But There Really Are Girls More Interested in a Diamond Play Than in a Diamond Ring

Special Features of Interest to Women

The TUNNEL — GREATEST STORY OF THE WORK OF JULES VERNE

(From the German of Bernhard Kellermann—German version. Copyrighted, 1913, by S. Fischer, Verlag, Berlin. English translation and compilation by

Wm. Waterbury

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WHAT HAS GONE BEFORE

The story opens with Rives, who is in charge of the technical workings of the great tunnel from America to Germany, on one of the tunnel trains, with aBermann, an engineer, in charge of Main Station No. 4. They are traveling at the rate of 118 miles an hour. Rives is in love with Maude Allan, wife of MacKendrick Allan, whose mind first conceived the great tunnel scheme. After going about 50 miles under the Atlantic ocean Rives gets out of the train. Suddenly the tunnel seems to burst. There is a frightful explosion. Men are flung to death and Rives is badly wounded. He hears some one calling his name as he staggers through the blinding smoke.

Now Go On with the Story

Continued From Yesterday

"It's all over with me, old man," he said faintly, as Rives leaned on the rock and bent over him.

"God!" he groaned. "Can't I do anything for you?"

"Yes—shoot me!" The voice was faint, but steady. Rives shivered and clung to the rock with both hands.

"I'm suffering horribly, Rives. For pity's sake, end it!" said the voice.

Rives drew his arm across his eyes and looked down at the approaching flames.

"Can you use your hands?" he asked. Then with a sudden spasm of unreasoning fury, he kicked the clinging negro from him.

"Yes," said O'Neill. With a quick movement Rives drew a pistol from the holster of his hip and pressed it into the dying man's hand. Then he plunged blindly forward up the tunnel, the moaning negro again clinging to him. A report followed them.

"The fire has reached the blasting charges," he said to himself.

Again they were stopped, this time by the sound of some one running toward them in the direction of the fire at a reckless speed over the breakneck ruin of the tunnel floor, and presently there appeared before them a half clad man with hair and eyebrows gone, his eyes bright and feverish and a grin on his lips.

"Here! the other way!" called Rives weakly.

The man stopped and grinned at them.

"Ha, ha!" he said, not even in an attempt at a laugh, but more in light derision.

"What's the matter with you? Go back!" ordered Rives.

"Ha, ha!" was the reply in the same tone, and eluding a hand that the chief reached for him, the crazed one ran on past them and into the flames.

Stumbling forward with the weight of the negro, Rives struck his chin against a timber. The shock had the ultimate effect of clearing his brain completely, but for the moment he fancied that the negro had struck him. He got swiftly to his feet and raised his fists to defend himself before he realized what had happened. Then he helped the injured man up and for the first time was conscious of his own injuries. He seemed to be burned in a dozen places. His left arm ached with a dull steady pain. But now he was master of what was left of himself. With his arm around the negro's body he helped him forward, and thus the finished product of the world's greatest civilization and the straight browed child of a lowly people, the stronger still helping the weaker, stumbled forward through the ruin, following with their last strength the primordial longing for Light and Life.

And now they heard and saw signs of others. They had reached a section that had not felt the first force of the explosion. Groans and shrieks, loud curses and muttered prayers seemed to come from beneath their feet and they heard the name of God called upon in a score of tongues. And, now and then, more terrible than all else, high bursts of chattering maniacal laughter.

The now distant but slowly advancing flames threw evil shadows of red and black through the chaos, and the figures of the two men stood out in uncertain bigness. They were moving—going forward to Light and Life—and all who could move followed them. Some, indeed, were stunned only, numbed by horror, and needed but the appearance of Rives and his charge to galvanize them into life, where otherwise they might have sat and died.

THE SURVIVORS

Others they found who, unscathed or only slightly injured, had run, blind and panic stricken, through the tunnel darkness until they had dropped of sheer exhaustion and made up their minds to die 250 miles from the light of day.

