If They Could Do Away With Jockeys, the Racing Game Might Come Back to Its Own

NEWS WRITTEN BY LEADING EXPERTS

WOLGAST AND CROSS TELL RITCHIE TO GO AND GET REPUTATION

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

By WILLIE RITCHIE

That four round bout with Champion Wolgast convinced me of one thing, and that was of my ability to lick him. I did not claim then that I could beat any lightweight in the world, but I made up my mind that I had Wolgast's number, and nobody could make me believe otherwise.

"You're pretty lucky, kid, that I did not knock you out," said Ad, after the battle. "I was just testing myself, and I came near flattening you."

"Say, I've got your number," I replied, "and any time you want to take another chance, just say the word. I know I can beat you."

"That's the funniest thing I ever heard in all my life," said Wolgast. "You go back with the four rounders, where you figure."

But I did not go back among the four rounders. I just went around making speeches about Wolgast. I called on Promoter Jim Coffroth and asked him for a 20 round match with the champion. Coffroth treated me very nicely and listened to what I had to say, but he told me that I was not quite a big enough card to send in against a champion.

Some of my friends laughed when I told them that I intended to keep on Wolgast's trail, and others agreed with me. This little bit of encouragement which I recieved helped me along a whole lot, for I felt that I had a few boosters left and that I might possibly get on with the champion by taking a long chance.

CAMPS ON WOLGAST'S TRAIL

Three days after the battle Wolgast departed for Chicago. When I heard of his leaving I came to the conclusion that I might just as well trail right after him, so I boarded the train the next morning and landed in Chicago right at his heels.

Wolgast got a good hand in the Windy City, and he told the sporting writers there what a joke the battle was and how he simply stalled around with me. And he got away with it, too, for the Chicago papers did not take me seriously at this time. They stated that the champion simply took me on to pick up some expense money and also to try himself out after his operation for appendicitis.

But before I left San Francisco I did a little press agent work. I gathered up a bunch of clippings from the local papers and also nailed a few photographs showing Wolgast and myself on the floor and Wolgast in distress in several of the rounds. There was great action to them and, as everybody knows, the camera never tells lies.

Well, there was a different story to relate after I had peddled my stuff around Chicago. They were willing to admit then that there must have been something to the San Francisco reports. They gave me quite a sendoff and said that I was at least entitled to a match with one of the lightweight contenders, even if Wolgast did pass me up.

TURNED DOWN BY CHAMPION

Wolgast jumped to New York and I jumped right after him. I saw that the advertising I was getting helped to boost me along and that the best thing I could do would be to send myself in as strong as I could.

Promoter Billy Gibson, who always has been a good friend of mine, saw a chance to make up a big card by putting Wolgast and myself on in Madison Square garden for a 10 round mixup. I accepted right off the reel and agreed to fight for little more than training expenses.

But Wolgast would not listen to anything that Gibson said. He flatly refused an offer of $7,500 to meet me, saying that he would not waste his time with any of the second raters.

It was shortly after this that Tom McCarey made Wolgast an offer to fight Joe Rivers in Los Angeles on the following fourth of July. Now, I really believe Wolgast took that offer in order to get out of a match with me, and, besides, there was a chance for him to make more money, and so nobody could blame him at the time.

When I saw that I could not get the champion to go on with me, I began to hustle for a crack at somebody else. Leach Cross was the big noise around New York, and I approached him very humbly and asked to be given a chance. But the best I got was a laugh from Leach and all his friends. They would not even give me a look in.

CROSS ALSO PASSES HIM UP

"Can't afford to fight anybody without a reputation," said Cross, as he looked me over. "You go out and see what you can do against some of those second and third raters. If you make good, come back, and perhaps I will talk to you; but if you are beaten, go home to San Francisco."

That was the way that Cross talked to me then. But it's different now. He was lucky to get on with me in New York last month, and he has been after me ever since. But I beat him once, and I guess that's up to him now to fight himself back to form if he wants to talk business with me. He certainly gave me the once over when I was trying to struggle along; but I guess he looked at it in a business way.

