Interviews With Brokers Upon the High Building Ordinance.

BRANDED AS SILURIANISM.

A Consensus of Opinion That the Proposed Limitation Is Very Unwise.

The sales of the week indicate a healthy condition of the real estate market. Private sales were more numerous than for the previous week and the results of the auction last Tuesday were such as to strengthen existing confidence. The consensus of opinion among real estate dealers is that values will not soften unless some great hindrance be thrown in the way of the City's progress. Such a calamity they consider the proposed City ordinance limiting the height of fireproof buildings to 100 feet, for it would cause a depreciation in the value of property in the central portion of the City. With such a law Chicago and New York realty could not have

If we could only find a man y

tions to metropolitan proportions is the erection from time to time of buildings of striking proportions. San Francisco's architectural advancement to a city of metropolitan character is compar-atively of recent date, yet this advance-ment has been so rapid that it has been found necessary to erect several big build-ings, the tallest being the first pointed out onuments to the progress and growth

Better offer a premium to capitalists to put "Better offer a premium to capitalists to put up tall buildings and put us in line with Chicago and New York than cast any hindrance in the way of the City's development at this time," said Wendell Easton, in speaking of the proposed ordnance. He continued: "The Board of Supervisors had better encourage than discourage the few capitalists we have who are disposed to improve the City upon metropolitan lines. It is a good plan not to restrict too much, but let such matters regulate themselves."

In discussing the same matter Gustave C. Fisher. H. Umbsen said:

The resolution before the Board of Supervisors to limit the height of fireproof buildings to 100 feet and to 80 feet for non-fireproof buildings savors too much of silurianism (an appear of which we are recurrent to be suppressed to the same of t ch of which we are presumed to have sed), and no sound argument can be made

in favor of it.

We should encourage our capitalists and We should encourage our capitalists and those who come here to improve San Francisco. Should the resolution of the Board of Supervisors become an ordinance it will have the effect of depreciating the value of real estate because it affects the revenue and consequently the investment. A fair interest upon the investment must be had, and in centers where the price of property is high, buildings only can be made to produce fair returns by allowing the air space to duplicate terra firma. Limiting the height and style of the buildings does well enough in European cities with narrow streets but not in American metropolitan centers.

Will E. Fisher was particularly caustic in his remarks. He said:

Too many tall buildings will not be erected for the reason that they will not pay interest on the investment. There are many things that regulate themselves and this is one of such It has been suggested that the proposition of limitation originated with the owners of low business buildings. These men need have no fear if they will only put their buildings in modern condition, because tall buildings necessitate extra outlays which must be compensated in rent. The erection of modern buildings compels the owners of old structures to improve them, hence there will always be an element opposed to architectural progression.

A S Raldwin pointedly observed. A. S. Baldwin pointedly observed:

The Supervisors had better let the matter alone. The whole proposition is antedluvian. It is going back to the spirit of the age of the Mexican adobe and miners' shanty. We must be progressive and public-spirited. The board had better extend the fire limits than object to

Henry P. Sontag, when interviewed on the subject, replied:

the subject, replied:

It should be the pride of our people to have the tallest buildings in the United States. The supplanting of the low shanties along up Market street with big, tall buildings would make it one of the grandest thoroughfares imaginable and place San Francisco in the forefront of the large cities of the world. High buildings are demanded. They are an ornament to the City and preferred by tenants, the latter fact being shown by the renting of the upper floors first. Other cities have had the same silurian element to contend with. L. C. McAfee had the following to say:

The height of buildings not fireproof should be limited, but I believe in allowing owners to build to any height provided the structure is absolutely fireproof. If properly constructed build to any neight provided the structure is absolutely fireproof. If properly constructed, which can only be accomplished by strong regulations strictly enforced, the Fire Commissioners or any one else can have no reasonable objections to "skv-scrapers." For my part I would like to see more of them, but I don't expect that San Francisco will be at all burdened with great numbers of men of enterprise enough to make such expenditures of wealth.

that such methods should find no indorsement in a progressive city. Why should a law be passed that must inevitably drive capital to seek investment in other cities? Should such a law go into effect it would be the indorsement of the out-of-date shantles which disgrace our business streets and an advertisement to the world oi our-indifference to any material prosperity. Capital would be diverted to other cities where no such restrictions hamper its employment.

George C. Ludington, manager of the auction department of Easton, Eldridge & Co., was particularly emphatic. Said he: Co., was particularly emphatic. Said he:

I am in favor of letting a capitalist carry
out his inclination to the fullest extent so far
as height is concerned, but would have more
strict specifications of construction for fall
buildings. I wonder who it is who is afraid
San Francisco is going to have too many tall
buildings. Rather than pass such a law, I
would for one be in favor of giving a bonus to
the public-spirited citizens who would put us
on a par with the leading big cities in this
respect.

F. D. Marsh of Burnham & Marsh said: Nine-tenths of the people received the announcement that The Call was going to put up a fifteen-story building with a feeling of intense pride, and the same personal interest has been taken in the erection of all our notable business blocks. I am satisfied real estate agents cannot imagine the backset the passage of the proposition would give their business, or anticipate the detriment it would do the city.

George L. Center said:

I can remember when I was a boy that Glasgow, Scotland, had buildings eighteen stories high which must have risen 150 feet from the streets. This was forty years ago. Many other European cities have tall buildings. In the light of European ideas of architecture alone the proposed ordinance is ridiculous.

V. D. Duboce of the City department of

cago and New York realty could not have attained its present value per square foot, because the expenditure could never have been warranted by the rent income of the improvements.

Not the least of the factors that enter into the problem of the development of a city and its transition from village conditions to metropolitan proportions is the could not have the problem of the development of a city and its transition from village conditions to metropolitan proportions is the could not have could only find a man who would put up a building a story or two higher than any in Chicago or New York it would be a benefit to this City. It would give us such an advertisement as we have never had, and give silurianism such a backset that it would never revive. People here pool-poched at the building of the Palace Hotel, and there is a "back-number set" who will stand in the way of any enterprise they can not lead or which marks an innovation.

Thomas McMahon, the country land dealer, commented on the proposed limita-tion as follows:

The Board of Supervisors could be engaged The Board of Supervisors could be engaged in better business. Such tinkering with property rights is all wrong. It would be a violation of a man's property rights to say just how high he shall build his structure. Competition between capitalists should not be stopped, because that is the touchstone of architectural improvement. Let us be in error on the side of too little regulation, if at all. The greatest need for fire regulations is in the creetion of too little regulation, it at all. The greatest need for fire regulations is in the erection of public buildings. In order to render business structures the most desirable self-interest prompts the owners to provide every modern improvement. The Supervisors will set their foot in it for once if they pass this measure.