And so their numbers grew, staggering along in the smoke and dust with the light of the flames at their backs. At last they came out into a section of the tunnel that was free of wreckage. Only traces of the violence of the explosion were visible. It was less than five miles from the scene, but it might have been fifty. They were lost to all sense of distance and time, reeling onward, driven by an instinct stronger than physical strength. And now there was only the sound of the shuffling, stumbling feet, low groans and curses, and the gritting of teeth as some strong man fought with the agony.

Finally Rives became sensible of change in the spirit of his horrible following. It had been each man for himself in a hopeless struggle for life. Then some one had mentioned the name of Allan—"Mac," as he was called all over the world. Instantly they were united in a band of fury, revived by a lust for vengeance. Ignorant and unreasoning, they raged at the great chief of the tunnel works as if he had premeditated and planned the cataclysm that had swallowed up thousands of their mates and seemingly condemned them to a slow and horrible death in the darkness.

Rives was with them and had worked with them every day. He had been caught as they were, and there were no curses for him. If an accident of destiny had decreed that he should be at the other end of the tunnel at the time of the explosion, it is probable that he would have been included in the curses and incoherent threats that were leveled at his superior.

They came to a small substation where supplies had been stored, and they tore the boxes open with their bare hands. Rives warned them loudly against the emergency lamps, so they hurled these aside and loaded themselves with provisions that none of them could eat. Then the crazy procession reeled on into the darkness, and after hours they came into the view of faint lights at main station No. 4.

A PANIC OF FEAR

Here Baermann had hastily connected a small emergency dynamo to give some light to the scene, and, pistol in hand, was holding the last train in the hope that a few of the survivors from the deeper workings might find their way out without the help of rescue parties. In vain he had pleaded for volunteers to go in with him. The men clambered on to the train as fast as they came in, and the engineers had been only too willing to dash back to the entrance with them. Too willing, for there had been two tail end collisions and only one track was now open. No more trains were started in, because the dispatchers at the entrance knew the danger of another collision with the last of the returning trains.

His men pleaded with Baermann to leave, but he refused. They finally threatened the engine driver and he was eager to obey when the young engineer drew his revolver and threatened to shoot him if he touched a lever.

"If one of you men come as far forward as the engine," he said coolly, "he is a dead man. We're going to wait."

"But the train's full," protested one of the foremen. "They can't get on if they come."

"I guess we can crowd a few hundred more on," returned Baermann, quietly, and waved the man back with the menacing muzzle.

At that moment came a far off shout from Rives' desperate hundreds. Away down the tracks the men on the trains could see the horde surging forward. If they came up while the train was still there it would be a battle for place on the cars. A murmur, cowardly but ominous, rang along the train.

"Start the engines—start the engines."

Baermann kept his eye on the engine driver and raised his pistol. The next moment there was a flash from a window of the forward car and a sharp report. Baermann stiffened, threw his right arm across his face, spun and fell across the tracks.

And just as the leaders of Rives' survivors reached for the steps of the rear car the train slid out into the tunnel and left them screaming and cursing and running in the dark.

THE GREAT PROJECT

It will be necessary here to go back what is but a short time in the life of great projects to a certain hot night on the roof of the 52 story Hotel Atlantic, where was the most remarkable gathering of the most remarkable men in the world.

They were gathered about a long table, and when the moment arrived John Rives, known on four continents as architect, artist, sportsman and dilettante, rose quietly to speak.

There was an instant hush. Even before the signal that the momentous announcement was at hand what conversation there had been was carried on in low monosyllables. Even seven hundred feet above Broadway, on the heights at One Hundred and Ninetieth street, the night air was stifling.

The score or more of men who sat at the table represented, according to the figures of the reporters who laid siege to the roof garden, something like thirteen billions of dollars, but they suffered in the killing heat wave in common with men who earned less in a year than they did while winding their watches.

Rives touched his limp handkerchief to his forehead and lips and glanced about the board with an easy smile.

