MISCELLANEOUS.

Raisin Guessing Contest Closes at Midnight Dec. 24th.

Short Morning Talks!

You Want to Dress the Little Fellow Stylishly, Don't You? Then Buy Him One of Our Handsomely Embroidered Little Lord Fauntleroy Blouses!

We place on sale 300 dozen of THESE HANDSOME BLOUSES, Elegantly Made, at

85c.

On sale on Second Floor---Juvenile Furnishings Department.

Raphael's,

Your Own San Francisco Boys,

9, 11, 13 and 15 Kearny Street,

Frisco's Largest and Handsomest Establishment.

The palate is almost tickled with Scott's Emulsion of cod-liver oil. The stomach knows nothing about it—it does not trouble you there. You feel it first in the strength it brings; it shows in the color of cheek and smoothing out of wrinkles.

It was a beautiful thing to do, to cover the odious taste of cod-liver oil, evade the tax on the stomach, and take health by surprise.

Let us send you a book on CAREFUL LIVING; free.

Scott & Bowne, Chemists, 132 South 5th Avenue, New York.

Your druggist keeps Scott's Emulsion of cod-liver oil—all druggists everywhere do. $1.

44

oc1 ThSuTu&Wy 12m

NEW ELMWOOD STOVE, RANGES AND FURNACES!

THE CHEAPEST AND BEST.

Received the Highest Award Mechanics' Fair, 1891 over all others. Every Range Guaranteed.

W. S. RAY M'F'G CO., 12 and 14 California St.

Corner Drumm (Junction Market St.)

no12 24t SaTu

TAMAR INDIEN GRILLON

A laxative refreshing fruit lozenge, very agreeable to take, for CONSTIPATION, hemorrhoids, bile, loss of appetite, gastric and intestinal troubles and headache arising from them.

E. GRILLON, 33 Rue des Archives, Paris

Sold by all Druggists.

oc22 TuFr 3m

HAIR HEALTH is warranted to Renew youthful color and life to GRAY Hair. Use only DR. HAYS' HAIR HEALTH. Most satisfactory Hair grower. London Supply Co., 853 B'dway, N.Y. Hair book free

Sold by WAKELEE & CO., Montgomery street. Also Polk and Sutter streets, San Francisco.

ap3 1y SuTuFr

PACIFIC BUSINESS College, 320 POST ST. SEND FOR CIRCULAR

Book-keeping, Penmanship, Short-hand, Type-writing

Graduates Aided in Getting Positions.

jel1 tf eod

OAKLAND'S MAZE.

Puzzling Electric Railway System.

CURVED LINES EVERYWHERE.

But It's Nothing When You Understand It—Euclid Fairly Outdone.

"Took the wrong car! Why, yes!"

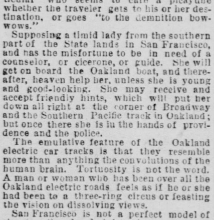
A little accident like that is nothing in Oakland to-day.

It makes no difference if you have plenty of time to spare; but when you are busy, and some one, who considers you have mistaken your vocation as a winged-footed Mercury, has allowed you thirty minutes instead of three hours on the basis of Oakland rapid transit, it makes all the difference.

The trouble with rapid transit in Oakland just now is that there are too many roads that lead to nowhere and too few roads that lead to somewhere.

You board a brown car that is warranted to take you just where you want inside of fifteen minutes. Then after running half a mile or so you are switched off, told that this car doesn't run any further; that you ought to have changed at so-and-so, got a transfer at there-and-there for thus-and-where; finally you are very liable to be landed just where you started, 40 cents out in pocket, two hours out in time, a wiser and, oh, such a sadder man.

The electric railroads in Oakland increase and multiply exceedingly, as scripture has it. The business must be profitable, for two new lines were completed within the past week, and one of them was opened for traffic.



Oakland's Street-Car Tracks—The Idea Is to Get From A to B or C to D.

But the thing that causes the visitor to swear aloud, and give range to "epea pterventa" that will cost the recording angel many a tear is that there is no one in particular who seems to care a picayune whether the traveler gets to his or her destination, or goes "to the demnition bow-wows."

Supposing a timid lady from the southern part of the State lands in San Francisco, and has the misfortune to be in need of a counselor, or cicerone, or guide. She will get on board the Oakland boat, and thereafter, heaven help her, unless she is young and good-looking. She may receive and accept friendly hints, which will put her down all right at the corner of Broadway and the Southern Pacific track in Oakland; but once there she is in the hands of providence and the police.

The emulative feature of the Oakland electric car tracks is that they resemble more than anything the convolutions of the human brain. Tortuosity is not the word. A man or woman who has been over all the Oakland electric roads feels as if he or she had been to a three-ring circus or feasting the vision on dissolving views.

San Francisco is not a perfect model of street railroad administration, and there are some few curvilinear tracks (like the Central railroad) which will leave the visitor considerably puzzled. But most of the tracks are right-lined; the cars are varicolored; the only difference is that there is some friendliness and unfriendliness about the transfers. But in Oakland the cars are all of tints of gray; brown-gray, blue-gray, or some other gray; and the routes are printed on the sides of the cars so closely that it looks as if the job was done at so much per square, agate measure.

A man or woman running for a car has not much time to reflect, or consider, or minutely examine. If the designation is in sight half a mile away, and a car appears to be running that way, the chances are that this car will be boarded. These chances are favored by the fact that there is no one to give information or correct error. A car which seems to be running due north will be as likely as not to set the visitor in Haywards as in Berkeley, and his destination may be Temescal.

"I don't know where this thing is going to end," said an old resident of Oakland sadly. "Of course we want all the cars and streetcar lines we can get, but it seems to me we might have some method or system. For one thing the electric cars running to different points ought to be painted in bright, conspicuous colors, just as your San Francisco cars are on Market street. There you have the Castro cars white, the Haight red, the McAllister yellow, the Valencia blue, the Hayes green. Any one can see at a glance by the colors of the cars by day, and the lights by night exactly what he wants.

"Now look at our car lines, leaving out the regular railroad lines, which are themselves confusing enough."

And the Oaklander went into a little history of the streetcar lines, with a repetition of the remark, "What will we come to?"