Other agents amphatically onosed to the

Other agents emphatically opposed to the proposed ordinance, who could not take time to discuss the matter, were Frank J. Sullivan, Le Roy G. Harvey and Charles

REVIEW OF THE RECORDS. There were sixty-eight real estate loans, made during the week ending Saturday, September 21, amounting to \$227,175, as against \$159,356 for the week prior. The principal amounts loaned were the following: By the Hibernia Savings and Loan Society at 6½ per cent, \$8000 to Guiseppi Cappuro for one year on irregular-shaped lot in 50-vara block 108 on the south line of Green street, 45:0% east of Montgomery; \$8000 to J. C. and Lulu V. Bothin for one year on property 37:6x112:6 on the west line of Pierce street, 100 feet south of McAllister; \$15,000 to William Hardiman for one year on property 137:6x92:1, at the southwest corner of Beale and Folsom streets; \$15,000 to Adelaide G. and Clarence F. Townsend for one year on property 30x 120 on the north line of McAllister street,

137:6 east of Polk.
Other large loans were: By Jerome Lincoln, trustee of the estate of A. C. Whitcomb, \$3500 to Isaac Harris, for five years Will E. Fisher was particularly caustic in his remarks. He said:
I am as much opposed to a law restricting the amount of money I may invest in a suit of clothes or any other law restricting the amount of money I may invest in a suit of clothes or any other law restricting the amount of money I may invest in a suit of clothes or any other law restricting may personal liberties. The man who has money to prodent a man to put it into a building which demands protection from a fire department, and lack of such protection is one of the chief arguments urged against the construction of such buildings. The restriction in question foot our business property and lead our rich men to find investment in Eastern localities where silurians do not rule the roost. Furthermore, our limited experience in this town with high buildings has shown that many tenherous course of the observable of the street, especially where the same narrow-minded people who are making this gainst progress have rendered it desirable to get sawy as far as possible from our stress between the heart that built. Can recall just now was an attempted enactment by the last Legislature of the anti-theast real table.

George D. Toy of Bovee, Toy & Co. took the following view of the proposed ordinance:

To many tall buildings will not be erected for the reason that they will not pay interest on the investment. There are many things that the construction of the investment. There are many things that the construction of the forman statistics of the call formias the construction of the following view of the proposed ordinance:

The Callifornia Club Defeats the Bob hemians at Golden Gate. The tent of the between the Bob hemians and Galifornias at Golden Gate. The cup cricket match between the Bob hemians and Callifornias at Golden Gate. The cup cricket match between the Bob hemians and Callifornias at Golden Gate. The cup cricket match between the Bob hemians and Callifornias at Golden Gate. The cup cricket match between the Bob hemians and Callifornia and Callifor

most important were the following: By the Hibernia Savings and Loan Society, \$18,000 on the property of F. H. and D.+H. Wulzen, on the north corner of Second and Minna streets, 60x74; by the Eureka Loan Association, \$10,000, on the property of W. McRae b. Bauner. Minna streets, 60x74; by the Eureka Loan Association, \$10,000, on the property of J. C. and L. V. Bothin, on the west line of Pierce street, 100 south of McAllister, 37:6x112:6; by the Hibernia Savings and Loan Society, \$35,000 on the property of Isaac Harris, at the northwest corner of Grove and Van Ness avenue, 60x109:9; by the Occidental Loan Association \$10,000 on the property of M. Friedman on the west line of Hyde, 87:6 south of Bush, 25x87:6; by Adolph and Henry Cailleand to S. P. Blumenberg, \$32,000 on his property on the south line of Hayes, 140 west of Webster, and \$10,500 on his property on the north and \$10,500 on his property on the north line of Pine street, 83:1 west of Kearny, west 24:10, north 84, east 8, etc.; by the San Francisco Savings Union \$10,000 on lands of St. Luke's Hospital on the east line of the old San Jose road; by Henry Root \$18,000 on the property of William Hinkel at the northeast corner of Clayton and Frederick, north 353:9, east 106:3, south 250, etc., and the Hibernia Savings and Loan Society \$250,000 to Joseph Rosenthal on property 50x165 on the southeast line of Market, 375 southwest of Sixth street.

PRIVATE AND AUCTION SALES. would like to see more of them, but I don't expect that San Francisco will be at all burdened with great numbers of men of enterprise enough to make such expenditures of wealth. Herman Shainwald was unreserved in his remarks. He said:

It is a burning shame for such a proposition to be dignified with a discussion or a newspaper article in these days. We have been bind the times long enough. Let us propose and discuss measures of advancement. Indoing this we may reasonably proceed upon the lines that other cities have followed and become great. The ordinance to limit the height of fireproof buildings to 100 feet is the work of the surface and Trust Company, said:

It would be disgraceful to have it published broadcast that a San Francisco capitalist could also be up a fireproof building more than 100 feet high. Architecturally we are passing through a transitory period where every step is of great importance. We must make no mistakes in laying the foundations of our City, because it would take several centuries to correct them. As we build so will many found hidren, and by these buildings will San Francisco take rank among the cities of the country. If we don't wish to be outdone we must allow as tall fireproof structures as the leading cities possess.

J. G. Barker of the City department of O'Farrell & Co. said:

It is preposterous to think of discouraging capital by such an ordinance. On some of the narrow alleys of European cities "sky-scrapers" such as grace the streets of Chicago and Key.

J. G. Barker of the City department of O'Farrell & Co. said:

At 135 per front foot; six lost in the Academy York would be out of place, but on our thoroughfares these tail buildings would be anoroughned. The proposition to produce the same resuit.

Henry A. Smith of Will E. Fisher & Co. said:

I am not in favor of the senseless proposition to produce the same resuit.

I am not in favor of the senseless proposition to produce the same resuit. Easton, Eldridge & Co. report the following sales at their auction last Tuesday:

Shainwald, Buckbee & Co. report the

shire, 25x97:6 feet, \$825; lot on Ninth avenue, near K street, 25x120, for \$800; lot at the northeast corner of Fourteenth and Valencia streets, 55x105 feet, to Henry Scott, for \$25,000, who will erect a three-story building of four stores and ten flats on the property to cost also \$25,000; lot on York street, near Twenty-second, 35x100, for \$1200; lot on California street, near Ninth avenue, 25x100, for \$1000, and the northeast corner of Twenty-second and York streets, 25x97, for \$1350.

Messey Beldwin & Hammond report

Messrs. Baldwin & Hammond repor that there is already much inquiry and that they have effected the sale of nine or ten lots in the Castro-street Addition during the past few days, and that a neat cottage is already in course of con-struction upon one of these, and that other building are contemplated.