For five weeks I hung around New York looking for a match with some fighter worth while. But it seemed that the fates were against me. The summer was well on, and most of the boxing clubs had closed up for the season. I felt downhearted and discouraged, for there was nothing in sight for me, although I was willing to start against any of them.

Finally an offer came to me from New Orleans, and this was a life saver. It meant a chance for me to fight Joe Mandot, who was then in his prime and looked upon as the lightweight champion of the south. It looked to be too good for truth, but when my ticket arrived I just hopped on the boat and set sail for the south.

We did not have any trouble in coming to terms. They offered me a very liberal percentage, but I would have fought for almost anything just to get a crack at the southern champ. He was the big show in his home town and, naturally, nobody paid much attention to me. I was looked upon as a sort of fill in fighter, without any class.

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

MRS. WHITMAN SENDS HER DOGS BACK HOME

Three of Mrs. Jennie Crocker Whitman's prize winners to be returned from New York to San Mateo. Top: Ch. Vulta Glory (left) and Sir Barney Blue, Boston terriers. Below, Wonderland Xanthippe, French bull.

Blooded Animals Not Doing Well in New York Quarters

Life in the luxurious kennels of the Malcolm D. Whitman mansion in Fifth avenue, New York, is not to the liking of even the most aristocratic dogs, and Mrs. Jennie Crocker Whitman has decided to send her prize collection of Boston terriers and French bulldogs, including $26,000 worth of new purchases, back to California. They will be shipped from New York in a private car early next month.

Shortly after her marriage to the New York attorney two years ago, Mrs. Whitman came to the conclusion that life in the eastern metropolis would be more enjoyable with her pets less than 3,000 miles away. John Cawkwell, manager of her Wonderland kennels in Hillsborough, received telegraphic directions to engage a private car and take fourteen of the little animals to New York.

On their arrival in the east the dogs were comfortably housed at the kennels of George Thomas, in Massachusetts, where their mistress could make frequent visits to see them.

But the dogs remained in Massachusetts only a short time. Mrs. Whitman decided it would be more convenient to have her pets right at home, and arrangements were made to keep them at the Whitman town house. Kennels de luxe, with bath, reception room, kitchen, dining room and sleeping apartments—in fact, all the appurtenances of a modern doghouse—were fitted up.

But the blue blooded bowwows began to fret for the open air. Some showed signs of sickness, others sulked, and still others gave vent to their feelings by lifting voices in lugubrious howls.

Mrs. Whitman discussed the situation with her husband and finally concluded that her pets must be returned to the open air even at personal sacrifice. So Cawkwell was instructed to prepare his wards for shipment to California. Mrs. Whitman is planning to follow a few months later.

There is rejoicing in the membership of the San Mateo Kennel club, for interest in the annual bench shows has dwindled during the absence of Mrs. Whitman and her dogs. Already arrangements are being made for next year's show, and it is expected that the string of 14 Boston terriers and French bulldogs will be among the principal competitors.

The most valuable of the lot include Endcliffe Tortenia, Wonderland Countess, Champion Honey Peach, Champion Vulta Glory, Sir Barney Blue and Willowbrook Glory, Boston terriers, and Wonderland Zantippe, a French bulldog.

ATHLETIC CHATTER

Here is something for the San Francisco board of education to think over, on the top of all the retrenchment in school athletics:

"The board of education of New York has established swimming pools for the elementary schools in the three public baths in Manhattan. Swimming teachers have been assigned by Dr. C. Ward Crampton to each pool. Ninety-two schools in Manhattan, numbering 58,000 boys, have registered."

San Francisco could easily follow this admirable lead. The New York board of education sees the benefit of such things for the children.

* * *

The annual indoor track meet of the New York Public Schools Athletic league will be held at Madison Square garden this afternoon. The league is supported by the city of New York, and Dr. C. Ward Crampton is secretary.

* * *

Jim Rosenberger, who was selected for the All-American team, but was unable to make the trip for business reasons, will have a tough job on his hands when he meets Ted Meredith in the "Suburban quarter" in New York in February.

* * *

By taking the cross country title from Willie Kramer of the Long Island Athletic club, Abel Kiviat and young Leslie are the two big prospects for selection on Jim Sullivan's All-America team as the cross country boys. Kiviat, by the way, is said to be running better than ever before, and many of his eastern friends expect to see him crack several indoor records during the next two months.