He pointed out that there is first of all the Berkeley Rapid Transit, or as it is now called the Oakland Consolidated Street Railroad. It runs from Second street and Broadway, Oakland, to Berkeley University by two routes, diverging at the power-houses on Forty-sixth street, one via Lorin and the other on Shattuck avenue and Dwight way. There is also a branch line to the Mountain View Cemetery with a projected extension to Piedmont Springs and Blair Park and a branch to the Sixteenth-street railroad depot. This company is now constructing a road on Eighth street to the point, which will parallel the present Seventh-street local trains from the ferry and may in time solve the problem of dead-head travel, which is now gnawing the vitals out of C. P. Huntington and the magnates of the Southern Pacific Company.

Another extension will tap the manufacturing district at Emeryville. The first part of the road has been in operation since May, 1891. Standing-room has been at a premium on the cars since the line was opened and about thirty cars are constantly in use.

The Haywards line, called the Oakland, San Leandro, Haywards Company, commenced operations in May of the present year from Twenty-third avenue to Haywards and was only five months in construction. The power-house is situated on the county road, about a mile from San Leandro. Once out in the open this line presents an unbroken vista of orchards and quite a flourishing town is already springing up in the vicinity of the power-house. It must be confessed that this road, for comfort of cars and quickness of travel, is second to no electric road in the State. But the trouble is for a visitor to Oakland to find the road.

An extension from Brooklyn to the narrow-gauge depot at Fourteenth and Franklin streets was opened to traffic last Wednesday. This connects with the Berkeley road, and transfers are made with that line, which will eventually run across Broadway to Washington street and the water front.

The Piedmont Consolidated Cable Company have constructed an electric road as a continuation of their cable system, which runs from the City Hall along Fourteenth street to the Sixteenth-street railroad depot, replacing the old bobtail car. The power is located in the same building as the cable-house of the cable company, at the northern edge of Lake Merritt. An extension is projected, and franchises for several roads have already been secured.

The East Oakland or Sessions-Vandercook electric road has lately been opened for general travel. It begins at Eighth and Broadway and traverses some of the most beautiful residential portions of East Oakland. This company is heading for Piedmont district by way of Indian Gulch, a great picnic resort.

The Telegraph avenue line, about to be opened for traffic, is operated by the Southern Pacific Railroad, like the San Pablo avenue line. The local company is styled the Pacific Improvement Company. The new line commences at the foot of Broadway, with a broad-gauge track laid on each side of the present narrow cable road at Fourteenth street. It makes a curve in a northerly direction to Telegraph avenue, and so runs to the University gates, a distance of four miles.

The California Improvement Company has lately purchased the line from Oakland to Alameda owned by Theodore Metz. This was emphatically a one-horse line, with a rugged track, ill-smelling cars and rickety horses, the outfit conveying passengers at the rate of about two miles an hour. A modern road is now nearing completion at Seventh and Broadway, where the present ferry trains now discharge. It will run to the water front and on to Webster, thence to Alameda, with branches as expediency may dictate.

"I want to say," remarked THE CALL'S informant, "as your newspaper has shown itself in real sympathy with progress in Oakland, that we are not a community of cranks or visionaries, but we are aiming to rid ourselves of the reproach of being the bedroom of San Francisco. As an Oaklander, I think our real estate men and electric-railroad people have done wonders. Cable railroads cannot compete with electricity on level tracks, either in speed or economy. What I want to see is our electric roads laid down and operated as San Francisco's cable roads are run, systematically and in such a way that the new arrival can reach his or her destination quickly and easily. At present we are building too fast and without method."

NOT BIG ENOUGH.

The Seligmans' Bid for the Donahue Road.

They Offer a Low Figure, but Will Probably Secure Control of All the Stock.

"On January 5, 1893, the bids for the San Francisco and North Pacific Railroad will be opened in the Superior Court of Marin County," said John F. Burgin, the president of that road, yesterday, "and until then I am not at liberty to tell who I think will have control of it in the future."

Mr. Burgin seems to be of the opinion that a premature disclosure of the future of the road would do some harm in an unknown direction; but from his talk and what is generally known there is hardly any doubt but that the property will pass into the hands of Seligman Brothers, the New York bankers, who have in the past advanced large amounts of money to the San Francisco and North Pacific, and now are considered the principal stockholders.

The Seligmans already hold over 18,000 shares of the road and for the 42,000 shares still owned by the Donahue estate they are said to have offered $420,000.

The executors of the Donahue estate, of which Mr. Burgin is one, do not consider that amount a sufficient offer, and it is said in financial circles that their estimate of the value of the 42,000 shares is placed at $550,000, all of which goes to show that there is a wide difference of opinion between the people who have something to sell and the intending purchaser.

President Burgin was extremely reluctant in speaking of the probable consequences of a transfer of his road to the Seligmans.

He hoped in an absent-minded sort of way that some Californians would make an acceptable offer, but he said that local capitalists have strings on their money and will not make any investments.

If the Seligmans get the road Mr. Burgin thought they will at once improve and extend it at least as far as Eureka, Humboldt County.

Whether it will become eventually a transcontinental road or not he could not say, but with people like the big New York bankers as owners he considered that the road would doubtless become, sooner or later, a heavy competitor to the Southern Pacific Company.

Mr. Burgin admitted during the interview that many people have lately made diligent inquiries about the condition and value of the railroad; but while he thinks there will be several bids presented in Judge Angelotti's court before January 5, he seemed to have but little hope that the road will become the property of California capitalists.

A CIGAR-STORE COUNT.

He Gets Into Trouble and Runs Afoul of Crowley's Men.

The alleged Russian Count, Peter Ruhlovasbak, who has figured in so many Police Court cases within the past two years that he is now classed among the common swindlers, is again behind the bars. The Count's schemes have generally been worked in connection with a gang of bogus, real-estate agents and employment-agency swindlers.

Heretofore the Count has escaped with light punishment if punished at all, but the present case promises to land him across the bay and may take with him one or more of his confederates.

A day or two ago Joseph Nealon and William Kelly, who live at 8 Park avenue and jointly owned a saloon on Howard street, near Seventh, concluded to sell their business and negotiated the sale through a real-estate agent. The Russian Count, accompanied by the agent, called on Nealon and Kelly and offered to trade them a piece of land—seventy-five acres—he claimed to own in Kern County and to be worth $600 for the saloon.