MISCELLANEOUS ITEMS. Shainwald, Buckbee & Co. will sell at auction on Thursday, September 26, a well selected catalogue. The sale is made by order of the Probate Court and this fact will undoubtedly bring out a good many buyers.

On the list are lots in the Presidio Heights On the list are lots in the Presidio Heights district, on Sacramento, Laurel, Sacramento and Walnut streets; residences at the corner of Bush, Broderick, Haight and Devisadero streets: flats on Turk street; cottages on Twenty-sixth street, Chattanooga street and Bryant avenue; also a very fine prospective piece of business property on Sixth street. The estate of Edward N. Murphy has also included a piece of property in Oakland on the corner of Market and Lydia streets.

The confirmation of the James Carroll

The confirmation of the James Carroll estate sale comes up for hearing on the 27th inst. The property comprises twelve dwellings, covering the entire frontage of they did as well as the accompanying table dwellings, covering the entire frontage of 275 feet on the west side of Laguna street, from Turk to Eddy, with uniform depth of 100 feet. It was knocked down in the auction-room of Von Rhein & Co., on the 8th of August, for \$66,600. The income is \$7600 per annum. The sale of property of the St. Germain estate will come up at the same time.

same time. Easton, Eldridge & Co. have a miscellaneous catalogue prepared for to-morrow: One of the features is a piece on Golden Gate avenue, between Leavenworth and Hyde, size 60:6x137:6, with L 22x57:6 feet. There are tour houses on the lot. Mission lots, well located and accessible, are well represented. Some vacant property in Richmond is also listed.

George W. Hopkins has arranged a system of excursions from this City to Stock-ton. Through the co-operation of a number of dealers of Stockton he has been enabled to furnish transportation and hotel accommodations at a reduced rate.

hotel accommodations at a reduced rate. The proposition is simply to induce people to visit this enterprising city in the hope that they may see fit to invest. Twenty-six people took advantage of the opportunity last Saturday evening.

Jacob Heyman has constructed two water tanks for storage purposes on Twenty-third avenue, above Hoffman, each of which holds upward of 15,000 gallons. He has just let the contract for the erection of a third tank to contain 50,000 galtion of a third tank to contain 50,000 gallons, in order that every resident on the Heyman Tract may have an ample supply of water for all purposes.

Charles A. Bailey of Berkeley writes:

While the times have been hard and in con-While the times have been hard and in consequence real estate has been dull, yet in Berkeley there has been a surprising amount of improvements. Standing on the University grounds one can readily count upward of twenty houses near at hand in process of construction. The natural slope, handsome views and superior educational advantages are a constant attraction. The lands nearer the bay are also being sought, so that the growth in all directions is quite marked. In the matter of new schoolhouses and improved streets Berkeley has also forged ahead. There is now in contemplation the expenditure of \$100,000 for a new High School and other buildings, with a prospect of securing the Wilmerding school, for which a site of five acres has been offered.

A CLOSE CRICKET MATCH.

The California Club Defeats the Bo-

most unsportsmanlike spirit, insisted on taking the full allowance of time between wickets. As it was of course a time fight these tactics proved successful, and the victory, such as it was, went to their side on the first innings. Following is the

A match had been arranged at Alameda between the B divisions of the Pacifics and Alamedas. This was forfeited to the Pa cifics on account of the non-appearance of the other team.

BLEACHERS MAY HOWL. The Baseball Season to Open at San Jose

and This City in October. Preparations are rapidly nearing comple tion for the reception of the baseball teams which are to play a winter schedule of games in San Francisco. San Jose, Los Angeles and Oakland. The baseball grounds of the four cities have been put in excellent condition, and with the aggregation of talent promised a revival of the old-time interest in the National game that will re-

establish baseball on the coast is expected.

The season will open October 16 at San Francisco and San Jose, the San Francisco I am not in favor of the senseless proposition to limit the height of buildings. San Francisco has suffered so long from the effect of the silurian, who cannot see beyond his own nose, Twenty-first street, between York and Hamp-

Negotiated.

S. B. Vincent Was Winner of First Place, While H. B. Freeman Made Best Time.

The five-mile handicap road race of the Bay City Wheelmen was held yesterday over the course from San Leandro to Hav wards, and while it did not prove a record breaker as to time, in point of attendance and excitement it was one of the greatest events of the kind ever held over this course.

For several weeks past twenty members of the club have been in active training for the race, and in consequence when they appeared at the start they were in the pink of condition. A strong head wind from the northeast discouraged many of the riders, for they realized that in the face of such a setback they could not hope to make fast time, and considering this the wonder is

A terrific pace was set from the outset, but the strong wind told on the men and they were laboring hard after they had ridden three miles. All went well until within a hundred yards of the finish, when Menne swerved and H. W. Welch's front wheel chafed his rear one. In a second Welch was down and the bunch immediately benind him scattered to avoid running over him. All succeeded but A. E. Kellom, who rode directly over Welch and fell heavily from his wheel, sustaining severe injuries. He lost two front teeth and his face and body were badly bruised. From the house of J. W. Turner, near by, some ladies rushed out with water and bandages and he was very kindly cared for and later on brought home.

This fall threw several good men out of the race for good, as they had to slow up almost to a standstill to avoid running over Kellom.
The winner turned up in Sydney B. Vin-

cent, who has quite a reputation as a speedy road rider. His handicap was 45 seconds. H. B. Freeman made best time, 12:44 1-5, and would have done better but for the

wind.

The following table shows the positions at finish and net riding time:

CONTESTANT.	Handi- cap.	Net riding time.	
S. B. Vincent	0:45	13:15	
H. B. Freeman	Scratch .	12:44 1-5	
E. Languetin	Scratch .	12:45	
A. J. Menne	0:15	13:03 4-5	
B. C. Ravnaud	1:00	13:59 2-5	
C. W. Hawks	1:15	14:14 3-5	
H. A. Goddard	0:45	13:46	
T. S. Hall	0:30	13:31 1-5	
A. L. Holling.	0:30	13:32	
T. L. Alborelle	0:30	13:59 1-5	
E. S. Battles	0:45	14:57 1-5	
G. P. Calawell	1:00	15:24 2-5	

The officials of the race were: John Kitchen Jr., referee; Dr. A. J. Powell, Captain J. F. Burke, F. H. Watters, Hor-ace P. Howard, Hon. Frank H. Dunne, Percy V. Long, judges; Austin Sperry, George P. Wetmore, E. E. Stoddard, S. Plummer and W. D. Sheldon, timers; S.

