, 9:35, 10:20, 11:05 a. m., 12:05, 1:25, 2:50, 3:35, 4:20, 5:05, 5:40, 6:15, 6:55, 7:55, 10:05, 11:25 p. m. On Sundays and legal holidays extra trains arrive at 12:45, 2:05, 8:50 p. m.
For Fairfax, week days, depart at 7:45 a. m., 3:15 p. m., 5:15 p. m. (ex. Sat.) On Sundays and legal holidays, at 7:45, 8:30, 9:15, 10:00, 11:00, 11:40 a. m., 12:20, 1:00, 1:45, 2:30, 7:15 and 8:15 p. m.
THROUGH TRAINS.
7:45 a. m. daily—Cazadero and way stations.
9:15 a. m., Sundays only—For Point Reyes, etc.
3:15 p. m. daily except Sunday—For Cazadero, etc.
5:15 p. m. daily except Saturday and Sunday—For Point Reyes, etc.
7:15 p. m. Sundays only—For Point Reyes, etc.
8:15 p. m. Sundays only—For Cazadero, etc.
TICKET OFFICE—626 Market st.
FERRY—Union Depot, foot of Market st.

OCEAN TRAVEL.

PACIFIC COAST STEAMSHIP CO.
Steamers leave Broadway wharves, piers 9 and 11, San Francisco.
For Ketchikan, Wrangel, Juneau, Haines, Skagway, etc., Alaska—11 a. m., May 5, 10, 15, 20, 25, 30, June 4. Change to Company's steamers at Seattle.
For Victoria, Vancouver, Port Townsend, Seattle, Tacoma, Everett, Bellingham—11 a. m., May 5, 10, 15, 20, 25, 30, June 4. Change at Seattle to this Company's steamers for Alaska and G. N. Ry.; at Seattle or Tacoma to N. P. Ry., at Vancouver to C. P. Ry.
For Eureka (Humboldt Bay)—Pomona, 1:30 p. m., May 4, 10, 16, 22, 28; Spokane, 1:30 p. m., May 1, 7, 13, 19; Corona, May 25, 31.
For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Santa Rosa, Sundays, 9 a. m.
State of California, Thursdays, 9 a. m.
For Los Angeles (via San Pedro and East San Pedro), Santa Barbara, Santa Cruz, Monterey, San Simeon, Cayucos, Port Harford (San Louis Obispo), Ventura and Hueneme.
Bonita, 9 a. m., May 7, 15, 23, 31, June 8.
Santa Cruz, 9 a. m. (freight only), May 19, 27.
For Ensenada, Magdalena Bay, San Jose del Cabo, Mazatlan, Altata, La Paz, Santa Rosalia, Guaymas (Mex.), 10 a. m., 7th of each month. For further information obtain folder. Right is reserved to change steamers or sailing dates.
TICKET OFFICES—4 New Montgomery st. (Palace Hotel), 10 Market st. and Broadway wharves. Freight Office, 10 Market st.
C. D. DUNANN, General Passenger Agent, 10 Market st., San Francisco.
The Pacific Transfer Co., 20 Sutter st., will call for and check baggage from hotels and residences. Telephone Exchange 312.

O. R. & N. CO.
COLUMBIA sails May 18, 27, June 6, 16, and 26. GEO. W. ELDER sails May 22, June 1, 11 and 21. Only steamship line to PORTLAND, OR., and short rail line from Portland to all points East. Through tickets to all points. Steamer tickets include berth and meals. Steamer sails foot of Spear st. at 11, a. m. S. F. BOOTH, Gen. Agt. Pass. Dept., 1 Montgomery st.; C. CLIFFORD, Gen. Agent Freight Dept., 3 Montgomery st.

Oceanic S.S. Co. HAWAII, SAMOA, NEW ZEALAND AND SYDNEY. DIRECT LINE TO TAHITI.
S. S. SONOMA, for Honolulu, Samoa, Auckland and Sydney, Thurs., May 26, 2 p. m.
S. S. MARIPOSA, for Tahiti, May 29, 11 a. m.
S. S. ALAMEDA, for Honolulu, June 4, 11 am.
J. D. SPRECKELS & BROS. CO., Agts., Ticket Office 643 Market st., Freight Office 329 Market st., Pier 7, Pacific st.

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PASSENGER SERVICE — Through without change. S. S. "Serapis" from San Francisco on or about June 3, 1904, for Hamburg and principal ports in Mexico, Central and South America. For rates and particulars apply at 641 Market st., or to LENDAL M. GRAY, Manager, 329 Market st., San Francisco.

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