The trade was made, a deed given, and the Count and the agent took possession of the saloon. It was soon resold to a third party whose name is unknown.

Nealon and Kelly made inquiries concerning the land in Kern County deeded to them, and were astounded to learn that Count Peter Ruhlovasbak did not and, so far as the records show never had owned a foot of soil in Kern County. They immediately reported the matter to the police, and the men engaged in the transaction were easily recognized from the description given. The alleged Russian Count was found in a little cigar-store at 819½ Battery street, where he had about a hatfull of goods, and was in the act of trying to get $150 for a half interest in it from a couple of greenhorns. Officer Conboy locked him up, when Ruhlovasbak weakened and admitted the swindle upon Nealon and Kelly, and threatens that unless the agent fixes the case he will expose the real-estate agent in many other swindles in which he has helped him. The police now hope to be able to break up the gang of real-estate sharks and employment-bureau swindlers who have been operating here for months. The Count is held under $2000 bonds.

They Want Big Damages.

The Tobin family filed five complaints in the Superior Court yesterday against the Pacific Blood-horse Association, T. W. Williams, Julius Callundan and others. Each complaint asks for judgment for $25,000 damages or $125,000 in all. Mr. and Mrs. Tobin sue jointly on three complaints and he separately on two. The actions are for assault, malicious prosecution, false imprisonment and defamation of character.

On the 9th inst. while attending the races at the Bay District Track Mrs. Tobin intruded within the betting ring. She refused to retire and was ejected by Callundan under orders from Mr. Williams. Mr. Tobin went to the rescue of his wife and he, too, was put out. Before they were taken to the police station they were detained in a small room at the racetrack.

Mr. and Mrs. Tobin on the 14th inst. were tried and acquitted in the Police Court on a charge of disturbing the peace.

The words used in the complaint charging Elizabeth Tobin with disturbing the peace are set forth as the defamatory language. This and the arrests and subsequent imprisonment and prosecution constitute the other causes of action.

A Letter Thief.

For some time a mysterious thief has been plying his vocation in the money office department of the Postoffice. About $400 in registered letters is said to have been stolen up to date, but as yet the Government officers have been unable to locate the thief.

Postmaster Backus and his deputy, Colonel Richardson, with a number of Postoffice inspectors, have been trying to discover who the thief is, but as yet they have not succeeded in locating their man. From the manner in which the mail has been stolen it is thought that the thief must be one of the clerks in the office. It is almost impossible for it to be otherwise, for the registered letters have been shifted from the mail-pouches into the thief's own pockets.

The Postmaster and his assistants are going through the books of the department, and have determined that the thief is one of the clerks and mean to catch him. They will not speak about the matter just yet, but say it will go hard with the man who is found guilty.

Charges Against Policemen.

Charges are to be preferred against Police Officers Conway and Pollard by Police Surgeon Somers. On Saturday morning Magisson Achile fell from a roof at 21 Trenton place and his skull was fractured. Dr. Somers complains that the officers took no care of the man, but brought him to the Receiving Hospital in the bottom of the patrol wagon instead of on the stretcher with which the wagon is provided, and bore him into the hospital with his legs dragging over the pavement.

Don't become constipated. Take Beecham's Pills.

QUITE CATCHING.

An Innocent-Looking Trap With a Surprise.

IT PULLS THE PEOPLE'S HAIR.

An Iron Railing That Has Fun With Folks at Kearny and Washington Streets.

If Chinese with long queues, young ladies with long braids and dogs with long tails wish to be spared both pain and humiliation they must keep away from the northeast corner of Kearny and Washington streets. A trap is set there, and it catches more victims in a day than the glib soap-vender who pretends to put greenbacks into his package.

It is a neat iron railing around a basement stairway, and was intended to be a safeguard to pedestrians as well as an ornament to the premises. It is certainly ornamental, and it has saved many a poor inebriate from a dangerous tumble, but for every service it renders at night it works a deal of deviltry among the unwary in broad daylight.

The architect of the building on the corner was not satisfied with a plain iron railing. Such a one would not be handsome enough for the building behind it. So some pretty little iron scrolls were placed between the upper and lower rails. The volutions at the point of contact with the upper rail form an acute angle. When any object strikes the curve of a scroll it glides naturally into the angle and there it sticks. If it misses one trap it runs the gauntlet of half a dozen and is pretty certain to catch in one of them.

A slight tug or jerk only serves to tighten the grip of the little iron jaw, and if there chance to be a silken knot at the end of the Mongolian's queue, a ribbon on the young lady's braid or a cockle burr in the dog's tail a jerk follows that raises the pagan's scalp, loosens the maiden's switch, or uncouples the dog's appendage.

These are the principal victims, but occasionally an outsider gets mixed up in the plot.

Yesterday a Chinese dude, attired in yellow silk trousers with a draw string at the bottom and a sky blue blouse, sailed down Washington street toward the Postoffice. At the corner of Kearny he overtook a dough-faced messenger-boy who was ambling in the same direction and playing "The Bogie Man" on a harmonica.

The boy stopped playing and commenced studying some means of annoying the Chinese without taking any risks. As the Mongolian passed the boy he suspected some trick, and as he eyed the Mercury askance he unconsciously reached behind him to get his queue out of reach.

Too late. It was already slipping through an iron angle and the next instant the knotted silk at the end caught fast.

The Mongolian's head went back with a jerk that nearly dislocated his neck and the boy laughed.

The Chinese held the messenger responsible for the trouble and acted accordingly.

Before the boy could realize the situation the Mongolian had punched his dough face until it resembled a rump roast.

Finally they clinched and the boy went down, but when his antagonist tried to fall on top there was another terrible jerk that fairly raised his shaven scalp. Then he thought another boy had come to the assistance of his first tormentor.

He whirled about to pursue the one that had executed the flank movement and saw the cause of the trouble. The little iron trap still held the queue.

He looked at the railing, then at the blubbering boy, who was standing across the street wondering how he was going to recover his harmonica without getting in reach of his assailant again.