"I have here"—he produced a telegram—"a message from Mr. Lloyd, which, with your permission, I will read first. As you know, Mr. Lloyd will not be with us this evening. He is ill and this telegram is merely the official information."

Several nodded. Others sat back in their chairs and began absently rolling bread crumbs and playing with the glasses while Rives read the brief dispatch authorizing him to speak for the absent financier.

THE INVENTOR

"Before proceeding with my few remarks I wish first to introduce the gentleman who is the true author of this gathering," he resumed, half bowing to indicate the young man at his right hand. "This is Mr. Allan—McKendree Allan—for many years chief engineer of the International Electric, and the inventor of allanite."

The engineer inclined his head in response to a series of brief but courteous nods that went around the table. Three or four looked at him keenly. They had some information of allanite, "the diamond-steel" that would plow into glass like a chisel into wood.

"Mr. Allan will do most of the talking, gentlemen. The message and the great project are his. The telegrams which you have received from Mr. Lloyd have given you an idea of what Mr. Lloyd thinks of Mr. Allan's plan. Its immensity would appall smaller men. Therefore, you have been asked to consider it. Mr. Allan has provided the genius that fathered the idea. He has about worked out the detailed plans and he will carry them through. But he needs you and Mr. Lloyd to furnish the sinews of war—the money he must have."

He finished gravely, and, as he sank into his chair, he said in an undertone:

"Now, go to it, Mac!"

HIS LIFE SPEECH

Allan rose slowly, his eyes on the table in front of him, and gathered all of his tremendous reserve for this one supreme moment of his life. The work, the study, the planning of 20 years hung on the judgment of these men who had never heard of him or his scheme. And he must convince by the power of speech—he who had never made a speech in his life.

In the background Mrs. Allan sat with Maud Lloyd, the only child of the famous financier. The ladies wore the flimsiest of evening gowns and languidly sipped cool drinks. With the exception of Rives and Allan himself, they alone of those present knew why the great kings of finance had been called together.

Mighty as these men were, they had blindly obeyed the summons of C. H. Lloyd, who was mightier than them all. In an earlier day there had been a "John D." and a "J. P.," but so great was the power and far-reaching the fame of the cadaverous, vulture beaked money king who had succeeded these that you had only to use the single initial—"L"—and the civilized world knew whom was meant.

Continued Monday

Allan rose slowly, his gaze on the table.

Advice to the Lovelorn

By BEATRICE FAIRFAX

ASK HIM

DEAR MISS FAIRFAX:

I am a young girl 18 years old and have been keeping company with a young man three years my senior for the last nine months. I had an appointment with him the other night and he never came. He is employed in my place of business, and I met him the day after he disappointed me, and he did not notice me.

My mother and every one in my family think a great deal of him. What would you have me do in a case like that? I love him and can not possibly live without him.

BROKENHEARTED.

He is both rude and sulky, but men when they love are often both.

His conduct may arise from some misunderstanding. Go to him and ask him what is wrong. But do not apologize! That should come from him. If he refuses to explain, try to consider the affair ended.

NO RELATION

DEAR MISS FAIRFAX:

Not long ago I met a young lady who was introduced to me as my uncle's sister's daughter, my uncle having married my father's sister. I would be very thankful if you will tell me what relation exists between us, as I have several disputes on the matter.

E. I.

Her uncle by the tie of blood is your uncle only by the tie of marriage. You are both his nieces, but no relation to each other.

THAT DEPENDS ON THE MAN

DEAR MISS FAIRFAX:

I am keeping company with a young man with the intentions of marrying him. We are of different religious denomination. Is it necessary for me to be married in this man's church when I object, and he is very much opposed to my objections? VIOLET.

It is not necessary to be married in his church, or in yours, or in any church. That is a matter of taste, and, when the contracting parties disagree, it also becomes a matter of arbitration. If he loves his own way more than he loves you, you will have to be married in his church or there will be no wedding. As a rule, the marriage occurs in the bride's church, and rightly so.

