Even the Baseball Scout Is Entitled to a Regular Vacation During the Winter

NEWS WRITTEN BY LEADING EXPERTS

LIGHTWEIGHT CHAMP TAKES A TRIP EAST AND HOLDS HIS OWN

This is the eleventh of a series of stories of the life and battles of Lightweight Champion Willie Ritchie, written exclusively for The Call.

By WILLIE RITCHIE

After my battle with Welsh in Los Angeles I felt that I was on my way to climb up to the top of the ladder. It gave me plenty of confidence and, while I thought that I should have been entitled to at least a draw, I did not do any hollering, for I knew that my showing would give me a reputation all over the world, and I realized that this reputation meant more to me than anything else.

The fans gave me a fine reception when I returned home, and I felt rather proud of my success, for I figured that if I had class enough to give Welsh such a tough argument I had a license to go against any of them. I really believe that the confidence which I gained in that battle helped me in my later bouts.

I wanted another crack at Welsh, and I issued a challenge to fight him in San Francisco right away. Welsh seemed willing enough, too, provided that I would make 133 pounds for him, and I agreed to do this, for I knew that I could without weakening myself.

Tom O'Day was to promote the battle, and he sent for me. We had several conferences, but could not come to terms. Welsh wanted the big end of the purse, and after his cut there would be practically nothing left for me, so the match fell through.

GOES EAST WITH McFARLAND

It was then that Emil Thery, manager of Packey McFarland, came to me and talked the eastern idea into my head.

"Come back with us, Willie, and take a chance," said Thery. "I can land you all kinds of good matches back there, and I know that you can beat those fellows in the short distance game."

"But how about Packey?" I said. "Maybe he will get sore if you pay too much attention to me. I don't want to start any trouble."

"There's no danger of anything like that," replied Thery. "Packey knows that he is the big show, and he will be glad to have you along with us. He likes your work and he will boost you along."

Before I agreed to go with Thery, I had a long talk with Packey, and he told me the same thing. He gave me a whole lot of good advice, which I will always remember. Packey was friendly to me at all times, and there never was any ill feeling between us, no matter what some of the knockers used to say about us in the past.

"Come along with us, Willie," said McFarland. "Leave it to Thery. He will fix you up. You can box with me, and I will do all that I can to send you to the front, for I think that you have the goods."

This sounded right to me, so I decided that I would take Thery's advice and look the eastern field over, anyhow.

MAKES BOW IN PHILADELPHIA

We went right back to Chicago, where I was well received. Packey, as everybody knows, is a hero in the Windy City, and he went right to the bat for me. He told them how I showed up with him in the training camp, how I made such a great battle with Welsh at short notice, and he said that I was entitled to a match with any of the eastern lightweights.

I felt very much at home around Chicago, for everybody treated me as though I had been there all my life. But there was no chance to fight there, and I began to get restless. After laying around for a few days, Thery dug up a match for me with Young Saylor, who, by the way, is now in Australia along with Eddie McGoorty and Ray Bronson.

Saylor might have been a lightweight, but he looked more like a welter to me. Anyhow, I guess he could have got by as a "Philadelphia lightweight." Everybody knows that they weigh any place from 140 up to 170 pounds. The fighters all over the country are on to them now.

It was early in January when I met Saylor. The weather was bitterly cold, and I did not have a chance to train properly. The change affected me, for I had just left sunny California, and I was not used to that snow and that sleet. Still, I figured that I would have to put up with everything that came along if I hoped to make good in the ring. I just knuckled down and made up my mind to do the best I could.

KNOCKS OUT YANKEE SCHWARTZ

My battle with Saylor was a six round, no decision affair. I must confess that I was a bit nervous, for it was all new to me. I had been used to the rough and tumble style of the four round game here, and I know that I did not give as good an exhibition as I might have.

The battle was fast at that. Saylor tried a lot of new stuff on me, and I took it all good naturedly. He was the big favorite. They gave me a lot of "Native Son" yells, but I expected these, so I did not pay any attention to them. Anyhow, they seemed to like my work all right, and the papers said that I showed promise, but that I had a lot to learn about the game, and I was willing to admit this, too, and also willing to learn.

A week after my bout with Saylor I jumped over to Cleveland to fight young Kohler, who was a big card there. But the day before the battle Kohler hurt himself in training, so they sent me in against a big, husky fellow named Yankee Schwartz. I tried my right cross on him and flattened him in two rounds, and this made me feel pretty good.

