BATTLESHIP OHIO ANNOUNCES APPROACH TO PORT BY-WIRELESS TELEGRAPHY WHILE SIXTY MILES OUT

Monitor Wyoming From Bremerton Is Here for Ammunition

Steamship Curacao Brings Treasure From Mexico.

The United States battleship Ohio, Captain Logan, returned yesterday from a cruise in Magdalena Bay. The monitor Wyoming, bound from Bremerton, met her big sister outside the heads and in company the two fighting machines came in through the Golden Gate. The Wyoming is bound for San Diego and put in here for ammunition

Long before the Merchants' Exchange observer at Point Lobos sighted the Ohio the warship was in wireless communication with Mare Island, Yerba Buena, Point Reyes and with Dennis O'Brien. Captain Logan did not know he was talking to Dennis O'Brien and as far as O'Brien was concerned the conversation was all on the other

O'Brien is interested in numerous inventions and among the scientific ap-paratus of which his laboratory at 106 Union Square is a maze is a wireless telegraphy outfit. The instrument was tuned to catch any aerial talk that might happen to be floating about and at 4 o'clock yesterday morning O'Brien was awakened by the ringing of an electric bell, which told that his word trap had caught a conversation. He went to the instrument and found that went to the instrument and found that talk waves from one of Uncle Sam's finest battleships had washed against the receiver and touched off the alarm which had disturbed his slumbers. The Ohio asked for Goat Island and

when Goat Island answered, the opera-tor at the naval training station was informed that the Ohio was sixty miles away, homeward bound. Captain Logan asked to be reported to Mare Island and notified the commandant of the navy yard that the Ohio would proceed to her anchorage off the Union Iron Works.

The Ohio asked and obtained the correct time. Then the battleship was supplied with the latest news from Russia and Japan and furnished with a few items of social interest in naval

a few items of social interest in naval circles. In return the Ohio told Goat Island how the big battleship's engines had worked during the trlp.

The officers of the battleship sent messages to fair friends in San Francisco, and when both sides were talked out the letter V was sent every five minutes for the purpose of testing the working of the apparatus. The Ohio began calling Goat Island and ringing Dennis O'Brien's bell at 4 a. m. She entered the harbor at 9 o'clock.

The Ohio has been away for about

The Ohio has been away for about two weeks. Captain Logan overlooked the quarantine boat, but when Pilot Jordan celled his attention to the approaching General Sternberg the Ohio returned to the quarantine limits and hoisted the yellow flag as evidence of submission to the Federal health regulations. Everybody on the bettlepking ulations. Everybody on the battleship was glowing with health and the Ohio's detention was brief. At Magdalena Bay the Ohio's big

guns had a chance to speak right out in war time style, and although the official report of the firing test will omicial report of the firing test will not be made public until it has reached the Navy Department the Ohio's officers appear to be satisfied that the battleship's heavy battery will be able to give a good account of itself when called upon.

The Wyoming, Captain Roller, had a stormy passage from Puget Sound. The stormy passage from Puget Sound. The 2298 ctls barley. 60 ctls.

anyhow, and the waves through which she made her southern way were un-usually high. With only her, superstructure above water for most of the time, the Wyoming came through the ordeal in good shape. No damage was done to the vessel, no member of the crew was injured and the run from