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RAILWAY TRAVEL

SOUTHERN PACIFIC
ON AND AFTER OCTOBER 5, 1913, TRAINS LEAVE AND ARE DUE TO ARRIVE AT SAN FRANCISCO

VIA OAKLAND PIER (Foot of Market Street) (Subject to change without notice)

Leave		Arrive
2.15a	Niles, Livermore, Tracy, Lathrop, Stockton, Lodi, Galt, Elk Grove, Sacramento, Roseville, Auburn, Colfax	10.40p
2.15a	Sacramento, Marysville, Biggs, Chico	10.40p
6.40a	Richmond (Vallejo), Port Costa, Martinez, Antioch, Byron Hot Springs, Tracy, Patterson, Newman, Los Banos, Ingle, Kerman, Fresno	11.20p
6.40a	San Leandro, Hayward, Niles, San Jose	6.10p
7.00a	Richmond, Port Costa, Benicia, Suisun, Dixon, Sacramento	7.30p
7.00a	Elmira, Vacaville, Winters	1.10p
7.00a	Roseville, Marysville (Oroville), Redding, Dunsmuir	10.40p
7.00a	Davis, Woodland, Williams, Maxwell, Willows, Corning, Red Bluff	7.30p
7.20a	The Statesman—Richmond, Vallejo Junction, Port Costa, Benicia, Suisun, Dixon, Davis, Sacramento	6.30p
7.20a	Niles, Pleasanton, Livermore, Tracy, Lathrop, Stockton (Oakdale), Lodi, Sacramento	7.30p
7.20a	Tracy, Patterson, Newman, Los Banos, Ingle, Kerman, Fresno	4.30p
8.00a	Richmond, Vallejo, Napa, Calistoga, Santa Rosa, Crockett, Port Costa	6.10p
8.00a	Avon, Walnut Creek, San Ramon	6.10p
8.00a	Newark, West San Jose, Los Gatos, Wright, Felton (Ben Lomond, Boulder Creek), Santa Cruz	5.50p
8.40a	Richmond, Port Costa, Martinez, Byron Hot Springs, Tracy (Stockton), Merced, Berenda, Madera, Fresno, Fowler, Selma, Traver, Goshen Junction (Hanford, Armona), Tulare, Bakersfield	4.30p
8.40a	Visalia, Lindsay, Porterville, Ducor	7.10p
8.40a	Yosemite Valley via Merced	4.30p
9.00a	Irvington, San Jose	9.30a
9.00a	Niles, Pleasanton, Livermore, Stockton, (*Milton), Valley Spring, Ione, Sacramento	4.30p
9.00a	Tuolumne, Sonora, Jamestown, Angels	2.50p
9.00a	Port Costa, Benicia, Suisun, Davis, Sacramento	10.40p
9.00a	Goldfield Pass.—Colfax, Truckee, Hazen, Wabuska (Yerrington, Hudson), Mina, Tonopah, Goldfield, Laws, Keeler	8.10a
9.40a	Richmond, San Pablo, Pinole, Vallejo Junction, Crockett, Port Costa, Martinez, Avon, Concord	4.30p
10.20a	"Pacific Limited"—Ogden, Cheyene, Omaha, Chicago—Salt Lake City, Denver	8.50a
10.20a	Port Costa, Benicia, Sacramento, Colfax, Truckee, Reno, Hazen, Lovelock, Winnemucca, Battle Mountain, Palisade, Elko, Wells, Cobre	8.50a
10.40a	Stockton via Martinez	10.10a / 12.50p
10.40a	Vallejo, Mare Island, Napa	12.50p / 4.30p
10.40a	Los Angeles Passenger—Richmond, Port Costa, Martinez, Byron Hot Springs, Tracy, Stockton, Merced, Madera, Fresno (Hanford, Coalinga, Visalia), Bakersfield, Los Angeles	7.10p
10.40a	El Paso, Kansas City, St. Louis, Chicago	12.50p
11.20a	Shasta Limited De Luxe—Portland, Tacoma, Seattle	8.50p
12.00n	Richmond, Port Costa, Benicia, Suisun, Fairfield, Dixon, Sacramento	4.30p
12.00n	Elmira, Vacaville, Winters	7.30p
12.00n	Marysville, Chico, Red Bluff	7.30p
1.00p	Portland Express—Richmond, Davis, Willows, Red Bluff, Orland (Hamilton), Weed, Ashland, Roseburg, Portland, Tacoma, Seattle	7.30a
1.00p	Niles, Irvington, San Jose	1.50p