The indignation had faded from the face of the Chinese, but he was not entirely mollified. He unfastened his queue and strode off down the street.

The boy wiped his eyes and nose on his coat sleeve, walked meditatively across the street, picked up his harmonica, and, after blowing the dirt out of it, commenced looking for a cobblestone with the intent of evening up matters on the next Chinese that appeared.

Not a day passes that the trap does not claim one or two victims. Oftenest it is a Chinese whose long queue swinging with every stride is almost certain to become entangled in one of the half-dozen scrolls.

Occasionally a surprised "Oh!" in a feminine voice announces that the ribbon has been snatched from some young woman's braid. Once in awhile the corner of an overcoat catches and whirls the wearer around, ladies' cloaks leave their trimmings there and bushy dogs leave bunches of hair sticking in the scrolls.

A NEGRO'S NECK.

Illinois Wise Has a Narrow Escape From the Gallows.

There was an interesting case before Judge McKenna of the United States Circuit Court yesterday, when Illinois Wise, a colored man, was called for sentence.

Wise was indicted for murder on the high seas and pleaded guilty to a charge of manslaughter, which was accepted by the Government. His case had been heard before the United States Commissioner, and yesterday the testimony was rehashed to the Circuit Judge.

The charge against Illinois Wise was the murder of a Chinese in April last on board the American bark W. H. Dimond, while lying in the harbor of Honolulu. According to the testimony yesterday, Wise secreted the Chinese on board the W. H. Dimond a few days previous to sailing, having agreed to import him to America for a sum of money.

The Chinese was duly taken on board and hid in Wise's room. About two days before sailing Wise killed the Mongolian with a crowbar and threw the remains overboard. He also threw the bed clothes in which the Chinese had slept into the harbor after putting pieces of coal in.

The body of the murdered man was discovered as was also the bed clothing, and the crime was fastened on the colored cook of the vessel.

As the murder was committed on an American vessel the case had to be tried in this country.

When the case was called before the Commissioner Wise told an improbable story about another Chinese and the watchman of the vessel having killed the man, and that he had arrived on the scene just as the crime was being committed. While the Chinese was still gurgling on the floor the men dragged him and threw him overboard. Wise assisted because the murder had been committed in his room, and he was afraid to be implicated in it. For this reason he pleaded guilty to the crime of manslaughter.

Yesterday Carroll Cook made a plea for clemency on the part of the court for Wise, but Attorney Lindsey, representing the Hawaiian Government, strongly objected and showed by the testimony how the crime had been a cowardly and bloody one, the Chinese having been murdered in his sleep by being struck on the head with a crowbar. During the remainder of the voyage Wise refused to sleep in his own room.

United States District Attorney Garter stated that as Wise had made a plea of guilty to the crime of manslaughter, and as it would cause the Government much trouble and expense to press the charge of murder, the prisoner's plea had been accepted.

Judge McKenna ordered the prisoner to stand up, and said that if he deserved any clemency he had got all due to him when the Government accepted his plea on the lesser charge. He then sentenced Wise to ten years' imprisonment in Folsom prison together with a fine of $1000.

Wise escaped very luckily, as there was a dead case of murder against him. Carroll Cook was jubilant at the lucky escape of his client, and on the conclusion of the court's remarks said he felt "bully." The sentence with credits only means six and a half years' imprisonment for the crime for which Wise escaped hanging.

A GOOD SLEEPER.

Minded Not the Wetness of the Water.

A Steam Vessel to Be Added to the Arctic Whaling Fleet From This City.

An old longshoreman known as Jeft was very sleepy yesterday afternoon, and he picked out the softest stringer he could find on Clay-street wharf and lay down. His dreams must have been pleasant, for he smiled and waved his arms about violently and finally rolled off into the bay.

The coldness and wetness of the water did not bother him in the least and he kept on slumbering peacefully, gently swayed by the waves. Men on the dock soon got a boat and picked him up, at the same time waking him.

To this he objected strongly and called his rescuers all sorts of names, and wanted to know what right they had to disturb him.

They told him they were afraid he would have drowned if they had not pulled him out. This brought another volley of abuse, and he told his rescuers they should have better sense than to think a wharf-rat was likely to drown.

He said he was ready to do the same thing over again for $2 50.

The Sailors' Union took four non-union men from the schooner E. Parke yesterday, and were so elated by their work that they boldly went for the bark Detroit, where they knew there were also some non-union men.

But at this they were not so successful. They climbed over the anchor-chains on to the deck in good order, but there they were met by the captain and officers, armed with various implements of war. They were told to go or fight, and it did not take them long to come to the conclusion that the latter was bad for the eyes. They got overboard as quickly as they could, and were not at all particular how or where they struck. Some of them struck the boat, but most of them were satisfied with the cold waters of the bay until they were picked up.

The non-union crew will sail with the vessel.

The ship Dalgomar, Captain Gray, is reported as having arrived at San Diego from Newcastle, N. S. W., after a long stormy trip.

The steamer Homer arrived yesterday from Astoria with 1000 boxes of salmon for reshipment to England. These goods were given to the Union Pacific for shipment, and laid on their wharf until several hundred dollars dues had accumulated. When the Homer went for them the captain was told that it would cost $500 for him to load from their wharf, so he had to hire trucks and have them taken around several blocks to another wharf. The Union Pacific was not ready to take them, and wanted to compel the owners to pay more wharf dues.

Lewis Anderson & Co., the shipping agents of this city, have made arrangements to add a steam vessel to their whaling fleet. Several of their barks have already started on cruises, and the new vessel, which is named the Navarch, is now on her way to Honolulu. From there she will continue her cruise north, and come here next year at the end of the season.

The bark Columbia asked for police protection last night, as a non-union crew was shipped in the afternoon and trouble was feared. Union men made threats of a violent nature; but the captain has been in the same position before and was prepared for invaders.

The Nicaragua Canal.

On Friday afternoon the leading mercantile associations in this city will send delegates to a meeting to be held in the rooms of the Chamber of Commerce to arrange for measures to be taken in the interest of the Nicaragua canal.