sibility of collision these two big boats come together and they are both dreaded by the pilots of all the passenger ferries. The Thoroughfare, Captain Erdman in command, yesterday narrowly escaped running down the Crowley launch Guide, which was loaded with passengers. The Thoroughfare was bound from Misston Bay to Vallejo street. The launch had the ferry-boat on her port bow and had the right of way. In accordance with the rules of the road the launch sounded one whistle, which the Thoroughfare ignored. Three times did the launch signal without response from the Thoroughfare. Then the launch blew four whistles, saying in signal language, "I do not understand." Still silence from the Thoroughfare, which by this time was close to the launch. Then, when it was too late for the launch to change its course the Thoroughfare blew two whistles, meaning. "I am going to violate the rules of the road and pass you to the left. Get around under my stern." Had the launch stopped or tried to pass under the Thoroughfare's stern nothing could have saved the Guide and her assengers. The engineer hooked on his gasoline engine and crossed the Thoroughfare's stern nothing could have saved the Guide and her assengers. The engineer hooked on his gasoline engine and crossed the Thoroughfare's stern nothing could have saved the Guide and her assengers. The engineer hooked on his gasoline engine and crossed the Thoroughfare's stern pothing could have saved the Guide and her assengers. The engineer hooked on his gasoline engine and crossed the Thoroughfare's stern pothing could have saved the Guide and her assengers. The engineer and a complaint against Captain Erdman will be lodged with the United States inspectors.

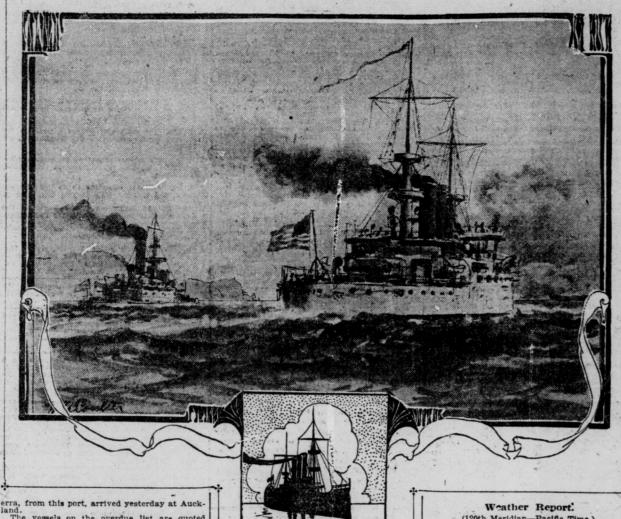
Is Eighty Years Old.

George Johnson, who is engaged in the mining department of the Risdon Iron Works and is one of the oldest mining men in the country, to-day celebrates his eightieth birthday. In spite of his years Mr. Johnson puts in each of the passengers, and is youncer in energy than the country, to-day celebrates

and eighteen passengers. Among these were: Captain A. Brooks, Thomas Jackson, John Finan, Byron Hall, Franklin Hartey, C. Torres, Mrs. W. H. Burke, Mrs. Thomas Smith, Vera and Hosmar Smith, P. Gartner; Giust, Philip, May and Gertie St. Leon, Susana Valdez, Edgar Doucke and Frank Garcia.

Ashore at Point No Point.

The Oceanic Steamship Company's liner Sonoma. Captain Harriman, will not sail until 8 o'clock Thursday night, owing to the late arrival at New York of the British-Australian mail. The Sonoma will carry a large number of passengers for Honolulu and the Antipodes, and will take a full cargo.



BATTLESHIP OHIO AND MONITOR WYOMING, WHICH ARRIVED IN PORT YESTERDAY MORNING.

Movements of Steamer

TO ARRIVE.

Cottage City. Skagway & Way Ports. Jan. 31
Excelsior... Cooks Inlet & Way Ports. Feb. 1
Jefferson... Skagway & Way Ports. Feb. 1
Portland... Skagway & Way Ports. Feb. 10

Stmr Curacao, Paulson, 12 days from Guay-nas, via Ensenada 48 hours.

ARRIVED.

F. Leggett... Meteor....

G. Dollar... C. Nelson...

mers, 90 per cent, and the Noemi, 10 per cent.
The Matson Navigation Company's steamer Rosecrans, Captain Johnson, arrived yesterday from Hilo. Her cargo included 1700 bunches of bananas and twenty crates of pineapples, The schooler Vine, which arrived yesterday, was eighteen days making the trip from Eureka.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants. The British ship Eurasia, which arrived at lictoria from London on Saturday, was charered prior to arrival for lumber from Puget ound to Valparaiso for orders at 35s (2s 6d ess direct). Pisagua range (option of Callao), t 32a 6d.

