

ODELL FORCES ROUT OF PLATT AT SARATOGA

State Ticket Programmed by the Supporters of Higgins Nominated Unanimously in the Convention of the New York Republicans

SARATOGA, N. Y., Sept. 15.—The Republican State Convention adjourned at 2:30 o'clock to-day after nominating unanimously the ticket for State officers forecasted last night in these dispatches as follows: Governor—Frank W. Higgins of Catsaraugus.

Lieutenant Governor—M. Linn Bruce. Secretary of State—John F. O'Brien. Attorney General—Julius M. Mayer. Comptroller—Otto Kelsey. State Treasurer—John G. Wallenmeier.

State Engineer and Surveyor—Henry A. Van Alstyne. Chief Judge of the Court of Appeals—Edgar M. Cullen (Democrat). Associate Judge of the Court of Appeals—William E. Werner.

The unanimous action of the convention in the nomination of Higgins was made possible by the withdrawal of former Lieutenant Governor Timothy L. Woodruff at the very last moment, as the convention was preparing for the roll call demanded by the resolution of the Kings County delegation.

There is no change in the situation. My name will be presented to the convention. Immediately after Woodruff had left Platt, Odell called upon the Senator. Later he said he would simply friendly and that he understood Woodruff would go into the convention and get as many votes as he could.

At the convention the Woodruff faction was exceedingly enthusiastic and insistent. But the only thing approaching a showing of strength was when his name was first placed in nomination. The great majority of the convention sat silent through the demonstration.

There was no slight anywhere in the proceedings to Senator Platt, save in refusal of the convention to accede to his declared wish for the nomination of Woodruff.

Woodruff was not mentioned again and again, the whole convention arising with deafening shouts and applause to do him honor.

Governor Odell, too, as Governor and as chairman of the State Committee, was cheered at every turn.

Following is a synopsis of the platform: The Republicans of the Empire State, the home of Theodore Roosevelt, in convention assembled, congratulate the country on the splendid results of the recent elections in Oregon, Montana and Maine and the inspiration they have given to the cause of Roosevelt and Fairbanks.

We repeat and confirm the pledge made to President Roosevelt by our State convention two years ago, of unflinching confidence and unwavering support.

We reiterate the platform of the Republican National Convention in Chicago in June last in all its declarations, particularly those in regard to the maintenance of the standard and protection to American workers and the industries by which they thrive.

We demand for the common sense of those who do not believe in change for the sake of making a change and who are willing to stand by the old party, which they believe in the kind of protection the Republican party has always stood for, and not in the kind of change which would destroy its free trade allies, is trying to delude industrial workers.

The Republican party's safe guidance is evidenced by the fact that during the administration of McKinley and Roosevelt wages reached the highest point on record and prosperity superseded the adversity which resulted from Democratic policies just reaffirmed at St. Louis.

The administration of Governor Odell is commended and endorsed. We support as well State policies are involved in the outcome of our State election, and we commend to every citizen the faithful performance of his patriotic duty.

When Senator Dewey took the platform to nominate for Secretary of State John F. O'Brien he took occasion to reply to the speech of Congressman W. B. Cooke Cockran last night at Tammany Hall, and devoted some minutes to his arguments. He declared that Mr. Cockran would undoubtedly be the Attorney General of the United States in the event of Judge Parker's election.

He said he had heard Mr. Cockran, and he characterized as the greatest orator of the Democratic party on the floor, defend free trade and denounce protection of every name and nature. He said Mr. Cockran evidently had been able to find in President Roosevelt's actions and letter of acceptance two points to sustain the charge of unconstitutional action made against him by the Democrats.

One was his pension order, making acre 45 years in himself a disability, the other his action in connection with the Panama canal treaty.

"In the one case," said Senator Dewey, "the President reduced by three years the disability age limit, fixed at 45 years by President Cleveland; in the other he secured a Panama canal

ADVERTISEMENTS. The Lub Chas. Keilus & Co. Exclusive High-Grade Clothiers

THE STRENUOUS PROCESS THAT CLOTHS UNDERGO BEFORE BEING MADE UP ARE POINTS UNKNOWN TO MOST CLOTHES MAKERS. OUR GARMENTS CONTAIN THIS DETAIL AND OTHERS.

132 Kearny Street Thurlow Block

BANKERS' CHILDREN MANY QUESTIONS BEFORE METHODIST CONFERENCE

Flattering Reports Are Heard From the Districts.

PACIFIC GROVE, Sept. 15.—The second day's session of the California Conference opened this morning at 9:30 o'clock. Rev. J. H. N. Williams, presiding elder of Napa district, read the report of the work in his district during the past year.

The Rev. John Coyle D. D., read the report of the Oakland district. He said his territory covered 20,000 square miles, varied in topography, climate and population.