YOUR HEALTH
May depend upon the way you treat the warnings which nature gives. A few bottles of S. S. S. taken at the proper time may insure good health for a year or two. Therefore act at once, for it
IS IMPORTANT
that nature be assisted at the right time. S.S.S. never fails to relieve the system of impurities, and is an excellent tonic also.
He Wants to Add His Name.
"Permit me to add my name to your many other certificates in commendation of the great curative properties contained in Swift's Specific (S. S. S.) It is certainly one of the best tonics I ever used.
"JOHN W. DANIEL, Anderson, S. C."
Treatise on blood and skin diseases mailed free.
SWIFT SPECIFIC CO., Atlanta, Ga.
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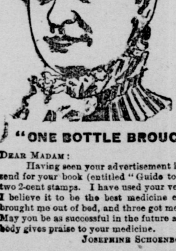


"A woman best understands a woman's ills."
"To what recognition is a woman entitled whose sole ambition in life was to do good to others, and the fruit of whose labors has proved a blessing to the civilized world?"
"ONE BOTTLE BROUGHT ME OUT OF BED."
DEAR MADAM: BALTIMORE, OCT. 30, 1890.
Having seen your advertisement in Tuesday's paper, I have concluded to send for your book (entitled "Guide to Health and Etiquette"); inclosed find two 2-cent stamps. I have used your vegetable compound, and without mistake I believe it to be the best medicine ever used. I was prostrate; one bottle brought me out of bed, and three got me up so that I could do the housework. May you be as successful in the future as you have been in the past, for everybody gives praise to your medicine. Yours truly,
JOSEPHINE SCHOENBORN, 718 Baker St., Baltimore City, Md.
LYDIA E. PINKHAM'S VEGETABLE COMPOUND
Is the only Positive Cure and Legitimate Remedy for the peculiar weaknesses and ailments of women.
All Druggists sell it as a standard article, or sent by mail, in form of Pills or Lozenges, on receipt of $1.00. LYDIA E. PINKHAM MED. CO., LYNN, MASS.
☞ An illustrated book, entitled "Guide to Health and Etiquette," by Lydia E. Pinkham, is of great value to ladies. We will present a copy to any one addressing us with two 2-cent stamps.

GRAND DISPLAY OF HOLIDAY PRESENTS!
FANCY CHAIRS AND ROCKERS,
LADIES' DESKS AND COMBINATION CASES
AT THE LOWEST PRICES AT
INDIANAPOLIS FURNITURE CO
750 Mission Street.
de18 5t

MISCELLANEOUS.

Announcement!

IN ORDER THAT WE MAY PUT OURSELVES RIGHT with the public and eradicate a prevailing, but erroneous impression, we take pleasure in stating that on or about the 1st of January, 1893, we expect to place on the market the water of the famous California Geysers under the name of GEYSER TABLE WATER. We are well aware that there are some who have been deluding themselves for a considerable time with the idea that they have been drinking water from the Geyser Springs hitherto. We beg now to assure them that this is a grand mistake. The water of the California Geysers has NEVER YET been bottled, however much people have been misled by advertisements of waters, if not affirming, certainly implying that they come from the Geyser Springs. We desire it to be generally known that we have secured THE SOLE RIGHT to prepare this water. We are now busily engaged putting up extensive bottling machinery at the GEYSERS, and we are hopeful that, with the new year, the newest and best water ever prepared will be available to all. This will be THE ONLY naturally boiled water on the market.

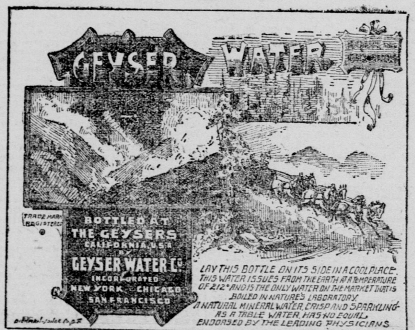
We offer $5000 reward to any one who will furnish proof that we are not the FIRST and ONLY bottlers of the water from the California Geysers.

GEYSER WATER COMPANY,

C. L. DINGLEY, JR., Manager,

29 Steuart Street, San Francisco.

N.B.—These are fac-similes of the labels which will appear on Each bottle:



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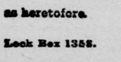
CONRAD! CONRAD! CONRAD!

A CARD TO THE PUBLIC

While it is true I have been chosen the President of the Louisana State Lottery Company, vice M. A. DAUPHIN, deceased, I still retain the Presidency of the Gulf Coast Ice and Manufacturing Company, so all proposals for supplies, machinery, etc., as well as all other business communications should be addressed to me here as heretofore.

PAUL CONRAD,
New Orleans, La.

Lock Box 1358.


BEFORE and AFTER

MANHOOD RESTORED By CUPIDENE

This Vegetable Vitalizer, cures all nervousness and diseases of the generative organs, such as LOST MANHOOD, SLEEPLESSNESS, TIRED FEELING, PAINS IN THE BACK, DEBILITY, PIMPLES, HEADACHE, SEMINAL WEAKNESS, NIGHTLY EMISSIONS, IMPOTENCY, DESPONDENCY and CONSTIPATION. Cures where all else fails. The doctor has discovered the active principle on which the VITALITY of the SEXUAL apparatus is dependent.

The reason why sufferers are not cured by physicians and medicines is because over 90 per cent. are troubled with PROSTATITIS, for which CUPIDENE is the only known remedy to cure the complaint without an operation. A WRITTEN GUARANTEE to refund the money if a permanent cure is not effected by the use of six boxes. $1.00 a box, six for $5. Send for circulars and testimonials. Address all mail orders to **DAVOL MEDICINE CO.** P. O. Box 2076. S. F., Cal. *For Sale By*
E. P. GATES, NE. corner O'Farrell and Stockton streets.
WEITMAN & WEITMAN, next Macdonough's Theater, Oakland.

se11 SaTuTh

OCEAN STEAMSHIPS.

PACIFIC MAIL STEAMSHIP CO.

THROUGH LINE TO NEW YORK, VIA PANAMA. Steamers will sail at NOON on the 5th, 15th and 25th of each month, calling at various ports of Mexico and Central America.

Through line sailings—Sunday, December 25, SS. San Juan; January 5, SS. City of New York; January 16, SS. San Blas.