Correction.

following:

38 bbis flour, 2617 ctis barley, 17,453 lbs
bran, 185,000 lbs rice, 3096 gals wine, 300 bales
hay, 40 crts potatoes and onions, 93 pkgs
groceries and provisions, 17,162 ft lumber, 2300
bbis lime, 200 pcs sewer pipe, 6 kegs spikes
1 roll leather, 1 automobile, 40 cs ofi, 8 carboys acid, 250,000 lbs fertilizer, 952 pkgs pipe,
2 cs dry goods, 2000 lbs tobacco, 2 cs arms and
ammunition, 8 cs boots and shoes, 3 pkgs
bicycles.

HUMBOLDT BAR—CALIFORNIA.
(List of Lights, Buoys and Daymarks, Pacific Coast, 1904, page 33):
Notice is hereby given that the first-class cific Coast, 1904, page 33):

Notice is hereby given that the first-class spar buoy, black, No. 1, marking the outer end of North Jetty, Humboldt Bar, California, heretofore reported dragged, was replaced January 26, in 24 feet of water, on the following bearings: Humboldt Unused Lighthouse, E % N; tree on Red Bluff, SE % E; Humboldt Lighthouse S.

By order of the Lighthouse Board,
W. P. DAY, Commander, U. S. N.,
Inspector Twelfth Lighthouse District.

Sun. Moon and Tide.

Sun, Moon and Tide. nited States Coast and Geodetic Survey— Time and Height of High and Low Waters at Fort Point, entrance to San Francisco Bay. Published by official authority of the Superintendent

Bay. Published by official authority of the Superintendent.

NOTE—The high and low waters occur at the city front (Mission-street wharf) about 25 minutes later than at Fort Point; the height of tide is the same at both places.

Su	n rises n sets on rise						5:32	p. m
Date	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.	Time H W	FL
31								
	2:42				3:51			
3	4:19	3.0	10:28	5.7	5:11	-0.4		
	H W 0:23				H W		L W	-09
-	1:00	4.8	5:47	2.8	11:48	5.2	6:19	0-1
	1:32		8:98	27	12.27	4 9	6:51	0.8

NOTE—In the above exposition of the tides the early morning tides are given in the left hand column and the successive tides of the day in the order of occurrence as to time; the fourth time column gives the last tide of the day, except when there are but three tides, as sometimes occurs. The heights given are in addition to the soundings of the United States.

Weather Report.

(120th Meridian—Pacific Time.)
SAN FRANCISCO, Jan. 30—5 p. m.
The following maximum and minimum ten
peratures are reported for the previous day:
Boston ... 26-16 New York. ... 20Chicago ... 16-4 Philadelphia ... 24Cincinnati ... 20-19 Pittsburg ... 20Honolulu, H. I. 70-64 St. Louis ... 22Jacksonville ... 64-54 Washington ... 28-2
New Orleans ... 60-40

	Last	This	Last
Stations-	24 hours.	season.	season.
Eureka	01	21.94	23.85
Red Bluff	Tr.	21.60	18.62
Sacramento	Tr.	11.84	5.15
San Francisco	Tr.	14.10	7.10
Fresno	00	6.93	1.47
Independence		0.97	0.42
San Luis Obispo.	00	8.67	1.90
Los Angeles	00	6.13	0.57
San Diego		4.77	0.46

Branch Hydrographic Office, U. S. N. Merchants' Exchange, San Francisco, Cal., January 30, 1405.

The Time Ball on the tower of the Ferry building was dropped exactly at noon to-day—i. e., at noon of the 120th meridian or at 8 p. m. Greenwich time. J. C. BURNETT, Lieutenant, U. S. N., in charge,

FORECAST.

The pressure is falling rapidly over Washington and Northern Oregon. Conditions are favorable for the development of a modesate disturbance on the California coast.

Light rain has fallen in Northern Califorinia.

Forecast made at San Francisco for thirty hours ending midnight, January 31:
California north of Tehachapi—Cloudy, unsettled weather Tuesday, with showers; fresh south wind.

California south of Tehachapi—Cloudy Tuesday, probably showers; fresh southwest wind.

Nevada—Cloudy Tuesday; light rain.
San Francisco and vicinity—Cloudy Tuesday, with showers; fresh south wind.

Los Angeles and vicinity—Cloudy Tuesday, with showers; fresh south wind.

Sacgamento and vicinity—Rain Tuesday; fresh south wind.

Fresno—Cloudy Tuesday, probably showers; fresh south wind.

Fresno—Cloudy Tuesday, probably showers; fresh south wind.

A. G. McADIE, District Forecaster.

A. G. McADIE, District Forecaster.

Corona. Humboldt ... 130 p Pier 9
Arctic. Humboldt ... 9 am Pier 2
Columbia. Astoria & Portland 11 am Pier 24
Northiand. Astoria & Portland 22 m Pier 27
Coos Bay. Pebruary 2.
W. Kruger. Los Angeles Ports. 9 am Pier 11
Pebruary 2.
Los Angeles Ports. 9 am Pier 12
Sonoma. Humboldt ... 9 am Pier 12
Sonoma. Hamburg & Way. 8 pm Pier 13
State of Cal. San Diego & Way. 8 pm Pier 13
State of Cal. San Diego & Way. 9 am Pier 11
State of Cal. San Diego & Way. 9 am Pier 11
Centralia. Grays Harbor. 4 pm Pier 11
Rainier. Seattle & Blinghm 4 pm Pier 11
Rebruary 3. Schr Jennie Griffin, Gibson, 3 hours from Solinas. Schr Vine, Dannevig, 19 days from Eureka Schr Irene, Mitchell, 10 days from Columbia

Monday, January 30.

Stmr Coos Bay, Nicolson, San Pedro; P C S S Co.

Stmr Umatilla, Nopander, Victoria and way ports; P C S S Co.

Bark Martha Davis, Macloon, Hilo; O. Weich

SAILED.

Monday, January 30.

Stmr Coos Bay, Nicolson, San Pedro.

Stmr Umatilla, Nopander, Victoria and Puget found ports.

Stmr Acme, Reed, Eureka.

Stmr Olympic, Hansen, San Pedro.

Stmr Brunswick, Ellefsen, Fort Bragg.

Stmr Brooklyn, Clarkson, Mendocino.

Stmr Despatch, Weber, Astoria.

Stmr Sequoia, McClements, Willapa Harbor.

Fr bark Max, Guillon, Queenstown.

Schr Ida A, Campbell, Point Reyes.

TELEGRAPHIC.

S. Cruz. San Pedro & Way. 9 am Pier 11

Pebruary 4.

Point Arena Point Arena 4 pm Pier 2

Elizabeth Coquille River 5 pm Pier 20

Senator Puget Sound Ports 11 am Pier 9

San Juan N. Y. via Ancon 12 m Pier 40

Pomona Humboldt 1:30 p Pier 9

February 5.

Jeanie Santie & Tacoma 5 pm Pier 20

Queen San Diego & Way 9 am Pier 11

February 6.

Costa Rica Astoria & Portland 11 am Pier 24

Pebruary 7.

Mariposa February 7.

Mariposa Mexican Ports 10 am Pier 11

February 9.

City Puebla Puget Sound Ports 11 am Pier 9 POINT LOBOS, Jan. 30-10 p. m .- Weathe

for San Francisco.

ASTORIA—Sailed Jan 30—Ger etmr Aratonia, for Yokohama.

Sailed Jan 29—Stmr Prentiss, for San Frantisco.

Jan 30—Ital ship St. Celeste, for Loomis, hence Jan 28, and sailed for San Francisco.