* * *

Should the directors of the Public Schools Athletic league be successful in having an appropriation of $10,000 made for school athletics, there will be no more need for blue blanks. If the appropriation is made, it looks as though all the schools of the city will come under the league's wing, and the athletics conducted as part of the curriculum of the schools' duties.

* * *

If the present plans are carried out, the famous old yacht America will sail around the course during the contests between Sir Thomas Lipton's Shamrock and the American defender for the cup that was won by the American. The owner of the yacht America has consented to the proposal, and if the old yacht is brought out the sight of her under full sail would in itself attract many thousands of people who would not otherwise go out to see the big race next year.

Why Walter Johnson Is a Great Pitcher

He held opponents to 1.09 earned runs a game.

He held opponents to 1.40 runs (earned and unearned) to a game.

Only 54 runs were scored against him in 346 innings.

He allowed but six hits to a game.

He pitched more innings than any other pitcher.

He led in strikeouts with 243.

He issued only 38 passes.

He had only three wild pitches and no balks.

RYAN QUITS GOTHAM

NEW YORK, Dec. 20.—Paddy Ryan, former champion hammer thrower, has resigned from the Irish-American A. C. of this city, and announced his intention of moving to Chicago. Johnny Cahill, also an I. A. A. C. athlete, has handed in his resignation.

BUSY YEAR FOR THE OLYMPIC ATHLETES

The newly appointed athletic committee of the Olympic club will hold its first meeting next Tuesday for the purpose of organizing and deciding on plans for the year 1914.

The members of the new committee are Dr. McDonnell and T. I. Fitzpatrick of the board of directors, John Elliott, Louis McLean and W. R. Berry of the reugiar membership of the club. The whole athletic situation of the club rests in the hands of this committee.

At the preliminary meeting the committee will go over the entire athletic situation of the club and every branch of the sport will be discussed. A tentative program for the whole year possibly will be outlined and submitted to the board of directors and when approved the committee will carry out the program in its entirety.

John Elliott, one of the members of the committee, has several ideas which he will bring before the board for discussion. Elliott thinks that athletics will be done more good by spending more money in San Francisco than has been used in the past in sending teams east, north and south. While there are some instances where money will have to be spent for touring athletes, Elliott favors having this placed at a maximum and give the city the benefit of the experience of the club's athletes by having more competition locally in all branches of sport.

Elliott is in favor of revising the outdoor track and field meets, which the club used to conduct annually. The club has not held an outdoor meet for many years, and Elliott will endeavor to start the meets again with an open meet probably in the coming spring.

Besides the regular program of events it is proposed to have either a novice race or a maiden race. In the old days the maiden events were popular and were the means of developing many athletes.

All these features will be brought up at the meeting next Tuesday and appropriations probably will be made to cover the various sports that the club will enter into. The whole athletic situation of the club is to be run on a business and practicable basis.

Movement to Bring The Army-Navy Game To Nation's Capital

WASHINGTON, Dec. 20.—Officials of the local civic organization who have been workin to bring the army-navy football game to Washington permanently have decided that their plans can not be carried out without congressional or outside aid.

After conferring with officials of the war and navy departments they have decided the amount of money needed to stage the big game each year is too great to be raised by private subscription only.

A movement to ask congress to appropriate for a mammoth memorial stadium in the capital, which could be used for athletic and other public events, is being considered.

GAMBLING PERMIT RENEWED

MEXICO CITY, Dec. 20.—The gambling concession, including the right to operate a racing plant at Ensenada, Lower California, granted to J. P. Jaggi two years ago, has been extended for two years.

Brooklyns Journey To Vallejo Sunday To Play a Big Game

The Brooklyn American code football team goes to Vallejo on Sunday to play the All-Vallejo team. The locals will take up their strongest team. The game promises to be one of the best of the season, both teams having strengthened up during the last week.

The Vallejos made a good showing this season and have played all the teams around the bay. The Brooklyns have shown to better advantage this season than they did last year, and with their strengthened team expect to spring a surprise on the naval town boys.