1.00p	Newark, Alviso, Agnew, Santa Clara, (San Jose), West San Jose, Los Gatos, Glenwood, Felton, (Boulder Creek), Santa Cruz, Watsonville	9.50p
1.20p	San Leandro, Niles, Centerville, Newark (Redwood), San Jose	7.50p
2.00p	Sacramento Limited—Port Costa, Benicia, Sacramento	2.10p
2.40p	San Leandro, Niles, San Jose	1.50p
3.00p	Richmond, Benicia, Suisun, Sacramento—Woodland, Tudor, Yuba City, Marysville, Oroville	11.10a
3.00p	Elmira, Vacaville, Winters, Rumsey	11.10a
3.20p	Richmond, Port Costa, Martinez, Byron Hot Springs, Modesto, Merced, Madera, Fresno	10.40p
4.00p	Overland Limited De Luxe—Denver, Kansas City, St. Louis, Omaha, Chicago	9.30a
4.00p	Niles, Tracy, Stockton	10.10a
4.00p	San Leandro, Niles (Centerville, Newark), Pleasanton, Livermore, Tracy	10.10a
4.00p	Port Costa, Martinez, Concord, Walnut Creek, San Ramon, Livermore	9.10a
4.00p	Vallejo, Napa, St. Helena, Calistoga, Glen Ellen, Santa Rosa	10.10a
4.40p	(Daily except Sunday) San Leandro, Hayward, Niles, Pleasanton, Livermore	†8.30a
4.40p	Tracy, Patterson, Newman, Los Banos, Kerman, Fresno	10.40p
4.40p	Valley Flyer—Port Costa, Byron Hot Springs, Tracy, Modesto, Merced, Madera, Fresno, Goshen Junction, Tulare, Bakersfield, Mojave, Los Angeles	12.50p
5.00p	Richmond, Vallejo, Port Costa, Benicia, Suisun, Sacramento, Roseville, Lincoln, Wheatland, Marysville (Oroville), Gridley, Biggs, Chico	11.30a
5.00p	Davis, Arbuckle, Williams, Willows, Orland, Tehama, Red Bluff	10.40p
5.00p	Niles, Irvington, San Jose	11.20p
5.00p	Newark, West San Jose, Los Gatos	10.10a
5.20p	San Leandro, Lorenzo, Hayward, Niles, Pleasanton, Livermore, Tracy Stockton	2.50p
6.20p	The Lark—Santa Barbara, Los Angeles	8.10a
6.20p	Owl Limited—Port Costa, Tracy, Fresno, Los Angeles	8.10a
6.20p	(Sunday only)—Richmond (Vallejo), Port Costa, Martinez, Concord, Walnut Creek, Pleasanton, Niles, Oakland	‡11.30p
6.40p	Hayward, Niles and San Jose	7.30a
6.40p	Eastern Express—Ogden, Pueblo, Denver, Kansas City, St. Louis, Chicago	1.30p
6.40p	Richmond, Port Costa, Byron Hot Springs, Tracy, Stockton, Sacramento, Colfax, Truckee, Reno, Fernley (Wadsworth, Susanville), Elko, Ogden	1.30p
7.00p	Port Costa, Benicia, Suisun, Elmira, Davis, Sacramento, Roseville, Auburn, Colfax, Truckee, Reno, Sparks	8.10a
8.20p	Oregon Express—Richmond, Sacramento, Roseville, Marysville, Redding (Klamath Falls), Ashland, Portland, Tacoma, Seattle, Spokane	1.10p
8.00p	Mt. Eden, Alvarado, Newark, Santa Clara, San Jose	9.50p
9.40p	Bakersfield, McKittrick, Haselton, Monarch, Moron, Fellow, Shale	7.50a
8.40p	Richmond, Port Costa, Tracy, Modesto, Merced, Madera, Fresno, Hanford, Tulare	7.50a
9.40p	Hanford, Armona, Lemoore, Huron, Coalinga	7.50a
9.40p	Visalia, Exeter, Lindsay, Porterville, Terra Bella, Ducor	7.50a
9.40p	Sunset Express—Tucson, Deming, El Paso, Houston, New Orleans, Chicago	12.30p
9.40p	Washington Sunset Route—Washington, D. C., New York and East	12.30p
9.40p	Kansas City, St. Louis, Chicago	12.30p
‡11.40p	California Mail—Ogden, Cheyenne, Denver, Kansas City, Omaha, Chicago	8.30p
11.40p	Richmond, Port Costa, Benicia, Suisun, Davis, Sacramento, Colfax, Truckee, Reno, Hazen (Fallon), Elko, Ogden	8.30p