WAY LINE TO MEXICAN AND CENTRAL AMERICAN PORTS AND PANAMA.

Steamers leave San Francisco on the 3d and 18th of each month, calling at various Mexican and Central American ports.

Way Line Sailings—SS. Colima, January 3; SS. Starbuck, January 18.

JAPAN AND CHINA LINE.
FOR YOKOHAMA AND HONGKONG,

Connecting at Yokohama with steamers for Shanghai, and at Hongkong for East Indies, Straits, etc.

SS. Peru, Saturday, December 24, at 3 P. M.
SS. City of Rio de Janeiro, Saturday, January 14, at 3 P. M.
SS. City of Peking, Saturday, February 4, at 3 P. M.
SS. China, via Honolulu, Tuesday, February 14, at 3 P. M.

Round-trip tickets to Yokohama and return at reduced rates.

For freight or passage apply at the office corner First and Brannan streets.

Branch Office—202 Front street.
ALEXANDER CENTER, General Agent.

PACIFIC COAST STEAMSHIP CO.

DISPATCH STEAMERS FROM SAN Francisco for ports in Alaska 9 A. M. December 16, 30, January 13.

For British Columbia and Puget Sound ports, every Friday.

For Eureka, Humboldt Bay, Wednesdays, 9 A. M.

For Santa Ana, Los Angeles and all way ports, every fourth and fifth day, 8 A. M.

For San Diego, stopping only at Los Angeles, Santa Barbara and San Luis Obispo, every fourth and fifth day at 11 A. M.

For ports in Mexico, first of each month.

Ticket Office—Palace Hotel, 4 New Montgomery st.
GOODALL, PERKINS & CO., General Agents,
1 tf 10 Market st., San Francisco.

FOR PORTLAND & ASTORIA, OREGON.

THE UNION PACIFIC SYSTEM—Ocean Division—and PACIFIC COAST STEAMSHIP COMPANY will dispatch from Spear-street wharf, at 10 A. M. for the above ports one of their A1 iron steamships, viz.:

STATE OF CALIFORNIA—Dec. 19, 31, Jan. 12, 24.
COLUMBIA—Dec. 15, 27, Jan. 8, 20.
OREGON—Dec. 23, Jan. 4, 16, 28.

Connecting via Portland with the Union Pacific and other diverging lines for all points in Oregon, Washington, British Columbia, Alaska, Idaho, Montana, Dakota, Utah, Wyoming, Yellowstone Park and all points east and south and to Europe.

Fare to Portland—Cabin, $16; steerage, $8; round trip, cabin, $30.

Ticket offices—1 Montgomery street and Palace Hotel, 4 New Montgomery street.

Freight office, 200 California street.
GOODALL, PERKINS & CO., Supt. Ocean Line.
1tf 10 Market street, San Francisco.

ROYAL MAIL STEAM PACKET CO.

STEAMERS LEAVE ASPINWALL fortnightly for the West Indies and Southampton, calling en route at Cherbourg, 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
tf PARROTT & CO., Agents, 306 California st.

OCEAN STEAMSHIPS.

OCEANIC STEAMSHIP COMPANY.

THE SPLENDID 3000-TON STEAMERS of this line, carrying United States, Hawaiian and Colonial mails, sail from Folsom-st. Wharf as under:

FOR HONOLULU ONLY,
SS. AUSTRALIA, WEDNESDAY, Dec. 21, at 2 P. M.

FOR HONOLULU, APIA, AUCKLAND, SYDNEY
DIRECT.
SS. ALAMEDA.........MONDAY, Jan. 9, at 2 P. M.

For freight and passage apply at office, 327 Market street. J. D. SPRECKELS & BROS. CO.,
26 tf General Agents.

COMPAGNIE GENERALE TRANSATLANTIQUE

French Line to Havre.

COMPANY'S PIER (NEW), 42 NORTH River, 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.

LA CHAMPAGNE, Capt. Boyer..........................Saturday, Dec. 21st, 6:00 A. M.
LA BRETAGNE, Capt. Collier..........................Saturday, Dec. 28th, 1:00 P. M.
LA NORMANDIE, De Kersabiec..........................Saturday, December 31st, 1:00 P. M.

☞ For further particulars apply to
A. FORGET, Agent,
No. 3 Bowling Green, New York.
J. F. FUGAZI & CO., Agents, 5 Montgomery ave., San Francisco.
Branch office, 19 Montgomery street. au31 tf

WHITE STAR LINE.

United States and Royal Mail Steamers
BETWEEN
New York, Queenstown & Liverpool,
SAILING EVERY WEEK.

CABIN $60 AND UPWARD, ACCORDing to steamer and accommodations selected; second cabin, $35; Majestic and Teutonic, $40 and $45. Steerage tickets from England, Ireland, Scotland, Sweden, Norway and Denmark, through to San Francisco at lowest rates. Tickets, sailing dates and cabin plans may be procured from W. H. AVERY, Pacific Mail Dock, or at the General Office of the Company, 613 Market st., under Grand Hotel. G. W. FLETCHER,
ap26 TuWeFrSu tf Gen. Agt. for Pacific Coast.

CUNARD LINE.

New York to Liverpool, via Queenstown, from Pier 40, North River.
FAST EXPRESS MAIL SERVICE.

Gallia, Dec. 24, 8:00 AM
Umbria, Dec. 31, 2:00 PM
Bothnia, Jan. 7, 9:00 AM
Servia, Jan. 14, 2:00 PM
Gallia, Jan. 21, 7:30 AM
Aurania, Jan. 28, 2:00 PM
Etruria, Feb. 4, 7:30 AM
Servia, Feb. 11, 1:00 PM

Cabin passage, $60 and upward; second cabin, $35. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at company's office, 4 Bowling Green, New York
VERNON H. BROWN & CO., General Agents.

Good accommodation can always be secured on application to WILLIAMS, DIMOND & CO.,
jy27 TuThSa Agents, San Francisco.

NORTH GERMAN LLOYD S. S. CO.

SPREE, HAVEL, LAHN, TRAVE, SAALE, ALLER, EIDER, EMS, WERRA, FULDA, ELBE, KAISER WILHELM II.