After practice last night Manager Fred Miles of the Brooklyns announced the team for the game as follows:

Ridder and Daly, fullbacks; Brown, right half; Gilbri, left half; Adams, quarterback; McLaughlin, center; Franks, right guard; King, left guard; Mehrtens, right tackle; Bill Schroder, left tackle; Fred Schroder, right end; Harry Flatley, left end.

Peter Smith was selected as referee.

Ward Is Slated to Head the Federals

ST. LOUIS, Dec. 20.—John Montgomery Ward, New York lawyer and old time player, seems slated to be president of the Federal league. Ward is not friendly to organized baseball as represented by the old leagues, and he is familiar with the workings of the game from several angles.

Field Day Planned For Hebrew Orphan Lads on Christmas

The Boys' Athletic league, an organization composed of the boys of the Pacific Hebrew Orphan asylum, will hold its first annual track and field meet at the orphanage grounds, 600 Divisadero street, on Christmas day. The first event will be started at 1:30.

The boys of the asylum have shown themselves to be high class athletes and for the last three years have carried off the honors in the annual meets of the Jewish Sabbath Schools' league.

In the meet on December 25 there will be a series of events under the weight system. The boys will be divided up into weight classes of 65 pounds, 80 pounds and 100 pounds. Special track and field events will be contested in each division. Besides these smaller weight boys the heavier boys will contest in events.

WOMEN "BARED"

The A. A. U. refuses to register women swimmers or athletes. Sure it does, but the branches of the A. A. U. evidently do not carry out instructions, judging by a Boston paper of recent date. According to my friend, "Sportsman," who writes the chatter on the Boston Globe, many women swimmers are registered with the New England branch of the A. A. U., and, furthermore, a swimming meet has been sanctioned wherein five girls' teams of five swimmers each have entered the relay. Then, how about the Hawaiian branch, which has registered the famous Ruth Strackr?

FIRE IN BUNGALOW

A fire in a bungalow in the Jordan tract was quickly extinguished at 1.50 this morning, when an alarm was turned in to the department. The place belongs to the Butler estate and is at 18 Palm avenue.

Novel Golf Tourney Planned for Links Of Claremont Club

A novel golf tournament will be started this afternoon by the Claremont Country club members. The men taking part in the match have to negotiate 18 holes in six separate days and to qualify for the final handicap match the players have to turn in not less than four scores.

The series will start this afternoon and will be continued on the following dates: December 21, 27, 28, January 3 and 4. The 16 players showing the best net average will meet in a handicap match for a trophy which has been presented for the novel event.

The first day's play of the handicaps will be started January 10. The second round has been set for January 11 and the final games for January 17 and 18. The conditions for the contest are that no player shall have the same partner twice and that balls on the greens must be played without cleaning.

Special sweepstakes will be played by the club members on Christmas day and New Year day. On Christmas day a one ball game will be played and on New Year day will see a two ball game contested.

Police Judge Good To Ex Boss Tinker

CHICAGO, Dec. 20.—Joseph H. Tinker, who managed the Cincinnati Reds baseball team last season, was in the police court yesterday. He and his brother in law, Frank Menown, were accused of violating the automobile traffic laws. Tinker explained that he was teaching Menown to drive, and that the latter had pressed the accelerator instead of the brake in trying to stop behind a streetcar. This seemed a likely story to Judge Kendall, and Joe was discharged.