VIA COAST LINE (Third and Townsend Streets) (Subject to change without notice)

Leave		Arrive
† 5.05a	Valencia Street, Ocean View, Colma, Cemeteries, Baden, San Bruno	† 6.35a
6.30a	South San Francisco, San Jose, Morganhill, Gilroy (Hollister, Tres Pinos), Sargent, Watsonville, Aptos, Capitola, Santa Cruz	8.00p
6.30a	Los Altos, Monta Vista, Los Gatos	7.20p
† 7.05a	Burlingame, Redwood City, Mayfield, San Jose	† 9.00a
8.05a	Coaster—San Jose, Morganhill, Gilroy, Salinas, Soledad, King City, Paso Robles, Hot Springs, San Luis Obispo, Surf (Lompoc), Santa Barbara, Ventura, Oxnard, Los Angeles	10.30p
8.05a	Watsonville, Santa Cruz—Del Monte, Monterey, Pacific Grove	10.30p
8.10a	Mayfield, Los Altos, Los Gatos, Wright, Glenwood (Boulder Creek), Santa Cruz, Watsonville, Castroville, Del Monte, Monterey, Pacific Grove	9.05p
9.00a	San Jose, Morganhill, Gilroy, Sargent, Salinas, Soledad, San Miguel, Paso Robles Hot Springs, San Luis Obispo	4.00p
9.00a	Hollister, Tres Pinos—Watsonville, Santa Cruz—Del Monte, Monterey, Pacific Grove	4.00p
10.40a	South San Francisco, Burlingame, San Mateo, Palo Alto, Mayfield Los Altos, Los Gatos	12.30p / 1.25p
11.30a	Valencia Street, Ocean View, Colma, Cemeteries, Baden, San Bruno	1.55p
11.40a	South San Francisco, San Jose	† 6.20a
1.20p	San Mateo, Redwood, Mayfield, Santa Clara, West San Jose, Los Gatos, Glenwood, Felton (Boulder Creek), Santa Cruz Aptos, Watsonville	11.40a
1.20p	(Saturdays only)—Los Altos, Monta Vista, Los Gatos	3.25p
2.00p	Del Monte Express—San Jose Morganhill, Gilroy, Sargent, Watsonville, Santa Cruz, Del Monte, Monterey, Pacific Grove (Salinas)	12.30p
† 2.10p	South San Francisco, Redwood, Santa Clara, San Jose	9.40a
3.00p	South San Francisco, San Mateo, San Jose, Morganhill, Gilroy, (Tres Pinos), Watsonville, Santa Cruz, Del Monte, Monterey, Pacific Grove	10.10a
3.25p	Burlingame, San Mateo, Redwood, Palo Alto, Mayfield, Los Altos, Los Gatos	5.30p
4.10p	(Daily except Sunday)—Mayfield, Los Altos, Los Gatos, Laurel, Glenwood, Felton (Boulder Creek), Santa Cruz Aptos, Watsonville	9.50a
4.20p	South San Francisco, San Jose	† 7.25a
† 5.05p	Burlingame, San Mateo, Redwood, Palo Alto, Mayfield, Santa Clara San Jose	† 6.30a
† 5.20p	Redwood, Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, San Jose	8.40a
† 5.20p	Los Altos, Monta Vista, Los Gatos	† 8.40a
5.25p	Easton, San Mateo, Belmont, Redwood City	7.45a
† 5.30p	Loop—Valencia Street, Ocean View, Cemeteries, South San Francisco, 23d Street, 3d and Townsend	† 6.40p
5.40p	San Bruno, San Mateo, Redwood, Palo Alto, Santa Clara, San Jose	7.20p
‡ 5.40p	Mayfield, Los Altos, Los Gatos	‡ 9.40a
† 6.00p	Millbrae, San Mateo, Redwood City, Mayfield, Los Altos, Los Gatos	† 8.00a
† 6.05p	23d Street, Visitacion, South San Francisco, Valencia Street	† 7.15p
6.30p	South San Francisco, San Jose	5.45p
8.10p	San Jose and Way Stations	7.30a
‖10.05p	South San Francisco, San Jose	‖1.55p
11.45p	South San Francisco, Palo Alto, San Jose	7.35a / 3.25p