Mrs. Gordon, 605 Broadway, was taken to the Receiving Hospital yesterday morning to be treated for a fractured left arm. She said her husband, who is a rigger, came home drunk and began to abuse her. He seized hold of her left arm and twisted it behind her back till the bone broke. She almost fainted from the pain. Dr. Weil found that the fracture was a bad one. Mrs. Gordon is well up in years.

HOTEL ARRIVALS.

PALACE	HOTEL,
W B Martin, Sonoma	Miss M McLeran, Fresno
C M Goodali, Oakland	F F Burgdorff, U S N
R F Harrison, Denver	J T Wilson, Illinois
M L Porter, St Paul	J W Nance and wife, Cal
C Burrie, Scotland	J A Limbuch, Chicago
Theo Springer, Chicago	H R Thirley, New York
C W Booth, New York	A W Moore, Chicago
J L Webster Jr, N Y	L W Foster, Montana
S M White, L A	J Green, Portland
R Harrison, Portland	J H Duncan & w. London
Mrs E H Hale, London	PH Peterson & w. S Raf
W M Wallace, Millwood	HTGa:e and wife, LA
J Seldner & w, Monterey	
NEW WEST	PPV HOTEL

J Seidner & W. MEW WESTERN HOLES.

J Saunders, Vallejo H D Green, U S N
I B Longin, Sacramento A Walegren, U S N
T N Ginier, Monterey S H Boss, Monferey
G R Cerrie, Sacramento C Vidier, Fresno
Mrs Plenty, Sacramento P Mullins, Angel Island
R M Wilson, San Mateo C R Reed, U S Ship Thetis
J H Latham, Hartford
J Appleton, Boston
J Appleton, Boston
Mrs Young, Oregon
J Shootall, Alaska

GRAND HOTEL. GRAND HOTEL

G Detz Jr, Stockton
A `hippman & wf, Cal
C A Ulah, Port Costa
C A Ulah, Port Costa
A Wickersham, Petatum
N A Topper Denver
T B Dockweiler, Los Amp P F Imman, Spokane
J M Geragaty, Spokane
E C Dunn, Ogden
H E Clew, Philadelphia
R P Prentiss & wf, Cal
J A Webster, Solano
W J Hall & wf, Galt
LICK HOUSE.

A M Phalin, Martinez
M J Hynn, St Louis
A M Ulah, Port Costa
C B Eassett, Cal
A W Ulah, Port Costa
C B Eassett, Cal
A W Lock, Cal
J Newman, Ogden
R Harris & wf, N C
W Root, Cal
J C Rice, Cal
Miss R Inglis, Galt G Thomson, Cal

LICK HOUSE. LICK HOUSE.

J C Jones, Sacramento
L Speyer, San Diego
J Bray, Sonora
H P Stabler, Yuba City
D Evans, Eureka
C A Tilson, Modesto
W B Wallace & fam. Visa R C Terry, Clayton
G Marshall & wf. Napa
S T Black, Sacramento
BALDWIN HOTEL.
Z O Field, San Jose
P R Baldwin, San Jose

BALDWIN HOTEL.

Z O Field. San Jose
Ed Freund, Crockett
D S Bungarten, Cincin'ati Simon Wile, Cincinnati
A S Jones, Arizona
J M McPipe, St Helena
R J R Aden, Valiejo
J P Burns, Boston
C P Mereguard, N Y

THE CALL CALENDAR.

Su.	M.	Tu.	W.	Th.	Fr.	Sa.	Moon's Phases.
1	2	3	4	5	6	7	September 3. Full Moon.
8	-	-	_	12	13	14	C September 11, Last Quarter.
15	16	17	18	19	20	21	September 18, New Moon.
22	23	24	25	26	27	28	New Moon.
29	30						O September 25,

WEATHER BUREAU REPORT. UNITED STATES DEPARTMENT OF AGRICUL

TURE, WEATHER BUREAU, SAN FRANCISCO, September 22, 1895, 5 P. M.-Weather conditions

and general forecast.

The following are the seasonal rainfalls to date as compared with those of same date last year: Eureka 3.27, last season .07; Red Bluff 1.92, last season .02; Sacramento 1.28, last season trace; San Francisco .78, last season trace; Fresno .07, last season trace; San Luis Obispo trace, last season trace; Los Angeles trace last season .03; San prace; Los Angeles trace last season .03; San son trace; Los Angeles trace, last season .03; San Diego .00, last season .05; Yuma .01, last season

64, Red Bluff 82, Sacramento 78, San Francisco 80, Fresno 80, Independence 68, San Luis Obispo 88, Los Angeles 88, San Diego 88, Yuma 82.

San Francisco data: Maximum temperature 80, minimum 59, mean 70.

An area of unusually high pressure is central in Nevada and Utah with a secondary of high pressure off the Washington coast. The pressure is above the normal in all sections, but is lowest in Northern Montana and along the Southern California coast. It is falling, however, quite rapidly in Oregon and Montana. Showers have occurred throughout Washington. In all other sections the weather remains fair. Conditions are somewhat threatening, however, along the Mexican border of California and Arizona. There has been a marked rise in temperature throughout the greater portion of California and in Northern Nevada and thence northward throughout Oregon, Idaho and Montana, but it is still below the normal in Utah. Nevada and in California, except along the coast. The temperatures along the coast of California are the highest in several weeks and are the highest of any portion of the State. From San Francisco southward along the coast the temperature is from 80 to 90 degrees.

There will be an increase in cloudiness throughout California during Monday, especially in the coast sections, but rain is improbable.

Forecast made at San Francisco for thirty hours, ending midnight. September 23, 1895:

Northern California—Fair, still warmer, except stationary temperature along the northern coast, fresh northerly to easterly winds, probably becoming westerly on the northern coast Monday afternoon.

coming westerly on the normern coast account afternoon.

Southern California—Fair, still warmer, except slightly cooler Monday evening along the southern coast: fresh northerly winds.

Nevada—Fair; warmer.

Utah—Fair; warmer.

Arizona—Fair, except showers in the extreme south portion to-night or Monday; warmer.

San Francisco and vicinity—Fair; continued warm weather Monday; fresh northerly winds, becoming variable. ing variable.
W. H. HAMMON. Forecast Official.

OCEAN STEAMERS.