New York, Southampton, Bremen. The fast express steamers of this company sail every TUESDAY and SATURDAY, landing passengers in Southampton in 7½ days or less from New York. These steamers are celebrated for their speed and the comfort afforded passengers.

ROBERT CAPELLE, Gen. Agent for Pacific Coast, 118 Montgomery st., under Occidental Hotel, San Francisco. ja7 1y ThTu

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MISCELLANEOUS.

HEADQUARTERS
—FOR—
Holiday Goods!

FINE TOYS AND DOLLS!

NOVELTIES
OF ALL DESCRIPTIONS
In Silver, Leather, Wood, Metal, Celluloid, Etc.

DON'T FAIL TO VISIT THE

NOVELTY PALACE,
116 Sutter St.

Courteous Treatment and Popular Prices Are Motto of the Proprietors,

LEO ZANDER & JOE S. STEINER.

We are the Pacific Coast Agents for the celebrated

PAILLARD MUSIC BOXES, SYMPHONIONS,

And Carry the Largest Assortment on the Coast.

Call and See.

LEO ZANDER & CO.,
116 Sutter St.
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RAILROAD TRAVEL.

N. P. COAST R. R.
....VIA....
SAUSALITO FERRY.

In Effect November 1, 1892.

From SAN FRANCISCO for SAUSALITO, ROSS VALLEY and SAN RAFAEL (week days)—7:30, 9:00, 11:00 A. M.; 1:45, 3:25, 5:00, 6:15 P. M. (Sundays)—8:00, 10:00, 11:30 A. M.; 1:30, 3:00, 5:00, 6:30 P. M.

From SAN FRANCISCO for MILL VALLEY (week days)—7:30, 9:00 A. M.; 3:25, 5:00, 6:15 P. M. (Sundays)—8:00, 10:00, 11:30 A. M.; 1:30, 3:00, 5:00 P. M. Extra trip on Saturdays at 1:45 P. M.

From SAN RAFAEL for SAN FRANCISCO (week days—6:20, 7:45, 9:15, 11:05 A. M.; 1:45, 3:25, 5:00 P. M. (Sundays)—8:00, 9:50 A. M.; 12:00 M.; 1:30, 3:30, 5:00 P. M. Extra trip on Saturdays at 6:30 P. M. Fare 50 cents, round trip.

From MILL VALLEY for SAN FRANCISCO (week days)—6:30, 7:58, 9:10 A. M.; 3:35, 5:05 P. M. (Sundays)—8:05, 10:10, 11:40 A. M.; 1:45, 3:55, 5:15 P. M. Fare, 40 cents, round trip.

From SAUSALITO for SAN FRANCISCO (week days)—6:55, 8:15, 9:55, 11:45 A. M.; 2:25, 4:05, 5:40 P. M. (Sundays)—8:45, 10:40 A. M.; 12:45, 2:15, 4:15, 5:45 P. M. Extra trip on Saturdays at 7:10 P. M. Fare 25 cents, round trip.

Leave San Francisco.	Through Trains.	Arrive San Francisco.
7:30 A. M. } Week 1:15 P. M. } days. A. M. 8:00 Sundays.	Camp Taylor, Tocaloma, Point Reyes, Tomales and way stations.	10:25 A. M. Mondy 12:15 P. M. Week-days, ex. Monday 6:10 P. M. Daily.
A. M. 7:30 Week days. P. M. 1:45 Saturdays.	Howards, Duncan Mills, Cazadero and way stations.	A. M. 10:25 Mondays. 6:10 P. M. { Week days.

Thirty-day Excursion—Round Trip, 25 per cent reduction.

Friday to Monday Excursion—Round-trip Tickets: Tocaloma and Point Reyes, $1 25; Tomales, $2 00; Howards, $2 50; Cazadero, $3 00.

Sunday Excursion—Round-trip Tickets: Point Reyes, $1 00; and Tomales, $1 50.

THROUGH STAGE CONNECTIONS DAILY (Sunday excepted) at Cazadero with morning train from San Francisco to and from Stewarts Point, Gualala, Point Arena, Cuffeys Cove, Navarro, Mendocino City, Fort Bragg and all points on the North Coast.

WILLIAM GRAVES, General Manager.
F. B. LATHAM, Gen. Pass. & Tkt. Agt.
General Offices, 14 Sansome Street.

SAN FRANCISCO AND N. P. RAILWAY.

"The Donahue Broad-Gauge Route."

COMMENCING SUNDAY, NOV. 20, 1892, and until further notice, boats and trains will leave from and arrive at the San Francisco Passenger Depot, Market-street wharf, as follows:

From San Francisco for Point Tiburon, Belvedere and San Rafael.

WEEK DAYS—7:40, 9:20, 11:40 A. M.; 3:30, 5:05, 6:20 P. M. SATURDAYS ONLY—An extra trip at 1:50 P. M.

SUNDAYS—8:00, 9:30, 11:00 A. M.; 1:30, 3:30, 5:00, 6:20 P. M.

From San Rafael for San Francisco.

WEEK DAYS—6:25, 7:55, 9:30 A. M.; 12:45, 3:40, 5:05 P. M. SATURDAY ONLY—An extra trip at 6:30 P. M.

SUNDAYS—8:10, 9:40, 11:10 A. M.; 1:40, 3:40, 5:00, 6:25 P. M.

From Point Tiburon to San Francisco.

WEEK DAYS—6:50, 8:20, 9:55 A. M.; 1:10, 4:05, 5:35 P. M. SATURDAYS ONLY—An extra trip at 6:55 P. M.

SUNDAYS—8:40, 10:05, 11:35 A. M.; 2:05, 4:05, 5:30, 6:55 P. M.