Rev. E. D. McCreary, Ph. D., presented the report of the Sacramento district, over which he presided, covering territory of about 15,000 square miles.

The committee on education reported the following as a special committee to meet with a like committee from the Pacific Conference of the M. E. Church South, to confer upon plans of federation in the educational enterprises of the two churches in California: Revs. Eli McClish, J. H. Wytke, George W. White, E. R. Dille and W. C. Evans.

Rev. Dr. Emory of the M. E. Church South was introduced as one of the committee from that church, and addressed the conference on that subject.

Rev. Dr. Henry C. Jennings, one of the agents of the book concern located at Cincinnati, was introduced and spoke upon the condition upon publishing interests of the church.

He said the book concern was not in business primarily to make money, but in order to furnish good literature. The dividends of the business this year distributed among the conferences of the church, which go to help support the churches, their work and orphans, were reported at \$135,000. Books have increased in sales about six times during the last four years from the western house. The best books in the language are being published.

By request Rev. Dr. George B. Smythe was transferred from Fuchu Conference to the California Conference.

The committee on minimum salary recommended that a fund to be known as the sustenance fund be provided by the great baptisms of 20 cents a member in all the churches annually, the money to be distributed to pastors upon the smaller charges, according to necessity. The following commission was appointed to have charge of this fund: For 1905, Revs. James Williams, C. M. Jennings and W. C. Howard; for 1906, A. H. Needham, W. C. Evans and J. R. Andrews; for 1907, L. P. Walker, A. J. Hanson and W. W. Case.

The following committee on aggressive evangelism was appointed: Revs. W. W. Case, E. R. Dille, W. C. Evans, George W. White and H. J. Winsor. This action is taken in harmony with the request of the commission appointed on the same subject by the General Conference.

An executive session was ordered for to-morrow morning at 9 o'clock to discuss the qualifications of young men seeking admission to the conference. At 11 o'clock the Bishop will address the class admitted into full connection.

By request Rev. Chan Hon Fan was transferred from the Southern California Conference to this conference.

The discussion yesterday over Dr. Hammond was to determine whether his name should be made a part of the roll call, and Bishop Wilson ruled that as he was still a member of the conference he was entitled to that privilege. Dr. Hammond must now, after a year of suspension, be made an effective member of the conference and thereby be entitled to an appointment if he so desires.

A Carload of Trunks. A carload of trunks and dress suit cases just received at a saving of 50 per cent in freight. Now is the time to buy. Sanborn, Vail & Co., 741 Market st.

WEST SAVES COUNTRY. The one feature that differentiates the West from the remainder of the country is the production of the precious metals. It is to think where this country would have been based to-day in the nations of the world if the rivers and mountains of the country had not been unlocked by the enterprise and energy of the pioneers of the West, and if the country had not been directly all other countries.

The West has produced upward of \$2,000,000,000 in gold and silver coins and bullion. Where did we get this money? Practically every dollar of it came from the States and Territories and very much more—the commercial value of the silver and gold produced in this country for the last five years has averaged in round numbers \$100,000,000 per annum and the total value of this product in the course of the current year, is estimated at \$4,362,225,000.

Practically all the gold and silver has been produced since the discovery of gold in California in 1848, or within a period of fifty-seven years. The total domestic product of gold and silver in the United States from 1848 to 1904 was less than \$25,000,000.

Reckoning silver at its coinage value, the mint director gives the total product of gold and silver to the close of 1902 at \$17,619,000. At least 90 per cent of all the gold and nearly 80 per cent of all the silver produced in this country since 1848 has come from the nine States and three Territories, banked against the Pacific Coast and classed as the West.

But these are not the only metals for which this country is distinguished. The production of a host of other minerals has been notably large. The only cinnabar deposits in the United States also lie within this area and the value of the quantities added materially to the wealth of the country. The borax deposits in California and Nevada have contributed most liberally in the same direction.

All these mining industries throughout the West, and the wide-spread agriculture and stock raising, are likely to last for many years. In the last five years liberal supplies of earth oil have been discovered and worked. The fisheries are another valuable industry, in which large amounts of capital are invested with good returns. The coastwise trade of the finest salmon streams in the world and the boat is not an idle one, as can be seen in all parts of the country and in foreign lands.

CATTLE ROAM RANGES. The raising of cattle and sheep and high-bred horses is a prominent feature of these States and Territories. It is literally true that these sheep and cattle "roam on a thousand hills."

In the line of manufactures great progress has been made. A ship yard that can turn out such notable vessels as the Olympia, the Oregon and the Chicago, and the copper service which recently overhauled and destroyed the Novik, the pride of the Russian navy, is only a single illustration of what has been and what can be done in manufactures. The discovery of fuel oil in abundance has not only been a help to manufacturing industries, but the transportation interests centered in the West.