STEAMER.	DESTINATION	SAIL	9.	PIER.	
Santa Rosa.	Grays Harbor. San Diego Honolulu	Sep 24.	llam		
Pomona	Panama	Sep 24.	2РМ		
Arcata	China & Japan Coos Bay Eel River	Sep 24,	4PM	PMSS Pier 13 Pier 13	
Arago Farallon	Coos Bay Yaquina Bay	Sep 25, Sep 25,	10AM	Pier 13 Pier 2	
Aztec	Mexico Central Amer. Portland	Sep 25, Sep 25, Sep 26,	12 M	PMSS	
St Paul Walla Walla	Newport Vic & Pgt Sud	Sep 26, Sep 27.	SAM SAM	Pier 11 Pier 9	
	Humboldt Bay San Diego Portland	Sep 28,	11AM	Pier 11	
Columbia	Portland China & Japan	Oct 1.	10AM	Pier 24	

STEAMER	FROM	DUE
Arago	Coos Bay	Sept
Weeott	Eet River	Sept
Homer		
Crescent City	Crescent City	Sept
Farallon	Yaquina Bay	
State of Cal	Portland	Sept
Walla Walla	Victoria & Puget Soun	
Peter Jebsen		
Arcata	Coos Bay	
Truckee	Portland	
St Paul		
Portland	Yaquina Bay	Sept
Humboldt	Humboldt Bay	Sept
Alameda	Sydney	
Mexico	San Diego	
Mackinaw	facoma	Sept
San Mateo	Comox	
Willamette	Departure Bay	Sept
Columbia	Portland	Sept
San Blas	Panama	
Eureka	Newport	
San Juan		Sept
Umatilla	Victoria & Puget Sound	
North Fork	Humboldt Bay	
Pomona	Humboidt Bay	
Point Loma	Grays Harbor	Sept

SUN AND TIDE TABLE. HIGH WATER. LOW WATER. SUN. MOON

~	SH	IPPIN		TEL	LIGE	NCE	
	5.06A		8.50A	9.31P 10.38P			
		The Be-		murgo.		~~~	

Arrived.

SUNDAY, September 22.

Stmr Newsboy, Fosen, 80 hours from San Diego;
6418 sks barley to L W McGlauflin & Co.

Stmr Scotia, Johnson, 20 hours from Rockport;
242 M ft lumber, to Cottoneva Lumber Co.

Stmr Jewel, Madsen, 58 hours from San Pedro;
ballast, to Caspar Lumber Co.

Stmr Santa Rosa, Alexander, 61 hours from San
Diego, etc; pass and mdse, to Goodall, Perkins &
Co.

Sons.
Stmr Coos Bay, Duggan, 9 hours frm Santa Cruz, etc; produce, to Goodall, Perkins & Co.
Stmr National City, Andresen, 21 hours from Eureka; pass and lumber, to C A Hooper & Co.
Stmr Navarro, Hardwick, 42 hours from Hueneme; pass and mdse, to Gray & Mitchell.
Schr Bobolink, Nelson, 16 hours from Mendocino; 215 M ft lumber, to Mendocino Lumber Co.

SATURDAY, September 21.
rk Ferris S Thompson. Whitney, Seattle and ma; Kruse & Madison. Bark Ferris S Th

Stimr Eureka, Jepsen, San Pedro.
Stimr Eureka, Jepsen, San Pedro.
Stimr Caspar, Anfindsen, Caspar.
Stimr North Fork, Hansen, Eureka.
Stimr City of Puebla, Debney, Victoria and Port Townsend.

Stmr Laguna, Peterson Stmr Laguna, Feterson. Br ship Garnet Hill, Frew, Queenstown. Bark Albert, Griffiths, Honolulu. Bark Ferris S Thompson, Whitney, Seattle and

Cacoma.
Schr Maxim. Peterson, Caspar.
Schr Ploneer, Sprague, Grays Harbor.
Telegraphic.
POINT LOBOS—September 22—10 r m—Weather

Domestic Ports.
USAL—Sailed Sept 21—Stmr Protection, dondo.

MENDOCINO—Arrived Sept 22—Stmr Point Arena, hence Sept 21.

COOS BAY—Sailed Sept 22—Stmr Alcazar, for San Francisco; stmr Arcata, for San Francisco.

EUREKA—Sailed Sept 22—Schr Lottie Carson.

FOLT BRAGG—Sailed Sept 22—Stmr Noyo, for San Francisco. REDONDO-Arrived Sept 22-Bktn Catherine udden, from Seattle.

MONTEREY—Sailed Sept 22—H B M stmr Hyacinth, for cruise.

PORT BLAKELEY-Sailed Sept 22-Bark Co-

Movements of Trans-Atlantic Steamers. NEW YORK-Arrived Sept 22-Stmr La Champagne, from Havre; stmr Taormina, from Hamburg and Havre; Neustria, from Marseilles and Naples.

HAVRE-Arrived out Sept 22-Stmr La Toursina SOUTHAMPTON-Arrived out Sept 22-Stm

Fulda.
Sailed Sept 22—Stmr Trave, for New York.
PRAWLE PORT—Passed Sept 22—Stmr Kensington, from Antwerp, for New York.

sington, from Antwerp, for New York.

Importations.

ROCKSIDING—Per Santa Rosa—590 sks rock.
Los Olivos—263 sks mustard, 3419 sks wheat.
Nipomo—30 sks beans.
Santa Maria—795 sks oats, 615 sks mustard. 143
sks beans, 80 sks wheat.
San Lulis Obispo—224 sks wheat, 406 sks beans.
Arrovo Grande—12 sks mustard.
Los Alamos—191 sks wheat.
Port Harford—78 pkgs mdse, 74 sks dried fruit,
35 sks wool. 5 cs honey. 2 crts 6 cs cheese, 13½
cs eggs. 13 bdls dry hides, 9½ bxs outter, 4 bxs
pears, 1 cs paper bags, 30 bxs apples, 2 coops poultry, 8 bxs fish.
Santa Barbara—6 pkgs mdse, 61 bxs lemons. 10
bbis mineral water, 5 bxs oranges, 17 sks crawfish.
Redondo—58 cs honey, 2 rolls leather, 26 pkgs
mdse, 21 bxs lemons, 1 bbl whisky, 57 sks corn, 29
sks walnuts.
Port Los Angeles—177 pkgs mdse, 3 cs oil, 7 bxs

sks walnuts.

Port Los Angeles—177 pkgs mdse, 3 cs oil, 7 bxs perfumery, 15 pkgs paper, 9 sks beans, 1 bale peppers; 19 bxs lemons, 6 bags beeswax.