EUREKA—Arrived Jan 30—Stmr Roanoke, hence Jan 29; stmr Pomona, hence Jan 29; stmr Pomona, hence Jan 29; stmr Pasadens, hence Jan 28; stmr San Gabriel, from San Pedro.

Sailed Jan 30—Stmr Eureka, for San Francisco, stmr-Francis H. Leggett, for San Francisco, with ship Elwell in tow.

SANTA BARBARA—Arrived Jan 20—Stmr Queen, hence Jan 29, and sailed for San Diego.

COOS BAY—Sailed, Jan 30—Stmr Breakwater, for San Francisco.

Arrived Jan 30—Stmr F. A. Kilburn, from Eureka.

ELECTRIC LINE

Reconstruction of California-Street Steam Road

CONDITION IS IMPOSED PROFIT FOR AN ESTATE

Up Iron Poles Part of Way, but Balks at Flat Rails

The Board of Supervisors yesterday to convert the entire steam road into an ocean view. an electric line, as its franchise for the In their first appraisement of the esrest of the road already gives it the tate of the late Herman J. Sadler of

California street from Parker avenue to Eighth avenue.

Attorney Tirey L. Ford said the corporation desired to convert the steam road to an electric line, which would road to an electric line, which would involve a great expense, but the additional cost of iron poles did not warrant their erection owing to the fact that much of the territory to be "tapped" is sparsely settled and the streets are unpaved. He said:

"The franchise for the larger portion of the road will expire in six years.

of the road will expire in six years. We want to give you a fine electric system, that will result in the district betem, that will result in the district being settled. While we think the Street Committee has imposed a burden by requiring us to buy iron poles, we accept the burden cheerfully. We have spent more than \$3,000,000 in permanent improvements already, and will spend more."

Ford argued that the grooved rail should not be insisted upon.

O. L. Scott said the property owners had signed to bituminize California street from First to Eighth avenues, and that the grooved rails should be used on those blocks. Scott said that some people had expressed surprise at his intention to appear before the board in opposition to the United Railroads, which might hurt him in his business for doing so.

for doing so.

Ford resented this imputation, saying that the assertion was not worthy of notice. Ford said the company would keep pace with the improvements made

keep pace with the improvements made by property owners.

A representative of the Point Lobos Improvement Club urged that the permit for the system be granted Property owners filed petitions both for and against the granting of the privilege. Chairman Connor of the Street Committee explained that the company had agreed to replace the wooden poles from First to Eighth avenues with iron poles. The committee, however, did not deem it advisable to compet the laying of grooved rails at this time.

Lunstedt asked whether the company would agree to put down the flat rails

would agree to put down the flat rails from Parker to Fighth avenues in view of its proposed bituminizing, and Ford replied in the negative. Connor objected to imposing any new condition which might cause the corporation to abandon the project.

When the resolution had been passe to print Ford extended an invitation to the Supervisors to acquaint themselves with the conditions as they exist and to make suggestions for improvements. Boxton wanted to know whether anything could be done to relieve the congested traffic on the Market street cars in the evening. Ford assured the board that arrangements were being made whereby no delay would be experienced in moving the cars at the ferry depot, and that everybody would then be able to ride inside the cars.

The Swiss Mutual Benevolent Society held a meeting at the society's evening. The work of the fiscal year was reviewed. The secretary's annual statement showed the total net re-ceipts of \$7713 and expenses concerning sick and deceased members amounting to \$5836 46. The capital amounting to \$5836 46. The capital of the society on December 31 was \$36,451. The following were elected as directors: A. Borel, J. Freuler, L. Juri, A. Monotti, J. B. Monaco, J. Leutenegger, F. Mettmann, E. de Coulon, J. H. Fritschi, G. A. Pedrotta and J. P. Tomasini J. R. Tomasini.

ALEXANDER CASE REVIVED.—Ine case of Ernest Alexander, charged with accepting a bribe while a member of the police force, was on Judge Lawlor's calendar for retrial yesterday. Assistant District Attorney Ferralscid that Lulu Wilson, alias Mamie Linn, and Mrs. Ben Schultz, two important witnesses, could not be found and the case was continued till February 20. At the former trial the jury disagreed.

ABERDEEN—Arrived Jan 30—Stmr Chehalis, hence Jan 27.

SAN PEDRO—Arrived Jan 29—Schr Dora Bluhm, from Eureka.

Salled Jan 30—Bktn Arago, for Willapa Harbor; stmr Santa Barbara, for San Francisco.

ISLAND PORTS.

KAANAPALI—Salled Jan 28—Stmr Texan, for Delaware Breakwater.

FOREIGN PORTS.

COLON—Arrived Jan 20—Stmr City of Washington, from New York. Jan 24—Stmr Orizaba, from New York.

Salled Jan 24—Stmr Advance, for New York.

FONGKONG—Salled Jan 25—Br stmr Tartar for Vancouver.

SYDNEY—Arrived prior Jan 23—Fr bark Cassard, hence Dec 2; Fr bark Champigny, hence Nov 24; Fr bark La Rochefoncauld, from Royal Roads; Fr bark Vincennes, hence Nov 28.

IQUIQUE—Salled Jan 27—Br bark Kinross, for Handullu.

AUCKLAND—Arrived Jan 30, 8 a m—Stmr

Royal Roads; Fr bark Vincennes, hence Nov 28.

IQUIQUE—Sailed Jan 27—Br bark Kinross, for Henolulu.

AUCKLAND—Arrived Jan 30, 8 a m—Stmr Sierra, hence Jan 12.

YOKOHAMA—Arrived Jan 29—Stmr China, hence Jan 10. Jan 28—Br stmr Algoa, from Hongkong.

OCEAN STEAMERS.

NEW YORK—Arrived Jan 30—Stmr Prinzessin Victoria Luise, 8t. Thomas, etc.

Sailed Jan 30—Stmr Koenigen Luise, for Genoa and Naples; stmr Vaderland, for Antwer?.

PALERMO—Sailed Jan 29—Stmr Pannovia, from Trieste, etc. for New York.

NAPLES—Sailed Jan 30—Stmr Republic, for New York, etc.

ALEXANDRIA—Arrived Jan 30—Stmr Canopic, from Alexandria, for Boston.

LIVERPOOL — Arrived Jan 29—Stmrs Georgic and Umbria, from New York, Jan 30—Stmr Canadlan, from Boston.

LONDON—Sailed Jan 29—9 tmr Lancastrian (not Bohemian), for Boston.

CHRISTIANSAND—Sailed Jan 27—Stmr Heligolav, for New York.

BREMEN—Sailed Jan 28—Stmr Main, for New York.

BRULOGNE—Sailed Jan 28—Stmr Staten.

COURT AUCTION

Board Grants a Permit for Inventory Price of Block in Sunset Nearly Doubled When Bidders Get Active

United Railroads Will Put Judge Coffey Not Satisfied With Former Sale and the Results Justify His Views

A judicial knowledge of realty values passed to print a resolution granting in this growing city has served to permission to the United Railroads to shame the expert opinion of a trio of operate by electricity that portion of appraisers appointed by the court to the California street extension system fix the value of a block of sand on from Parker avenue to First avenue. the fringe of present habitations, and This action will enable the corporation a boom may be looked for in lots with

necessary authority. The resolution the firm of Mau, Sadler & Co., the was introduced by the Street Commitappraisers, F. P. McCann, F. P. Thall tee, which imposed a condition that in and J. T. O'Connor, reported the block the reconstruction iron poles shall be in the Sunset District bounded by N used instead of wooden poles along and O streets and Sixteenth and Sev-California street from Parker avenue enteenth avenues as worth \$4500, suband O streets and Sixteenth and Seventeenth avenues as worth \$4500, subject to a \$20,000 mortgage. It developed that the mortgage blanketed other property and a reappraisement was made in which the block in question was returned at \$9000. Then an order of sale was made and the highest bid tor the block was from William F. Mau & Co., successor to the old firm, and the property was knocked down for \$9200, subject to the approval of the court. Judge Coffey, however, was not satisfied with this price for so much ground, with its added privilege of Pacific sunsets. He ordered an auction in court. Then came the revelation. There were real estate sharps tion in court. Then came the revela-tion. There were real estate sharps who wanted the property for specula-tion and were willing to gamble on the spread of population over the upper peninsula. They began raising the \$9200 bid by the clip at \$500 and before the competitors tired of the game an offer of \$17,000 was made, at which price the court sold the block to Mabry Mc-Mahon.

MONTHLY REVIEW OF TROOPS AT PRESIDIO Shiloh's

Changes in Garrison Forces at the Post Will Take Place on February 1.

A full dress muster, inspection and review will be held at the Presidio this morning at 8:30 in accordance with the usual end-of-the-month cuswith the usual end-of-the-month custem. Colonel Charles Morris, commanding at the Presidio, will hold the battalion review, while Lieutenant Colonel R. H. Patterson, Artillery Corps; Major William Stephenson and Major E. T. Brown will inspect various companies on their grounds. At Yerba Buena Island Captain W. C. Davis will inspect the Signal Corps and the submarine mine Signal Corps and the submarine mine detachment.

On February 1 Major R. C. Van On February 1 Major R. C. Van Vliet's battalion of the Tenth Infantry and a squadron of the Fourth Cavalry commanded by Major C. H. Murray will become an integral part of the Presidio forces and will be administered accordingly. Some change in the quarters of the officers may be instituted.

PETITIONS IN INSOLVENCY.—Creditors of Charles Mitchell, sawmill and lumber merchant of Sardine Valley, Sierra County, yesterday petitioned the United States District Court to declare him an involuntary insolvent. They alleged that he owes them \$1200. Voluntary petitions were filed in the same court by Charles W. Burch, farmer, Yuba City, liabilities \$3299, no essets; George Lahr and W. F. Schulte of the firm of Lahr & Schulte, plumbers and gasfitters, Oakland, liabilities

ADVERTISEMENTS



Roll of 6.....10c | Roll of 12.....15

ANSCO CAMERAS as low as \$3. DAYLIGHT LOADING PILMS, in all popular sizes at popular prices.

CYKO DEVELOPING PAPER prints by gaslight and gives beautiful rints by gaslight and gives beautiful etail. Cameras repaired at moderate

That Man PITTS F. W. PITTS, The Stationer, 1008 MARKET ST., Opp. Pifth, S. P

DISEASES OF MEN

Weak Men and Women

BOOSTS VALUES CARTER'S Positively cured by these Little Pilis. They also relieve District from Distr

Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They

SMALL PILL. SMALL DOSE, SMALL PRICE



Don't Miss An Opportunity

Goldfields is one of the greatest mining districts ever discovered. Now is your time to buy shares in the Goldfield Lucky Star Mining Co. before the price is advanced. Stock is now selling for 6c. Call or write F. DE FREITAS, Agent, 413 Kearny Street.

VISIT DR. JORDAN'S GREAT MUSEUM OF ANATOMY DR. JORDAN-DISEASES OF MEN

The thousands of people who write to me, saying that

Consumption Cure The Lung

cured them of chronic coughs, cannot all be mistaken. There must be some truth in it. Try a bottle for that cough of yours. Prices: S. C. Wells & Co. 10 25c. 50c. \$1. LeRoy, N.Y., Toronto, Can.

H. S. BRIDGE & CO., MERCHANT TAILORS, 112 Sutter Street. SAN FRANCISCO.
Novelties in Imported Wear.





Steamers of company, or for which it is agent, leave Piers 9 and 11, San Francisco:

For Ketchikan, Wrangel, Juneau, Treadwell, Haines, Skagway, etc., Alaska—11 a. m., Feb. 4, 9, 14, 19, 24, March 1. Change to this company's steamer at Seattle.

For Victoria, Vancouver, Port Townsend, Seattle, Tacoma, Everett, Anacortes, South Bellingham, Bellingham—11 a. m., Feb. 4, 9, 14, 19, 24, March 1. Change at Seattle to this company's steamers for Alaska and G. N. Ry.; at Seattle or Tacoma to N. P. Ry.; at Vancouver to C. P. Ry.

For Eureka (Humboldt Bay)—Pomona, 1:30 p. m., Feb. 4, 10, 16, 22, 28, March 6. Corona, 1:30 p. m., Feb. 4, 10, 16, 22, 28, March 6. Corona, 1:30 p. m., Feb. 1, 7, 13, 19, 25, March 3. For Los Angeles (via Port Los Angeles and Redondo), San Diego, and Santa Barbara—Queen, Sundays, 9 a. m.

State of California, Thursdays, 9 a. m.

For Los Angeles (via San Pedro and East San Pedro), Santa Barbara—Auis Obispo), Ventura and Hueneme—Cos Bay, 9 a. m., Feb. 7, 15, 23, March 3. Santa Cruz (freight only), 9 a. m., Feb. 3, 11, 19, 27.

For Ensenada, Magdalena Bay, San Jose del Cabo, Mazatlan, Altata, La Paz, Santa Rosalla, Guaymas (Mex.), 10 a. m., 7th of each month.

For further information obtain folder. Right is reserved to change steamers or welling determined.

month.

For further information obtain folder. Right is reserved to change steamers or sailing dates.

TIOKET OFFICES—4 New Montgomery st. (Palace Hotel), 10 Market st. and Broadway wharves. Preight Office, 10 Market st. C. D. DUNANN, General Passenger Agent, 10 Market st., San Francisco. The Pacific Transfer Company, 17 New Montgomery st., will call for and check baggage from hotels and residences. Telephone Exchange 312.

Oceanics. S.Co. MANAIT, BANGA, NEW ZEALAND AND SYDNEY. DIRECT LANG TO TANITL

COMPAGNIE GENERALE TRANSATLANTIQUE.

DIRECT LINE TO HAVRE—Paris.

Sailing every Thursday instead of
Saturday, at 10 a. m., from Pier 42.

North River, foot of Morton st.

First class to Havre, \$70 and upward. Second class to Havre, \$45 and upward. GENERAL AGENCY FOR UNITED STATES AND
CANADA, 32 Broadway (Hudson building).

New York, J. F. FUGAZI & CO, Pacific Ceas.

Agents, 5 Montgomery avenue, San Francisco.

Tickets sold by all Railroad Ticket Agents.

Strs. General Frisble, Monticello and Arrow, 9:45 a. m., 12:30 p.m., 3:35 p.m., 6 p.m., 8:30 p.m.; Sundays, 9:45 a.m., 12:30 noon, 6 p.m., 8:30 p.m.; Sundays, 9:45 a.m., 12:30 noon, 6 p.m., 8:30 p.m. Leave Vallejo, 7 a.m., 9 a.m., 12:30 p.m., 6 p.m. Sundays, 7 a.m., 9 a.m., 3:20 p.m., 6 p.m. Pier-Leave Vallejo, 7 a.m., 9 a.m., 12:00 p.m., 6 p.m. Pier-Leave Vallejo, 10:00 p.m., 6 p.m., 6 p.m., 9 a.m., 3:20 p.m., 6 p.m., 6 p.m. Pier-Leave Vallejo, 10:00 p.m., 6 p.m., 6 p.m., 9 a.m., 3:20 p.m., 6 p.m., 6 p.m., 9 a.m., 3:20 p.m., 6 p.m., 6 p.m., 9 a.m., 3:20 p.m., 9 a.m., 3