To facilitate activity in all these and various other industries there are numerous and well-established mercantile and banking institutions of all classes, private and corporate. Ample means are at hand for fostering and developing all the products of the soil whether subsisting in or above ground, animate and inanimate; all that pertains to the fisheries, large or small; all of the thirty or more different products of the mines; and all of the scores of manufactured articles, from the minutest and least valuable, to the mammoth steamer whose value goes into the millions.

Much might be said of the lumber industry. The timber is of the finest and tallest description and there is plenty of it. It is being used in the erection of buildings of all sizes and for all kinds of purposes along the west coast, in Australia and in the Orient.

Trade with Pacific ports is steadily increasing, especially with the Far East. The introduction of a large number of large steamers, with more to come, is proof of the present and prospective increase in the freight trade of the coast. In a word, the conditions of general trade appear to be sound and fairly prosperous.

Immediately after the adjournment the nominating committee of State delegates and the nominating committee

MANY QUESTIONS BEFORE METHODIST CONFERENCE

Flattering Reports Are Heard From the Districts.

PACIFIC GROVE, Sept. 15.—The second day's session of the California Conference opened this morning at 9:30 o'clock. Rev. J. H. N. Williams, presiding elder of Napa district, read the report of the work in his district during the past year.

The Rev. John Coyle D. D., read the report of the Oakland district. He said his territory covered 20,000 square miles, varied in topography, climate and population.

Rev. E. D. McCreary, Ph. D., presented the report of the Sacramento district, over which he presided, covering territory of about 15,000 square miles.

The committee on education reported the following as a special committee to meet with a like committee from the Pacific Conference of the M. E. Church South, to confer upon plans of federation in the educational enterprises of the two churches in California: Revs. Eli McClish, J. H. Wytke, George W. White, E. R. Dille and W. C. Evans.

Rev. Dr. Emory of the M. E. Church South was introduced as one of the committee from that church, and addressed the conference on that subject.

Rev. Dr. Henry C. Jennings, one of the agents of the book concern located at Cincinnati, was introduced and spoke upon the condition upon publishing interests of the church.

He said the book concern was not in business primarily to make money, but in order to furnish good literature. The dividends of the business this year distributed among the conferences of the church, which go to help support the churches, their work and orphans, were reported at \$135,000. Books have increased in sales about six times during the last four years from the western house. The best books in the language are being published.

By request Rev. Dr. George B. Smythe was transferred from Fuchu Conference to the California Conference.

The committee on minimum salary recommended that a fund to be known as the sustenance fund be provided by the great baptisms of 20 cents a member in all the churches annually, the money to be distributed to pastors upon the smaller charges, according to necessity. The following commission was appointed to have charge of this fund: For 1905, Revs. James Williams, C. M. Jennings and W. C. Howard; for 1906, A. H. Needham, W. C. Evans and J. R. Andrews; for 1907, L. P. Walker, A. J. Hanson and W. W. Case.

The following committee on aggressive evangelism was appointed: Revs. W. W. Case, E. R. Dille, W. C. Evans, George W. White and H. J. Winsor. This action is taken in harmony with the request of the commission appointed on the same subject by the General Conference.

An executive session was ordered for to-morrow morning at 9 o'clock to discuss the qualifications of young men seeking admission to the conference. At 11 o'clock the Bishop will address the class admitted into full connection.

By request Rev. Chan Hon Fan was transferred from the Southern California Conference to this conference.

The discussion yesterday over Dr. Hammond was to determine whether his name should be made a part of the roll call, and Bishop Wilson ruled that as he was still a member of the conference he was entitled to that privilege. Dr. Hammond must now, after a year of suspension, be made an effective member of the conference and thereby be entitled to an appointment if he so desires.

A Carload of Trunks. A carload of trunks and dress suit cases just received at a saving of 50 per cent in freight. Now is the time to buy. Sanborn, Vail & Co., 741 Market st.

WEST SAVES COUNTRY. The one feature that differentiates the West from the remainder of the country is the production of the precious metals. It is to think where this country would have been based to-day in the nations of the world if the rivers and mountains of the country had not been unlocked by the enterprise and energy of the pioneers of the West, and if the country had not been directly all other countries.

The West has produced upward of \$2,000,000,000 in gold and silver coins and bullion. Where did we get this money? Practically every dollar of it came from the States and Territories and very much more—the commercial value of the silver and gold produced in this country for the last five years has averaged in round numbers \$100,000,000 per annum and the total value of this product in the course of the current year, is estimated at \$4,362,225,000.