San Diego—45 pkgs mdse, 1 cs 4 sks beeswax, 43 sks corn, 1 cs cheese, 14 tins matches, 55 cs honey, 17 bxs lemons, 1 bx hams, 8 bdls dried fish, 14 bbls calfskins, 4 bdls hides, 117 wet hides, 1 bdl sheep nelts. sheep pelts.
SANTA CRUZ-Per Coos Bay-4 bxs butter, 500

SANTA CRUZ-Per COOS Day 4 DAS Surely Subble lime, 1 cs eggs,
Moss Landing-1 cs eggs.
Moro Cojo-1731 sks potafoes.
Falinas-1 crt axles and springs, 36 bxs apples.
Watsonville-16 sks nuts, 5820 sks sugar.
HUENEME-Per Navarro-3260 sks barley, 19
sks beeswax, 340 sks wheat, 681 sks corn, 1 sk
mustard, 38 sks beans, 157 cs honey, 77 bls wool. Consignees.

mustard, 38 sks beans, 157 cs honey. 77 bls wool.

Consignees.

Per Santa Rosa—C Carpy & Co: A B Savage: M Waterman & Co: Davis, Haber & Co; Read Bros; Buyer & Reich; Getz Bros & Co: W C Price & Co: Immel & Co; New York Belting Co: C J Schultz; Wood, Curtis & Co: L Dinkelspiel & Sons; Milwankee Brewery: 8 F Brewery: Hall, Luhrs & Co: H O Greenhood: Campodonico & Malcolm; Nash & Boessmecker; Hills Bros; W B Summer & Co: A Galli Fruit Co: M Ehrman & Co: J P Thomas & Co: D M Ballman & Co: Porter Bros & Co: Mack & Co: S H Frank & Co: Simonds Saw Co: Davis & Rankin: Buckingham, Hecht & Co: D E Allison & Co: J Ivancovich & Co: Smith's Cash Store: H Dutard; L Scatena & Co: A Mueller & Co: Naph & Greenselder; American Tobacco Co: Lacile & Stone: B E Hardy: Biake, Mofflit & Towne: Mizliavacca & Co: Brigham, Hoppe & Co: L G Sresovich & Co: G H T Jackson: Baker & Hamilton; American Imp Co: American Carb Acid Gas Co: Gray & Barbler! Dolge, Sweeney & Co: Philadelphia Brewery: Enerprise Brewery; Columbus Buggy Co: W C Boole & Co: Bertin & Lepori: Wetmore Bros: L Speigel; American Union Fish Co; A Paladini; Kavanaugh & Co: Bavaria Brewery: Boston Woven Hose Co: G Camilloni & Co: Daiton Bros: Witzel & Baker: Dafrymen's Union: Christy & Wise: Wm Cline: H Heckman: Jonas Erianger & Co: D M Osborne & Co: H N Tilden & Co: Martin, Feusier & Co: Rot & Co: C E Whitney & Co: S P Milling Co: Pacific Paving Co: Wheston, Broon & Co: S Siverberz; Sinsheimer Bros: L'anger & Galinger: J P Board: Bassett & Bunker: Lake & Co.

Per Coos Eay – Western Sugar Ref Co: Taylor & Spoiswood; J D Spreckels & Bros Co: F G Frederickson & Co: H N Tilden & Co: Martin, Feusier & Co: Rot & Spoiswood; J D Spreckels & Bros Co: F G Frederickson & Co: H Outard; Wolf & Sons: F H Hammer: Daiton Bros: Jansen, Rose & Heney: Enterprise Brewery: Norton, Teller & Co: A W Fink; H Cowell & Co: Wheaton, Breon & Co: H Hammond & Brod.

Per Navarro—Erlanger & Galinger: A Gerber-

Per Navarro-Erlanger & Galinger; A Gerberding & Co; Field & Stone; Jonas Erlanger; Hulme & Hart. The following are the maximum temperatures & Hart.

reported from stations in California to-day: Eureka For Late Shipping Intelligence See Tenth Page.

AUCTION SALES



TUESDAY. TUESDAY SEPTEMBER 24th

At 12 o'clock, noon, At 638 Market Street, opp. Palace Hotel.

REFEREE SALE. Under instructions of the Superior Court.

Grand Piece of Business Property. North Line of Golden Gate Ave., 1371

Feet West of Leavenworth Street.

This large and splendid piece of business property is on the north line of Golden Gate avenue, 137:6 feet west of Leavenworth street, only two blocks from Market street and one block from the City Hall. At present the improvements consist of two residences on Golden Gate avenue and two houses on the rear of the lot. This is a splendid property to improve with a building for public and society halls, or French flats of modern construction, with stores below, would pay largely on the investment. Several car lines pass near the property. Golden Gate avenue is bituminized. Lot 60.6x137:6 feet. with a rear L 22x57:6 feet. For diagram see catalogues.

Terms: Cash in gold com of the United States; ten per cent of the purchase price to be paid at the time of sale to the referee; balance on confirmation of sale by the Superior Court. Deed at purchaser's expense. Taxes for the fiscal year 1895-1896 to be paid by the purchaser. Rents to be adjusted between buyer and seller when the deed is delivered. This large and splendid piece of business projects is on the north line of Golden Gate avenue

Business Corner and Residence Lot Near Market Street.

SE. cor. of Noe and Ridley sts., near Market; the corner for business and French flats; the inside to for French flats; fine chance for a builder or speculator; Castro and Haight street cables; cor-ner lot, 30x100 feet; inside lot, 25x100 feet. Richmond Corner Business Lot.

Lobos cable and steam cars; large corner; lot Golden Gate Park Residence Lot.

Golden Gate Fark Residence 2008.

N. line of Carl. 150:71½ feet W. of Cole st.; this elegant residence lot overlooks and is but one block from the Golden Gate Park; street sewered and macadamized; Haght street and Omnibus cables and Metropolitan electric roads; lot 25x137:6 feet. Castro Heights Residence Lots.

Castro Heights Residence Lots.

W. line Noe, extending from 22d to Hill st., the entire frontage; these 9 handsome residence lots are ready for buildings; streets macadamized, sewered, and in fine condition; examine these for a home; elegant opport nity for builders or speculators; these lots must be sold; Castro-street cable; 2 corner lots, 26:6x105; 7 inside lots, 25x105 feet.

N. line Elizabeth, 105 feet E. of Castro st.; fine view; Castro-street cable; examine these; must be sold; street in fine condition; 3 lots, 25x114 feet each. Richmond Residence Lot.

W. line 4th ave., 375 feet S. of Point Lobos ave.; fine residence or business lot all ready for building; 4th ave. graded and macadamized; Gearry, Mad-lister, Powell and Sacramento cables; lot 25x120 For particulars, catalogue, etc., inquire of

Salesrooms 638 Market st., Auctioneers

MILTON, JAMESTOWN

EASTON, ELDRIDGE & CO.,

AND SONORA STAGE LINE!