LOCAL FERRY TRAINS—ELECTRIC SERVICE

Via Oakland Pier

To Oakland, 16th St., and Berkeley, via Shattuck Ave. and Ellsworth St. Lines.—Daily—From 6.00 a. m., and every twenty minutes until 8.20 p. m., inclusive; then 9.00, 9.40, 10.20, 11.00, 11.40 p. m., 12.20 and 1.20 a. m. Additional boats Saturdays and Sundays only, 8.40 p. m., 9.20, 10.00, 10.40 and 11.20 p. m.

To Berkeley via California Street or Albany via Ninth Street Lines.—Daily—From *6.00 a. m., †6.20, *6.40, †7.00 a. m., and every twenty minutes until 8.20 p. m., inclusive; then 9.00, 9.40, 10.20, 11.00, 11.40 p. m., 12.20 and 1.20 a. m. Additional boats Saturdays and Sundays only, 8.40 p. m., 9.20, 10.00, 10.40 and 11.20 p. m.

To Oakland, Washington-Broadway, East Oakland, Fruitvale and Melrose, via Seventh St.—Daily—From 6.00 a. m., then every twenty minutes until 8.20 p. m., inclusive; then 9.00, 9.40, 10.20, 11.00, 11.40 p. m., 12.20 and 1.20 a. m. Additional boats Saturdays and Sundays only, 8.40 p. m., 9.20, 10.00, 10.40 and 11.20 p. m.

To Havenscourt.—Daily—From 6.00 a. m. and every twenty minutes until 7.40 p. m., inclusive; then 8.20, 9.00, 11.40 p. m. Saturdays and Sundays only 9.40, 10.00, 10.40, 11.20 p. m.

Horseshoe to Oakland, Washington-Broadway, Fruitvale, Alameda, North Side.—Daily—From 6.00 a. m., †6.20, 6.40, 7.00, 7.20, 7.40, 8.00, 8.40, 9.40 a.m.; then 4.00 p.m., 4.20, 4.40, 5.00, 5.20, 5.40, 6.00, 6.20, 6.40, 7.00 and 7.40 p. m.

To Stonehurst (Steam Service)—†6.00, †6.40, †7.20*, 9.00, 11.40 p. m., 11.20 a. m., 12.00, ‡3.00, ‡3.20, *4.00, *5.00, *5.40 and †6.20 p. m.