Leave San Francisco.		Destination.	Arrive San Francisco.	
WEEK DAYS.	SUNDAYS.		SUNDAYS.	WEEK DAYS.
7:40 AM 3:30 PM 5:05 PM	8:00 AM 9:30 AM 5:00 PM	Petaluma and Santa Rosa.	10:40 AM 6:05 PM 7:30 PM	8:50 AM 10:30 AM 6:10 PM
7:40 AM 3:30 PM	8:00 AM	Fulton, Windsor, Healdsburg, Litton Springs Cloverdale and Way Stations.	7:30 PM	10:30 AM 6:10 PM
7:40 AM	8:00 AM	Hopland and Ukiah.	7:30 PM	6:10 PM
7:40 AM 3:30 PM	8:00 AM	Guerneville.	7:30 PM	10:30 AM 6:10 PM
7:40 AM 5:05 PM	8:00 AM 5:00 PM	Sonoma and Glen Ellen.	10:40 AM 6:05 PM	8:50 AM 6:10 PM
7:40 AM 3:30 PM	8:00 AM 5:00 PM	Sebastopol.	10:40 AM 6:05 PM	10:30 AM 6:10 PM

Stages connect at Santa Rosa for Mark West Springs; at Geyserville for Skaggs' Springs, Stewarts Point, Gualala and Point Arena; at Cloverdale for the Geysers; at Pieta for Highland Springs, Kelseyville, Soda Bay, Lakeport and Bartlett Springs; at Hopland for Lakeport; at Ukiah for Vichy Springs, Saratoga Springs, Blue Lakes, Witter Springs, Upper Lake, Lakeport, Willitts, Cahto, Mendocino City, Fort Bragg, Westport, Usal, Hydesville and Eureka.

EXCURSION TICKETS from Saturdays to Mondays—To Petaluma, $1 50; to Santa Rosa, $2 25; to Healdsburg, $3 40; to Cloverdale, $4 50; to Hopland, $5 70; to Ukiah, $6 75; to Sebastopol, $2 70; to Guerneville, $3 75; to Sonoma, $1 50; to Glen Ellen, $1 80.

EXCURSION TICKETS, good for Sundays only, to Petaluma, $1; to Santa Rosa, $1 50; to Healdsburg, $2 25; to Cloverdale, $3; to Ukiah, $4 50; to Hopland, $3 80; to Sebastopol, $1 80; to Guerneville, $2 50; to Sonoma, $1; to Glen Ellen, $1 20.

H. C. WHITING, Gen. Manager.
PETER J. McGLYNN, Gen. Pass. & Tkt Agt.

Ticket offices at ferry, 36 Montgomery st. and 2 New Montgomery st.

ATLANTIC AND PACIFIC RAILROAD.

SANTA FE ROUTE.

TRAINS LEAVE AND ARRIVE AT SAN FRANcisco (Market-street Ferry):

LEAVE DAILY.	NOVEMBER 1, 1892.	ARRIVE DAILY.
5:30 P.	Fast Express via Mojave	9:15 A
9:00 A.	Atlantic Express via Los Angeles	8:45 P

Ticket Office—650 Market street, Chronicle Building, S. F.
W. A. BISSELL,
18tf General Passenger Agent.

FROM THE FERRIES.

Trains Leave and are Due to Arrive at SAN FRANCISCO.

LEAVE	FROM NOV. 1, 1892	ARRIVE
7:00A	Benicia, Rumsey, Sacramento	7:15P
7:30A	Haywards, Niles and San Jose	*12:15P
......	Niles and San Jose	‡6:15P
7:30A	Martinez, San Ramon, Calistoga	6:15P
*7:30A	El Verano and Santa Rosa	*6:15P
8:00A	Sacramento & Redding, via Davis	7:15P
8:00A	Atlantic Express for Ogden and East	9:45P
8:30A	Niles, San Jose, Stockton, Ione, Sacramento, Marysville, Oroville and Red Bluff	4:45P
9:00A	New Orleans Express, Los Angeles, Deming, El Paso, New Orleans and East	8:45P
*9:00A	Stockton and Milton	*8:45P
12:00M	Haywards, Niles and Livermore	7:15P
*1:00P	Sacramento River Steamers	*9:00P
1:30P	Vallejo and Martinez	12:15P
3:00P	Haywards, Niles and San Jose	9:45A
4:00P	Martinez, Stockton, Merced and Fresno	12:15P
4:00P	Martinez, San Ramon, Vallejo, Calistoga, El Verano and Santa Rosa	9:45A
4:00P	Benicia, and Sacramento	10:15A
4:00P	Woodland and Oroville	10:15A
4:00P	Vacaville	10:45A
*4:30P	Niles and Livermore	*8:45A
5:00P	European Mail, Ogden and East	10:45A
5:30P	Los Angeles Express, Fresno, Bakersfield, Santa Barbara and Los Angeles	9:15A
5:30P	Santa Fe Route, Atlantic Express for Mojave and East	9:15A
6:00P	Haywards, Niles and San Jose	7:45A
‡7:00P	Vallejo	†8:45P
7:00P	Oregon Express, Sacramento, Marysville, Redding, Portland, Puget Sound and East	8:15A

SANTA CRUZ DIVISION.

‡7:45A	Sunday Excursion Train for Newark, San Jose, Los Gatos, Felton, Big Trees and Santa Cruz	‡8:05P
8:15A	Newark, Centerville, San Jose, Felton, Boulder Creek and Santa Cruz	6:20P
*2:15P	Centerville, San Jose, Almaden, Felton, Boulder Creek and Santa Cruz	*10:50A
4:45P	Centerville, San Jose, Los Gatos.	9:50A

COAST DIVIS'N—Third and Townsend Sts.

7:00A	San Jose, Almaden and Way Stations	2:38P
8:15A	San Jose, Gilroy, Tres Pinos, Pajaro, Santa Cruz, Monterey, Pacific Grove, Salinas, San Miguel, Paso Robles and Santa Margarita (San Luis Obispo) and Principal Way Stations	6:10P
10:37A	San Jose and Way Stations	5:03P
12:15P	Cemetery, Menlo Park and Way Stations	3:30P
*2:30P	San Jose, Gilroy, Tres Pinos, Santa Cruz, Salinas, Monterey, Pacific Grove and Principal Way Stations	*10:37A
*3:30P	San Jose and Principal Way Stations	*9:47A
*4:30P	Menlo Park and Way Stations	*8:06A
5:15P	San Jose and Way Stations	8:48A
6:30P	Menlo Park and Way Stations	6:35A
†11:45P	Menlo Park and Principal Way Stations	†7:30P

A for Morning. P for Afternoon.
*Sundays excepted. †Saturdays only.
‡Sundays only.

Weekly Call. $1 per Year