A NEW LINE OF STAGES FROM MILTON to Sonora by way of Copperopolis, Burns Ferry and Jamestown. Elegant coaches and horses through from Milton to Sonora in six and a half hours. Passengers will please not purchase their tickets until they arrive at Milton, where they will be met by the agent. Passengers traveling over this line will receive every attention possible. Single fare from Milton to Sonora, \$2. Round-trip tickets, good for thirty days, \$4. A smooth road and no ferry to cross. No buillion carried on the coaches.

HODGE & GUERIN, Proprietors.

OCEAN STEAMSHIPS. PACIFIC COAST STEAMSHIP COMPANY

STEAMERS WILL SAIL FROM Broadway wharf, San Francisco, as follows:
For Mary Island, Loring, Wrangel, Juneau, Killisnoo and Sitka (Alaska), at 9 a. m. October 2, 17, November 1, 16, December 1, 16.
For Victoria and Vancouver (B. C), Seattle, Tacoma, Everett, Anacortes and New Whatcom (Bellingham Bay, Wash.), 9 a. m. Sept. 22, 27, Oct. 2, 7, and every fifth day togenetier, connecting at Vancouver with the C. P. R. 8, at Tacoma

(Bellingham Bay, Wash.), 9 A. M. Sept. 22, 27, Oct. 2, 7, and every fifth day toereafter, connecting at Vancouver with the C. P. R. R., at Tacoma with N. P. R. R., at Seattle with G. N. Ry., at Port Townsend with Alaska steamers.

For Eureka, Arcata and Field's Landing (Humboldt Bay) str. Pomona, every Tuesday at 2 P. M., For Santa Cruz, Monterey, San Simeon, Cayucos, Port Harford (San Luis Obispo), Gaytota, Santa Barbara, Ventura, Hueneme, San Pedro, East San Pedro (Los Angeles) and Newport, 8 A. M., September 18, 22, 26, 30, At 9 A. M., Oct. 4, 8, 12, 16, and every fourth day thereafter.

For San Diego, stopping only at Port Harford (San Luis Obispo), Santa Barbara, Port Los Angeles, Redondo (Los Angeles) and Newport, 11 A. M., September 20, 24, 28, Oct. 2, 6, 10, 14, 18, 22, 26, 30, and every fourth day thereafter.

Str. Pomona, Saturday to Monday, excursion to Santa Cruz and Monterey, last of season, leaving Saturday, Sept. 21, 4 P. M.

For Ensenada, San Jose del Cabo, Mazatlan, La Paz, Altala and Guaymas (Mexico), str. Willamette Valley, 10 A. M., 25th ôf each month.

Ticket office, Palace Hotel, 4 New Montgomery street.

GOODALL, PERKINS & CO., Gen'l Agents.

street.
GOODALL, PERKINS & CO., Gen'l Agents.
10 Market st., San Francisco.

O. R. & N. TO PORTLAND AND ASTORA.

CTEAMSHIPS DEPART FROM SPEAR-Street wharf at 10 a. M. every five days, con-necting at PORTLAND with direct rall lines to all points in OREGON, WASHINGTON, IDAHO, MONTANA, and all Eastern points, including Chi-cago, New York and Boston.

State of California sails Sept. 6, 16, 26, Oct. 6. Columbia sails Sept. 11, 21, Oct. 1, 11. Fare in cabin, including berth and meals, \$15 00; steerage. \$7 50;

For through rates and all other information apply to the undersigned.

GOODALL, PERKINS & CO.

Gen'l Supts.,

10 Market st.

Gen'l Agent.

19 Montgomery st.

OCEANIC STEAMSHIP COMPANY.



parties Sept. 24 and 1c., 5.

Ticket office, 114 Montgomery street.
Freight office, 327 Market street.
J. D. SPRECKELS & BROS., General Agents. COMPAGNIE GENERALE TRANSATLANTIQUE

French Line to Havre

French Line to Havre

COMPANV'S PIER (NEW), 42 NORTH

Univer, foot of Morton st. Travelers by
this line avoid both transit by English railway and
the discomfort of crossing the channel in a small
boat. New York to Alexandria. Egypt, via Paris,
first-class \$160: second-class \$116.

LA CHAMPAGNE, Capt. Labour.

LA BOURGOGNE, Capt. Leboeuf.

LA TOURAINE, Capt. Santelli.

LA TOURAINE, Capt. Santelli.

LA GASCOGNE, Capt. Bandelon.

"October 12, 8:00 A. M.

"Petrober 19, 5:00 A. M.

"Petrober 19, 5:00 A. M.

"Petrober 19, 5:00 A. M.

A:F For further particulars apply to
A:FORGET, Agent,
No. 3 Bowling Green, New York,
J. F. FUGAZI & CO., Agents, 5 Montgomery
avenue, San Francisco.

STOCKTON STEAMERS Leave Pier No. 3, Wasnington St., At 5 P. M. Daily, Except Sunday. STEAMER

J. D. Peters, City of Stockton. Return steamer leaves Stockton Sundays, 5 P. M.
Telephone Main 805.

Cai. Nav. and Impt. Co.

Daily, except Sunday-10 A. M., 4 P. M. Sunday-8 P. M.

VALLEJO AND MARE ISLAND. STR. MONTICELLO,

Landing, Mission 1. Pier 2.

ROYAL MAIL STEAM PACKET COMPANY. STEAMERS LEAVE ASPINWALL Southampton, calling en route at Cerbourgh, France, and Plymouth to land passengers. Through bills of lading, in connection with the Pacific Mail S. S. Co., issued for freight and treasure to direct ports in England and Germany. Through tickets from San Francisco to Plymouth, Cherbourg, Southampton. First class, \$195; third class, \$97 50. For further particulars apply to PARROTT & CO., Agents, 306 California \$4.

OCEAN STEAMSHIPS.

OCEAN STEAMSHIPS.

SAN FRANCISCO & NORTH PA-CIFIC RAILWAY CO.

Tiburon Ferry-Foot of Market St. San Francisco to San Rafael.

WEEK DAYS-7:40, 9:20, 11:00 a.m.; 12:35, 3:30, 5:10, 6:30 p.m. Thursdays-Extra trip at 11:30 p.m. Saturdays-Extra trips at 1:50 and 11:30 p.m. Sundays-Extra trips at 1:50 UNDAYS-8:00, 9:30, 11:00 a.m.; 1:30, 3:30, 5:00, 6:20 p.m.

San Rafael to San Francisco. WEEK DAYS-6:25, 7:55, 9:30, 11:10 A. M.; 12:45, 3:40, 5:10 P. M. Saturdays-Extra trips at 1:55 P. M. and 6:35 P. M. SUNDAYS-8:10, 9:40, 11:10 A. M.; 1:40, 3:40, 5:00, 6:25 P. M.
Between San Francisco and Schuetzen Park same schedule as above.

Leave
San Francisco.

WEEK SUNDAYS.

DAYS.

Leave
May 5,
1895.
Destination. SUN- WEEK DAYS. DAYS. 7:40 am | 8:00 am | Novato, | 10:40 am | 8:50 am | 8:30 pm | 9:30 am | Petaluma, | 6:05 pm | 10:30 am | 5:10 pm | 5:00 pm | Santa Rosa. | 7:30 pm | 6:15 pm 7:40 AM 3:30 PM 8:00 AM Cloverdale. 7:30 PM 6:15 PM 7:40 AM 8:00 AM | Pieta, Hopland & Ukiah. 7:30 PM 6:15 PM 7:40 AM 8:00 AM Guerneville. 7:30 PM 6:15 PM 3:30 PM 7:40 AM 8:00 AM Sonoma 10:40 AM 8:50 AM 5:10 PM Glen Ellen. 10:40 AM 6:15 PM 7:40 AM 8:00 AM 3:30 PM 5:00 PM Sebastopol. | 10:40 AM 10:30 AM 6:15 PM 6:15 PM

Stages connect at San Rafael for Bolinas.
Stages connect at Santa Rosa for Mark West

Stages connect at Santa Rosa for Mark West Springs.
Stages connect at Geyserville for Skaggs Springs.
Stages connect at Cloverdale for the Geysers.
Stages connect at Pleta for Highland Springs,
Kelseyville, Soda Bay, Lakeport.
Stages connect at Hopland for Lakeport and
Bartlett Springs.
Stages connect at Hopland for Lakeport and
Bartlett Springs.
Stages connect at Ukiah for Vichy Springs, Bide
Lakes, Laurel Dell, Upper Lake, Booneville, Greenwood, Mendocino City, Fort Bragg, Usal, Westport,
Cahto, Willetts, Calpella, Pomo, Potter Valley, John
Day's, Lively's, Gravelly Valley, Harris, Blocksburg, Bridgeville, Hydesville and Eureka.
Saturday to Monday round-trip tickets at reduced
rates. rates.

On Sundays round-trip tickets to all points be youd San Raffeel at half rates.

Special Sunday El Campo Service. STEAMER UKIAH leaves Tiburon ferry every Sunday-10:30 A. M., 12:10, 2:00 and 4:00 P. M. Returning-Leave El Campo at 1:00, 3:00 and offices, 650 Market st., Chronicle building. H. C. WHITING, Gen. Manager. R. X. RYAN, Gen. Pass. Agent.

SOUTHERN PACIFIC COMPANY. Trains leave and are due to arrive at SAN FRANCISCO.

SANTA CRUZ DIVISION (Narrow Gauge).

17:45A Sunday Excursion for Newark. San Jose, Los Gatos, Felton and Santa Cruz.

8:15A Newark, Centerville, San Jose, Felton, Boulder Creek, Santa Cruz and Way Stations.

92:15F Newark, Centerville, San Jose, New Almaden, Felton, Boulder Creek, Santa Cruz and Principal Way Stations.

11:26A 9:50A CDAST DIVISION (Third & Townsend Sis.) COAST DIVISION (Third & Townsend Sts.) *6:45A San Jose, New Almaden and Way

*6:45A San Jose, §New Almaden and Way
17:30A Sunday Excursion for San Jose, Santa
Cruz, Pacific Grove and Principal
Way Stations.

8:15A San Jose, Tres Pinos, Santa Cruz,
Pacific Grove, Paso Robles, San
Luis Obispo, Guadalupe and Principal
Way Stations.

19:47A Palo Alto and Way Stations.

10:40A San Jose and Way Stations.

11:45A Palo Alto and Way Stations.

11:45A Palo Alto and Way Stations.

12:15p "Del Monte Limited" for Menlo
Park, San Jose, Gilroy, Pajaro,
Castroville, Del Monte, Monterey
and Pacific Grove only.

*2:30r San Jose, Gilroy, Tres Pinos, Santa
Gruz, Salinas, Monterey and Pacific
Grove

*3:30p San Jose and Way Stations.

4:30r San Jose and Way Stations.

6:30r San Jose and Way Stations.

6:30r San Jose and Way Stations.

*11:30r San Jose and Way Stations.

*CREEK ROUTE FERRY

CREEK ROUTE FERRY. From SAN FRANCISCO—Foot of Market Street (Slip 8)—

*7:00 8:00 9:00 *10:00 11:00A.M. *12:30

11:00 *2:00 3:00 *4:00 5:00 *6:00F.M.

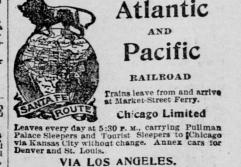
From OAKLAND—Foot of Broadway. — *6:00 *7:00 8:00 *9:00 10:00 *11:00A.M. 112:00 *12:30 2:00 *3:00 4:00 *5:00P.M. A for Morning.

A for Morning.

P for Afternoon.

† Saturdays only.

† Squadays only. dednesdays only. 11 Mondays only. 1 Sundays only. 14 Mondays only. 14 Mondays only. 15 Mondays only.



Chronicle Building.

VIA LOS ANGELES.

VIA LOS ANGELES.

Trains leave daily at 9:00 A. M. and 5:30 P. M., connecting in Los Angeles with solid trains, Los Angeles to Chicago.

Summer or Winter the Santa Fe Route is the most Comfortable railway, California to the East.

A popular misbelief exists regarding the heat in Summer. The heat is not greater than is encountered on even the most northerly line. This is well known to experienced travelers.

The meals at Harvey's Dining Rooms are an excellent feature of the line.

The Grand Canyon of the Colorado can be reached in no other way.

Ticket Office—644 Market Street,
Chronicle Building.

NORTH PACIFIC COAST RAILROAD

Via Sausalito Ferry.)
From San Francisco, organing - operation 1, 1895.
WFFK bayg.
For Mill Valley and San Rafael—7:00, 8:00, 9:15, 10:15, 11:45 A. M.: 1:45, 3:20, 4:15, 5:15, 5:50, 6:85, *11:30 P. M. *Does not run to Mill Valley San Quentin—8:00, 10:15 A. M.: 1:45, 5:15, 11:30 P. M.

P. M. SUNDAYS.

SUNDAYS.

For Mill Valley, San Rafael and San Quentin—8:00, 10:00, 11:30 a. M.: 1:30, 3:00, 4:30, *6:15 P. M. *Does not run to San Quentin—THROUGH

S:00 A. M. week days—Cazadero and way stations.
1:45 P. M. Saturdays—Tomales and way stations.
8:00 A. M. Sundays—Point Reyes and way stations.