Practically all the gold and silver has been produced since the discovery of gold in California in 1848, or within a period of fifty-seven years. The total domestic product of gold and silver in the United States from 1848 to 1904 was less than \$25,000,000.

Reckoning silver at its coinage value, the mint director gives the total product of gold and silver to the close of 1902 at \$17,619,000. At least 90 per cent of all the gold and nearly 80 per cent of all the silver produced in this country since 1848 has come from the nine States and three Territories, banked against the Pacific Coast and classed as the West.

But these are not the only metals for which this country is distinguished. The production of a host of other minerals has been notably large. The only cinnabar deposits in the United States also lie within this area and the value of the quantities added materially to the wealth of the country. The borax deposits in California and Nevada have contributed most liberally in the same direction.

All these mining industries throughout the West, and the wide-spread agriculture and stock raising, are likely to last for many years. In the last five years liberal supplies of earth oil have been discovered and worked. The fisheries are another valuable industry, in which large amounts of capital are invested with good returns. The coastwise trade of the finest salmon streams in the world and the boat is not an idle one, as can be seen in all parts of the country and in foreign lands.

CATTLE ROAM RANGES. The raising of cattle and sheep and high-bred horses is a prominent feature of these States and Territories. It is literally true that these sheep and cattle "roam on a thousand hills."

In the line of manufactures great progress has been made. A ship yard that can turn out such notable vessels as the Olympia, the Oregon and the Chicago, and the copper service which recently overhauled and destroyed the Novik, the pride of the Russian navy, is only a single illustration of what has been and what can be done in manufactures. The discovery of fuel oil in abundance has not only been a help to manufacturing industries, but the transportation interests centered in the West.

To facilitate activity in all these and various other industries there are numerous and well-established mercantile and banking institutions of all classes, private and corporate. Ample means are at hand for fostering and developing all the products of the soil whether subsisting in or above ground, animate and inanimate; all that pertains to the fisheries, large or small; all of the thirty or more different products of the mines; and all of the scores of manufactured articles, from the minutest and least valuable, to the mammoth steamer whose value goes into the millions.

Much might be said of the lumber industry. The timber is of the finest and tallest description and there is plenty of it. It is being used in the erection of buildings of all sizes and for all kinds of purposes along the west coast, in Australia and in the Orient.

Trade with Pacific ports is steadily increasing, especially with the Far East. The introduction of a large number of large steamers, with more to come, is proof of the present and prospective increase in the freight trade of the coast. In a word, the conditions of general trade appear to be sound and fairly prosperous.

Immediately after the adjournment the nominating committee of State delegates and the nominating committee



BISHOP LUTHER E. WILSON, PRESIDING OFFICER OF THE METHODIST CONFERENCE.

CROWD FALLS WITH BRIDGE

Span of Structure Across Lake St. Croix Gives Way Under Fire Apparatus

STILLWATER, Minn., Sept. 15.—The half-mile bridge across Lake St. Croix, extending to the Wisconsin side, caught fire this afternoon. The fire created some commotion and the fire apparatus, in responding to the alarm, was followed by the usual crowd of persons.

The flames had so weakened one of the spans of the bridge that when the fire apparatus and the crowd attempted to cross it fell into the water about twenty feet below. Twenty persons were precipitated with the wreckage and of these two were killed and five seriously injured. The dead: ADOLPH BOO, aged 22 years; son of a local hotel keeper.

GEORGE McGRATH, aged 16; son of Andrew McGrath. The injured: Ray French, probably fatally injured; Edward McPeters, James McCann, fireman; August W. John, Louis Gerutins. Financial loss, \$2000.

SUIT FOR DAMAGES DRIVES AN OLD MAN TO HIS DEATH. Farmer, Charged With Alienating Affections of Woman, Broods Over Action and Takes Life.

DES MOINES, Sept. 15.—Because he had been sued for \$10,000 damages for alienation of affections by a former husband of his wife, Moses Barte, a wealthy farmer, nearly 80 years of age, residing near Anamosa, took his own life last night.

Barte brooded over the suit until his mind became unbalanced. His wife, a much younger than he and her former husband claimed that Barte made love to her while she was still living with him and represented to her that his wealth would enable him to give her much more of the world's pleasures. Barte left all his property to the woman.

ADVERTISEMENTS. OCEAN TRAVEL. Steamers leave Broadway wharves (piers 9 and 11), San Francisco: For Honolulu, Seattle, Wrangell, Juneau, Haines, Skagway, etc., Alaska—11 a. m. Sept. 15. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—Sundays, 9 a. m. State of California, Thursdays, 9 a. m. For Los Angeles (via San Pedro and San Jose), Santa Barbara, Santa Cruz, Monterey, San Simon, Cayucas, Port Harford (San Luis Obispo), San Francisco—Sundays, 9 a. m. For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara—