AMUSEMENTS

VAN NESS THEATER
Van Ness and Grove. Phone Market 500.
LAST THREE NIGHTS—MAT. SAT.
LAST TIME NEXT SUNDAY NIGHT.
THE REAL HIT OF THE YEAR
A Superb Play—Superbly Played.
SALOMY JANE
Paul Armstrong's Drama of the West.
Beginning Next Monday Night
First San Francisco Engagement of OLGA
NETHERSOLE
And Her London Company, Including
FRANK MILLS
Entire First Week—Mats. Wed. and Sat.,
"SAPHO"
Second Week—Mon. and Fri., "THE AWAKENING"; Tues. Evg. and Wed. Mat., "CARMEN"; Wed., "THE LABYRINTH"; Thurs., "ADRIENNE LECOUVREUR"; Sat. Mat., "CAMILLE"; Sat., "SECOND MRS. TANQUERAY."
SEATS READY—Prices $2 to 50c.

DORA PARK & OPERA HOUSE
OAKLAND.
DIRECTION H. W. BISHOP.
LAST WEEK OF THE ALAMEDA COUNTY EXPOSITION and CARNIVAL
LAST WEEK OF
SHIP AHOY
The Carnival of Fun and Melody.
Next Monday Night
RIP VAN WINKLE
Seats now on sale at Sherman, Clay & Co.'s, Thirteenth and Broadway, Oakland.

MILAN OPERA CO.
CHUTES THEATER
LAST THREE NIGHTS
Only Matinees Tomorrow and Sunday
"MIGNON" TONIGHT
Sunday Matinee, with Padovani, Bertozzi, Parola, Wulman.
"FAUST" Tomorrow Matinee
Sunday Night, with Ferrabini, Parola, Pinnazzoni, LOMBARDI.
"CAVALLERIA" AND "PAGLIACCI" TOMORROW NIGHT
With Gonzales, Balestri, Paolini, Bertozzi, Pinnazzoni and Signorini.
Seats on sale for all performances at Sherman, Clay & Co.'s, Van Ness av. above California st.
Reserved Seats—$2, $1.50, $1, 50c. General admission, 50c.

CENTRAL THEATER
ERNEST E. HOWELL—Proprietor and Manager.
Market and Eighth streets.....Phone Market 777.
Home of Melodrama
Matinees Saturday and Sunday.
TONIGHT and All the Week, the Splendid Scenic Melodrama,
RULED OFF THE TURF
PRICES—15c, 25c and 50c.
Next Week, Beginning Monday Night, the Intensely Thrilling Melodrama, "THE AMATEUR DETECTIVE," or "THE BEST MAN WINS."

NOVELTY THEATRE PHONE WEST 3990
LOVERICH & LUBELSKI—Prop's. & Mgr's.
Direction Gottlob, Marx & Co.
THIS WEEK—MATINEE SATURDAY.
LOUIS JAMES
AS
FALSTAFF
In a Superb Production of
THE MERRY WIVES OF WINDSOR
Commencing NEXT SUNDAY NIGHT and Continuing All Week, Except Wednesday Evening and Saturday Matinee,
LOUIS JAMES IN "THE COMEDY OF ERRORS"
Wednesday Evening and Saturday Matinee,
"MERCHANT OF VENICE."

Orpheum
ELLIS ST. NEAR FILLMORE.
Absolutely Class "A" Theater Building.
MATINEE TODAY AND EVERY DAY.
A BIG NEW SHOW
MINNIE SELIGMAN and WILLIAM BRAMWELL in the comedy sketch, "A Dakota Widow"; 8—VASSAR GIRLS—8; LUCY and LUCIER in "A Fool's Errand"; BARTHOLDI'S COCKATOOS; CHRISTINA NEILSEN; BELL-CLAIRE BROTHERS; BERRY and BERRY; NEW ORPHEUM MOTION PICTURES and Last Week of "A NIGHT WITH THE POETS."
PRICES—Evenings, 10c, 25c, 50c, 75c. Box Seats, $1. Matinees (except Sundays and Holidays), 10c, 25c, 50c.
PHONE WEST 6000.