They wanted me back in Philadelphia again, so I returned. I took on Harry Trendall and Young Erne within a month. I thought that I had a good lead in each battle, but they were called draws by most of the critics, so I let them go at that, because I learned how to handle myself in the short distance game, and this experience helped me out a whole lot.

After the Erne fight the old feeling to return home got me, so I decided to go back to San Francisco. Up to this time Thery had been managing me, but as I was leaving and as he was busy with McFarland, we agreed to split up. There was no trouble between us, although all sorts of stories were printed about the big smashup. I still think a whole lot of Thery and Packey, and I believe they think the same of me.

The next chapter of the life of the lightweight champion will appear in Thursday's Call.

Pomona Beats Palo Alto High for the Rugby Championship

LOS ANGELES, Dec. 16.—In one of the fastest and best played school football games ever seen in the south, the Pomona high team defeated the Palo Alto high team yesterday by a score of 27 to 10.

The game carried with it the state interscholastic title. The first half was even, and it was only in the last twenty minutes of play the local team showed its superiority and played whirlwind football, rushing the Palo Altans off their feet and passing with rapidity and accuracy that the northern boys were unable to stop.

The Palo Alto team did not play up to the form that won the northern title, and did not show sufficient condition in the final stages to offset the strenuous work of the Pomona team.

Officers Named by Field Trials Club

MONTGOMERY, Ala., Dec. 16.—All officers of the National Field Trials club, headed by W. G. O. Sage of New York, president, were re-elected here tonight at the annual meeting.

The first series of the club's first annual derby was run today over the Letohatchie course, narrowing the field down to three pairs, which will compete in the second series tomorrow. Pairs for the all age stake were selected.

H. D. Duryea of New York is vice president of the club and H. R. Edwards of Cleveland, O., secretary and treasurer.

Carpentier Gets a Theatrical Offer

LONDON, Dec. 16.—A Central News dispatch says that Mr. Gulliver, manager of the Paladium Music hall in London, has offered Georges Carpentier, the middle weight champion of France, who recently defeated Bombardier Wells, a salary of $2,500 a week to appear at the music hall. Carpentier's manager has been compelled to decline the offer, as Carpentier has already arranged to appear at the Follies Bergeres in Paris.

THINGS CHANGE

By L. W. NELSON

The old time fighters fought real fights and struck their blows with might and main,
And in the time before the fights each man took lots of time to train;
Each ran ten miles upon the road and chopped a cord of wood or two
(This, every day's, the kind of thing that champs today dislike to do),
And when they finally met to fight, the scrap was worth the money paid,
For fighting never stopped at all until one on his back was laid.

But nowadays they hit the booze and exercise by jumping rope
(And still, when beaten, have the nerve to say that some one slipped them dope),
Sit up all night and wait for morn before they go a-dozing off;
The hardest training stunt they know is getting out and playing golf.
And when they fight they're off their form, with strength and constitution sunk;
No wonder, then, that fans won't pay when modern fights are all the bunk!

SOCCER TEAM IS SELECTED BY STANFORD

Harry Maloney, coach of the Stanford university soccer team, has named the men to represent the university in a series of games at San Diego during the Christmas holidays. The team is practically the same as that which played the University of California in the intercollegiate championship series.

The men will leave here on steamer on Monday, and on arrival at San Pedro Wednesday will play a practice game there. The first game in San Diego will be played Christmas day against the Nomads of San Diego.

The Stanford team making the trip is as follows:

Carroll, outside right; Pellas, inside right; Higgins, center; Fyfe, inside left; Clawson, outside left; Steinhart, Dutton, Hughes, halfbacks; Glass, Blodgett, fullbacks; Butcher, goal.

The San Diego team to oppose Stanford has been selected and will take the field in the following positions: Lamb, goal; Hill, Page, backs; Butcher, Kennedy, Kemp, halfbacks; Winchester, Gibson, Godman, T. Corkhill and Gorfuncle, forwards; H. Robinson and Bishop, reserves.

While Stanford is playing in San Diego the Barbarian soccerites will hook up with the Rangers team of Los Angeles. The local club team has completed arrangements for a game with the southern champion team, which will be played on Christmas day. Though the locals will not be able to take their full team south, the eleven to represent the club men is a good one.

The team to make the trip has been selected as follows: Ritchie, goal; Dyke, right back; MacCullum, left back; Lees, right half; Bartlett, center half; McKenzie, left half; Hudson, outside right; Stringer, inside right; Seymour, center; Ayres, inside left; Stanley, outside left.

The Barbarians are also negotiating with the Los Angeles Athletic club with a view to playing a water soccer game in the athletic club tank against the southern club's team.

ENGLAND HOPES TO LIFT THE POLO CUP

NEW YORK, Dec. 16.—Since Lord Ashby St. Ledgers determined to make another attempt to lift the international polo cup, the task of selecting suitable mounts for the team was entrusted to W. Balding, with the result that announcement is made here of the purchase of several ponies, and seventy, it is said, will be available should they be needed. Not all of the purchases are for Lord St. Ledgers, but it is understood he will have the pick of those selected for different owners.

Minora, by Skedaddle, is probably the most notable of the new blood. She is a chestnut mare, five years old, and was bought for W. S. Buckmaster. Another pony owned by Buckmaster is Meteor, which will be placed at the disposal of the British team.

For Lord St. Ledgers, Baldwin has obtained two ponies in Rice Pudding and Minnie. The latter is said to be one of the most noted show ponies in England.

Quicksilver, which has been purchased by the Duke of Penaranda, on whose estate at Madrid the English team will begin training for the coming matches, also will be placed at the disposal of the challengers.

Other purchases include two ponies for Major F. W. Barrett, a member of the team. These are Mavourneen and Kitty. They have been placed by Barrett in many cup matches in England.

Jack Johnson Is No Wrestling Champion

PARIS, Dec. 16.—Jack Johnson was pelted with a great variety of stale vegetables tonight after his defeat by the Scotch wrestler, Jemmy Esson, at the Nouveau cirque. Esson won an easy victory over the negro pugilist at catch as catch can.

"Fifty years ago, when Golden Wedding Whiskey was young."

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Slattery's Spikes

JIM BUCKLEY, manager of dauntless Harlem Tommy Murphy, is a game sport. He will take a chance with any of them, and he is always willing to gamble. He showed this yesterday afternoon when they held that fight conference up in Jim Coffroth's office. Buckley let Champion Willie Ritchie get away with practically everything just for the privilege of giving his lad a chance at the title. He surely must have great confidence in the ability of the lad from Harlem or else he would not go that route.

* * *

"I WAS sorry to let the boy off so cheaply," said Jim after the session had ended, "but the temptation to win the championship of the world was too strong. I am just that proud that I would not let a small fortune stand in the way, and the difference in the percentage is liable to mean a tidy sum to us, too.

* * *

"NOW, if Murphy does happen to lose this match they will be roasting me for letting him get the worst of the terms. It's the same old story all the time. When a fighter is on top his manager is the greatest fellow in the world, but let him lose once and start to slide and then they will all take a crack at the manager."

* * *

ONE thing must be said to the credit of the little Irish manager—he is fair minded and square in all his dealings. He has represented Murphy in many a great battle in San Francisco, and they never had any trouble in coming to terms with him. He was ever willing to allow his fighter to go against the toughest of them and work on a reasonable percentage. He asked for no breaks.

* * *

AND Murphy always proved a good box office scrapper at that. He never tossed any bloomers. He ran true to form in each engagement, and therefore the fans were willing to come back and pay their money to see him perform the next time. They have confidence in him and they know that he is always giving them the best he has in him.

* * *

MURPHY places implicit confidence in his manager; in fact, he has nothing to say when a match is being arranged. He leaves everything to Buckley. The latter is the boss of the situation and Murphy trusts him enough to realize that Buckley is working for his best interests in every deal that concerns both of them.

* * *

TOMMY was sitting quietly in the next room yesterday afternoon while the negotiations were being carried on. He did not even know that the match had been made till it was all over with.

"Did they get together on terms?" he asked one of the spectators when the latter came out of the other room. When informed that everything was all right Tommy just smiled and said nothing.

* * *

"I HAVE my hands full doing the fighting," he remarked when somebody asked him why he did not attend the conference. "Whatever Buckley does is good enough for me. He has always made good matches and I think he always will. I don't want to attend any conference. The fighting end of it is enough for me.

* * *

"WELL, I hope that I will get a chance at the championship this time. That's all. I never have had a crack at it, although I have been fighting the toughest of them for 14 years. I don't want to talk about the fight either. Let the fans do the talking when it is all over. They know me and they know what I can do."

Cricketers May Get Busy and Play for Championship Here

Cricket will in all probability be one of the many games which will be given a place on the extensive program of sports being arranged for 1915 by the exposition athletic director. President Henry Ward of the California Cricket association talked yesterday over the cricket situation with J. McGovern, private secretary of Athletic Director James E. Sullivan.

Ward pointed out that cricket is not as live an issue on this coast at the present as it should be, but that if the exposition intended to put the game on the sports program it was possible that the cricketers would rise to the occasion and get together. The season for 1913 has recently closed and the championship won by the Golden Gate club.

If the game is eventually scheduled as an exposition sport, invitations will be issued to all nationalities to send teams to participate in a series for the world's championship.

Gas Row Gossip

by D. R. Himelhoch

A service and supply depot will soon be established in San Francisco by the Hudson Motor Car company. It will be the largest supply depot maintained by any of the manufacturers on the Pacific coast.

The supply station will be for the purpose of supplying the dealers of Hudson cars throughout the western territory. The idea of establishing the service bureau was figured out by P. D. Stubbs, the newly appointed western sales manager, and H. O. Harrison, the northern California distributer of the Hudson line.

In addition to having a full line of parts, one of the great features will be that of Charles Vincent, a chief engineer of the factory, who will make his headquarters here. He will make a careful study of the needs of the Hudson owners.

RAILWAY TRAVEL

WESTERN PACIFIC

THE SCENIC ROUTE TO THE EAST
Through the Grand Cañon of the Feather River and the Royal Gorge, Grand Cañon 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, Doyle, Winnemucca, 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.

Electric Lighted Pullman Observation Sleeper on Train Leaving San Francisco 9:10 a.m.
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689 Market St.—Burlington Route.....Phone Kearny 3009
601 Market St., Kearst Bldg.—Rock Island Lines.....Phone Sutter 817
Union Ferry Depot.....Phone Kearny 4980
1326 Broadway, Oakland.....Phone Oakland 182

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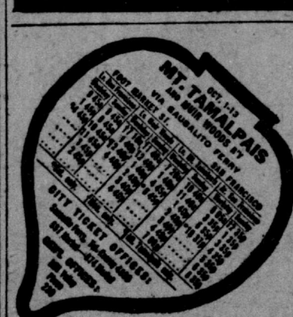

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*The 9:00 A. M. has parlor observation car—Connects for Pittsburg—Stops Solano City, 4:40 P. M. train runs through to Marysville, Colusa, Oroville and Chico. Sacramento first stop.
For Concord, Bay Point and way stations leave daily 7:40 A. M., 11:20 A. M., 1:40 P. M. 4 P. M., 5:15 P. M., 7:40 P. M.
An additional train for Concord and way stations leaves 6:00 P. M. 5:15 P. M. train runs daily except Sunday through to Pittsburg.

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*Potsdam .....Jan. 6 | *Noordam .....Jan. 27
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RAILWAY TRAVEL

SOUTHERN PACIFIC

ON AND AFTER NOVEMBER 23, 1913, TRAINS LEAVE AND ARE DUE TO ARRIVE AT SAN FRANCISCO

VIA OAKLAND PIER

Leave	(Foot of Market Street) (Subject to change without notice)	Arrive
2.18a	Niles, Livermore, Tracy, Lathrop, Stockton, Lodi, Galt, Elk Grove, Sacramento, Roseville, Auburn, Colfax	10.40p
2.18a	Sacramento, Marysville, Biggs, Chico	10.40p
6.40a	Richmond, Port Costa, Martines, Antioch, Byron Hot Springs, Tracy, Patterson, Newman, Los Banos, Ingle, Kerman, Fresno	11.20a
6.40a	Vallejo, Mare Island	9.10p / 7.20p
6.40a	San Leandro, Hayward, Niles, San Jose	2.10p / 6.10p
7.00a	Richmond, Port Costa, Benicia, Suisun, Dixon, Sacramento	8.30p / 10.00p
7.00a	Elmira, Vacaville, Winters	1.10p / 8.30p
7.00a	Roseville, Marysville (Oroville), Redding, Dunsmuir	8.30p
7.00a	Davis, Woodland, Williams, Maxwell, Willows, Corning, Red Bluff	8.30p
7.20a	The Statesman—Richmond, Vallejo Junction, Port Costa, Benicia, Suisun, Dixon, 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 / 6.10p
8.00a	Avon, Walnut Creek, San Ramon, Valencia Street, Ocean View, Colma, Cemeteries, Baden, San Bruno	1.55p
8.00a	Newark, West San Jose, Los Gatos, Wright, Felton (Boulder Creek), Santa Cruz	5.50p
8.40a	Richmond, Port Costa, Martines, Byron Hot Springs, Tracy (Stockton), Merced, Madera, Fresno, Fowler, Selma, Traver, Goshen Junction, (Hanford, Armona, Rossville, Visalia), Tulare, Bakersfield	4.30p / 7.30p / 9.30p
8.40a	Sanger, Lindsay, Porterville, Ducor	4.30p
8.40a	Yosemite Valley via Merced	9.30a
8.40a	Irvington, San Jose	
9.00a	Niles, Pleasanton, Livermore, Stockton, (*Milton), Valley Spring, Ione, Sacramento	4.30p
9.00a	Tuolumne, Sonora, Jamestown, Angels	2.50p
9.00a	Vallejo, Port Costa, Benicia, Suisun, Davis, Sacramento	10.40p
9.00a	Goldfield Pass.—Colfax, Truckee, Hazen, Wabuska (Yerrington, Hudson), Mina, Tonopah, Goldfield, Lava, Keeler	8.10a
9.00a	Battle Mountain, Cobre, Ogden, Cheyenne, Denver, Kansas City	1.30p
9.40a	Richmond, San Pablo, Pinole, Vallejo Junction, Crockett, Port Costa, Martines, Avon, Concord	4.30p / 8.30p
10.20a	"Pacific Limited"—Ogden, Cheyenne, Omaha, Chicago—Salt Lake City, Denver	8.50a
10.20a	Colfax, Truckee, Reno, Hazen, Lovelock, Winnemucca, Battle Mountain, Palisade, Elko, Wells, Cobre	6.50a
10.40a	Stockton, via Martines	12.50p
10.40a	Vallejo, Mare Island, Napa	12.50p / 4.30p
10.40a	Los Angeles Passenger—Richmond, Port Costa, Martines, Byron Hot Springs, Tracy, Stockton, Merced, Madera, Fresno (Hanford, Coalinga Visalia), Bakersfield, Los Angeles	7.30p
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	Marysville, Chico, Red Bluff	4.30p
1.00p	Portland Express—Richmond, Davis, Willows, Corning, Red Bluff, Orland, (Hamilton), Weed, Ashland, Roseburg, Portland, Tacoma, Seattle	7.30a
1.00p	Nevada, Alvisa, Agnew, Santa Clara, (San Jose), West San Jose, Los Gatos, Glenwood, Felton, (Boulder Creek), Santa Cruz, Watsonville	10.00p
1.00p	San Leandro, Niles, Centerville, Newark (Redwood), San Jose	7.30a / 7.00p
1.20p	Niles, Irvington, San Jose	4.30p
2.00p	Elmira, Vacaville, Winters	10.00p
2.00p	Sacramento Limited—Port Costa, Benicia, Sacramento	2.10p
2.40p	San Leandro, Niles, San Jose	9.30a
3.00p	Richmond, Benicia, Suisun, Sacramento—Woodland, Tudor, Yuba City, Marysville	11.10a
3.00p	Elmira, Vacaville, Winters, Rumsey	11.10a
3.20p	Richmond, Port Costa, Martines, 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, Livermore, Tracy, Stockton	10.10a
4.00p	Port Costa, Martines, Concord, Walnut Creek, San Ramon, Livermore	9.10a
4.00p	Vallejo, Napa, St. Helena, Calistoga, Glen Ellen, Santa Rosa	10.10a
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, (Visalia), Tulare, Bakersfield, Mojave, Los Angeles	12.50p
4.40p	San Leandro, Niles, San Jose	6.10p
5.00p	San Francisco Limited—Ogden, Cheyenne, Denver, Kansas City, Omaha, Chicago	7.50p
5.00p	Port Costa, Benicia, Suisun, Davis, Sacramento, Colfax, Truckee, Reno, Hazen, Lovelock, Winnemucca, Elko, Ogden	7.50p
6.00p	Richmond, (Vallejo), Port Costa, Benicia, Sacramento, Roseville, Lincoln, Wheatland, Marysville (Oroville), Gridley, Biggs, Chico	11.30a
6.00p	Davis, Arbuckle, Williams, Willows, Orland, Corning, Tehama	10.40p
5.00p	Tracy, Stockton	10.10a
5.00p	Sunol, Pleasanton, Livermore	8.30a
5.00p	Niles, Irvington, San Jose	7.30a
5.00p	Newark, West San Jose, Los Gatos	10.10a
5.20p	San Leandro, Lorenzo, Hayward, Niles, Pleasanton, Livermore, Tracy	10.10a
5.40p	(Sunday only)—Richmond, (Vallejo), Port Costa, Martines, Concord, Walnut Creek, Pleasanton, Niles, Oakland	‡10.20p
6.20p	Owl Limited—Port Costa, Tracy, Fresno, Los Angeles	8.10a
8.40p	Hayward, Niles and San Jose	7.30p
8.40p	Eastern Express—Ogden, Pueblo, Denver, Kansas City, St. Louis, Chicago	1.30p
8.40p	Richmond, Port Costa, Byron Hot Springs, Tracy, Stockton, Sacramento, Colfax, Truckee, Reno, Fernley, (Wadsworth, Susanville), Hazen, (Fallon), Elko, Ogden	1.30p
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	4.30p
8.40p	Bakersfield, McKittrick, Hazelton, Monarch, Moron, Fellow, Shale	7.50a
9.40p	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

OAKLAND HARBOR FERRY.

AUTOMOBILES, MOTORCYCLES and HORSES. 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 ‡9:30 p. m., *10:00 p. m., ‡10:30 p. m., *11:15 p. m., *12:00 mdn., *1:00 a. m. From Broadway Wharf, Oakland, for San Francisco—From 6:15 a. m., daily, and every half hour until 8.45 p. m., inclusive; then ‡9:15 p. m., *9:45 p. m., ‡10:15 p. m., *10:45 p. m., *12:00 p. m., 12:45 a. m.
a for Morning. *Daily. p for Afternoon. ‡Sundays excepted. ‡Sundays only. §Fridays and Mondays only.

VIA COAST LINE

Leave	(Third and Townsend Streets) (Subject to change without notice)	Arrive
† 6.05a	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	† 8.40a
† 7.05a	Burlingame, Redwood City, Mayfield, San Jose	7.20p
8.00a	Shore Line Limited—Paso Robles Hot Springs, Santa Barbara, Los Angeles	9.50p
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	9.10a / 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, Redwood City, Palo Alto, Mayfield, Los Altos, Los Gatos	1.25p
11.30a	Valencia Street, Ocean View, Colma, Cemeteries, Baden, San Bruno	1.55p
11.40a	South San Francisco, San Jose	† 6.30a
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	7.30a
3.00p	South San Francisco, San Mateo, Redwood City, San Jose, Morganhill, Gilroy, (Hollister, Tres Pinos), Watsonville, Santa Cruz	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
5.00p	Sunset Limited—Los Angeles, El Paso, San Antonio, Houston, New Orleans and East	1.10p
5.00p	Washington Sunset Route—Washington, D. C., New York and East	1.10p
5.00p	Golden State Limited—Kansas City, St. Louis, Chicago via Tucson and El Paso	9.10a
† 5.05p	Burlingame, San Mateo, Redwood, Palo Alto, Mayfield, Santa Clara, San Jose	7.35a / 11.55p
† 5.20p	Redwood, Atherton, Menlo Park Palo Alto, Mayfield, Mountain View, Sunnyvale, San Jose	† 8.20a
† 5.20p	Los Altos, Monta Vista, Los Gatos	7.20p
5.25p	Easton, San Mateo, Belmont, Redwood City	7.45p
† 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	8.40a
‡ 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	† 9.00a
8.00p	The Lark—Santa Barbara, Los Angeles	9.45a
8.10p	San Jose and Way Stations	5.50p
10.00p	Sunset Express—Tucson, Deming, El Paso, Houston, New Orleans, Chicago	1.10p
10.00p	Salinas, Paso Robles Hot Springs, San Luis Obispo, Santa Barbara, Ventura and Los Angeles	9.10a
10.05p	South San Francisco, San Jose	9.40a
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 p. 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