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
2.15a	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, Port Costa, Martinez, Antioch, Byron Hot Springs, Tracy, Patterson, Newman, Los Banos, Ingle, Kerman, Fresno	11.20a
6.40a	Vallejo, Mare Island	9.10p / 7.30p
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 / 6.30p
7.00a	Roseville, Marysville (Oroville), Redding, Dunsmuir	6.30p
7.00a	Davis, Woodland, Williams, Maxwell, Willows, Corning, Red Bluff	6.30p
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, Cloverdale, 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, Roseville), Tulare, Bakersfield	4.30p
9.40a	Sanger, Lindsey, Porterville, Ducor	7.30p
3.40a	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	Vallejo, Port Costa, Benicia, Suisun, Davis, Sacramento	10.40p
9.00a	Goldfield Pass.—Colfax, Truckee, Hazen, Wabuska (Yerington, Hudson), Mina, Tonopah, Goldfield, Laws, 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, Martinez, Avon, Concord	4.30p / 6.30p
†6.20a	"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	8.50a
10.40a	Stockton, via Martinez	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	7.30p
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	Newark, Alviso, 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 / 7.50p
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—Portland, Tudor, Yuba City, Marysville	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, Livermore, Tracy, Stockton	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	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	8.10p
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
5.00p	Richmond, (Vallejo), Port Costa, Benicia, Sacramento, Roseville, Lincoln, Wheatland, Marysville (Oroville), Gridley, Biggs, Chico	11.30a
5.00p	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, Martinez, Concord, Walnut Creek, Pleasanton, Niles, Oakland	‡10.20p
6.20p	Owl Limited—Port Costa, Tracy, Fresno, Los Angeles	6.10a
6.40p	Hayward, Niles and San Jose	7.30p
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), 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
9.40p	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	Elmira, Davis, Armona, Lemoore, Huron, Coalinga	7.50a
9.40p	Visalia, Exeter, Lindsay, Porterville, Terra Bella, Ducor	7.50a

VIA COAST LINE

Leave	(Third and Townsend Streets) (Subject to change without notice)	Arrive
† 5.05a	Valencia Street, Ocean View, Colma, Cemeteries, Baden, San Bruno	† 8.35a
6.30a	South San Francisco, San Jose, Morganhill, Gilroy (Hollister, Tres Pinos), Sargent, Watsonville, Aptos, Capitola, Santa Cruz	8.00p
8.30a	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	8.25p
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	9.10a
4.20p	South San Francisco, San Jose	† 9.50a
5.00p	Sunset Limited—Los Angeles, El Paso, San Antonio, Houston, New Orleans and East	† 7.25a / 1.10p
8.00p	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	† 8.40p
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	Milbrae, San Mateo, Redwood City, Mayfield, Los Altos, Los Gatos	† 8.00a
† 6.05p	23d Street, Visitacion, South San Francisco, Valencia Street	† 7.15p
8.30p	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 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.

To Duttos Ave.—Daily—6.00 a. m., 6.20, 6.40, 7.00, 7.20, 7.40, 8.00, 8.40, 9.20, 10.00, 10.40, 11.20 a. m., 12.00 p. m., 12.40, 1.20, 2.00, 2.40, 3.20, 4.00, 4.20, 4.40, 5.00, 5.20, 5.40, 6.00, 6.20, 6.40, 7.40, 8.20, 9.00.

Horseshoe to Oakland, Washington-Broadway, Fruitvale, Alameda, North Side.—Daily—From 6.00 a. m., 16.20, 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 Alameda, Park St. via 7th St., Oakland—Daily—From 9.00 a. m., 9.20, 9.40, 10.20, 11.00, 11.40 a. m., 12.20 p. m., 1.00, 1.40, 2.20, 2.40, 3.20, 7.20, 8.00, 8.20, 9.00, 9.40, 10.20 and 11.00 p. m.

To Stonehurst (Steam Service)—†6.00, †6.40, †7.20, †9.00, †10.00 a. m., ‡1.20 p. m., ‡2.00, ‡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.

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. Leaves 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.

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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.

Through Standard and Tourist Sleeping Cars to above destinations in connection with:

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685 Market St.—Burlington Route.....Phone Kearny 3069
691 Market St., Hearst Bldg.—Rock Island Lines.....Phone Sutter 817
Union Ferry Depot.....Phone Kearny 4980
1326 Broadway, Oakland.....Phone Oakland 182

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Fast Electric Trains for Sacramento

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Leave Key Route Ferry Daily

7:00 A. M., *9:00 A. M., 10:40 A. M., 12:20 P. M., 3:00 P. M., 4:40 P. M., 7:40 P. M.

*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., (9 A. M. Sundays only), 11:20 A. M., 1:40 P. M., 4:00 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.

Oakland, Antioch & Eastern Railway

Key Route Ferry. Phone Sutter 2339.

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†Rotterdam ..Dec. 30 | †N. Amsterdam. J