Via Alameda Pier

To Oakland, 14th and Franklin Sts.—6.15, 6.45 a. m. and then 15 and 45 minutes past the hour until 7.45 p. m.; then 8.30, 9.15, 10.00, 10.45, 11.30 p. m. and 12.15 a. m.

To Alameda, North and South Side—6.15, 6.45 a. m., and then 15 and 45 minutes past the hour until 7.45 p. m.; then 8.30, 9.15, 10.00, 10.45, 11.30 p. m., 12.15 and 1.00 a. m.

OAKLAND HARBOR FERRY
AUTOMOBILES, MOTORCYCLES AND VEHICLES
From San Francisco, South End of Ferry Building, for Broadway Wharf, Oakland.—From 6.00 a. m., daily, and every half hour until 9.00 p. m., inclusive, then 10.30 p. m., *10.00 p. m., 11.30 p. m., *11.00 p. m., *12.00 mdn., *1.00 a.m. Boats leave Broadway Wharf—p.m., inclusive; then 10.15 p.m., *9.45 p.m., 10.15 p.m., From 6.15 a. m., daily, and every half hour until 8.45 *10.45 p. m., *11.45 p. m., *12.45 a. m.

a for Morning. *Daily. p for Afternoon.
†Sunday excepted. ‡Sunday only.
§Sundays and Mondays only.

NETHERLANDS ROUTE
From Pacific Street Wharf, Pier No. 7
This route offers exceptional opportunity for Automobilists to reach all points on the Sacramento River: Collinsville, Emmaton, Rio Vista, Isleton, Ryde, Walnut Grove, Vorden, Courtland, Clarksburg, Sacramento.
Steamer Navajo leaves San Francisco 8.30 a. m. daily except Sunday, arriving Sacramento 7.00 p. m. Stopping at all points en route. Leaves Sacramento 9.00 p. m. daily except Sunday, arriving San Francisco 7.00 a. m. No stops en route.
Steamer Modoc or Apache, leaves San Francisco 12 noon daily except Sunday. Leave Sacramento 10.00 a m. daily except Sunday; stopping both ways at all points en route. Arriving time San Francisco and Sacramento indefinite, account fruit season.

UNION TRANSFER COMPANY
Agents collect baggage and checks on trains or boats of Southern Pacific Company and deliver baggage to residence. They are authorized to check baggage direct from residence.

WESTERN PACIFIC
THE SCENIC ROUTE TO THE EAST
Through the Grand Canon of the Feather River and the Royal Gorge, Grand Canon of the Arkansas
PASSENGERS ARRIVE AND DEPART
UNION FERRY DEPOT, FOOT OF MARKET STREET

Leave		Arrive
9:10 a.m.	Stockton, Sacramento, Marysville, Oroville, Portola, Deeth, Tonnemucca, Elko, Salt Lake City, Ogden, Provo, Grand Junction, Glenwood Springs, Pueblo, Colorado Springs, Denver, Kansas City, St. Louis, Omaha, Chicago and the East	8:30 a.m.
7:30 p.m.		6:30 p.m.
4:10 p.m.	Oakland, San Leandro, Hayward, Niles, Idylwood, Pleasanton, Livermore, Altamont, Carbona, Lathrop and Stockton	10:20 a.m.

Through Standard and Tourist Sleeping Cars to above destinations in connection with:
BURLINGTON MISSOURI PACIFIC ROCK ISLAND

TICKET OFFICES
665 Market St., Palace Hotel—Western Pacific, Denver & Rio Grande, Missouri Pacific and St. Louis, Iron Mountain & Southern....Phone Sutter 1651
685 Market St.—Burlington Route....Phone Kearny 3669
691 Market St., Hearst Bldg.—Rock Island Lines....Phone Sutter 817
Union Ferry Depot....Phone Kearny 4980
1326 Broadway