PRINCESS THEATER
Ellis near Fillmore—S. Loverich, Manager.
Mat. Daily at 2:30—Evenings at 8:15.
Sam Sidman & Co., including 20 High Class Musical Artists, presenting
"THE JAIL BIRDS"
Una Clayton & Co. in the great comedy playlet
"WHAT'S IN A NAME"
Geo. Delmas—Aerial Marvel.
Lockwood and Drayson—Change Artists.
The 4 Claysons—Musical Artists.
Bothwell Browne, presenting "The Gibson Girl."
Davis and Walker Parker—Comedians.
Princess Motion Pictures.
Prices—Evenings, 10c, 25c, 35c, 50c.
Matinees—10c and 25c.

NEW ALCAZAR THEATER Tel. West 6036
ABSOLUTELY "CLASS A" STRUCTURE.
CORNER SUTTER AND STEINER STS.
Belasco & Mayer, Owners and Managers.
LAST THREE NIGHTS
The New Alcazar Stock Company in
GENESEE OF THE HILLS
A Dramatization of Marah Ellis Ryan's Famous Novel, "Told in the Hills."
MATINEES SATURDAY AND SUNDAY
PRICES—Nights, 25c to $1; Mats., 25c, 35c, 50c.
Mon., Oct. 7—"WHEN KNIGHTHOOD WAS IN FLOWER."

AMERICAN THEATRE
Market and Seventh Sts.
THE HOUSE OF SAFETY AND COMFORT WILL REOPEN ON
SUNDAY MATINEE
OCTOBER 6th
Inaugurating the Fall and Winter Season of High Class Eastern Attractions With
GEORGE M. COHAN'S
"Little Johnny Jones"
Seats Reserved From 25c to $1.50.
Sale of Seats Now On

BOILER MAKERS TO DINE INTERNATIONAL OFFICERS

Will Celebrate Termination of Strike With Banquet to Arbitrators

PLUMBERS TO BUILD

Plan Structure in Mission Street Costing $30,000 for Union Uses

To ratify the successful termination of the strike of the boiler makers May 1, subordinate lodge No. 25 of the international brotherhood of boiler makers and iron ship builders and helpers of America, will tender a banquet tomorrow night in Roesch hall to International President George F. Dunn and Third International Vice President Edward H. Grant. Secretary Sheridan of this union said yesterday:

"Great credit is due to International Vice President Grant for his untiring efforts in our behalf. Our international president, George F. Dunn, is also entitled to credit for his able arguments, as well as those of our vice president, which brought about an honorable settlement to all, despite the opposing forces." Preparations have been made for many at the banquet table.

* * *

Joseph Fay, J. Kiernan and James McGowan have been appointed a committee to report on plans and specifications for a new building which plumbers' union No. 422 proposes to erect in Mission street near Fifteenth. It is estimated that the new structure will cost about $30,000. If the committee shall present a favorable report the work of preparing the site for the foundation will be started before the end of the month.

* * *

Machinists' lodge No. 68 at its meeting Wednesday night decided to give a smoker in Equality hall on the night of October 12. The union donated $100 to the telephone operators who are out of employment. Seven candidates for membership were given the lodge obligation and seven applications were presented.

* * *

The molders' union at its last meeting made a contribution of $100 to the molders on strike in Seattle and Tacoma. Five applications were presented and one candidate was obligated.

* * *

The butchers' union will at its next meeting vote on a new constitution. The union received 14 applications and initiated seven, whose petitions had been favorably reported upon.

* * *

Garment workers' union No. 131 had more than 200 members at its meeting in the labor temple. Business Agent Anna Burkhardt, who has held that position for two years, resigned because in two weeks she is to be married. Miss May Cummings was elected to succeed her. The union had a referendum vote on the proposition to increase the salary of the international president and that of the international secretary. The vote was unanimous in the affirmative. Twenty-five applicants for membership were obligated.

* * *

On the occasion of the ball to be given November 1 by the tile setters in Garden rink the union will receive from P. H. McCarthy a flag awarded to it on labor day for being the best dressed body in the parade. The committee that is to have charge of this affair consists of M. J. Kerwan, W. Doyle, Charles Weber, John Schoen and D. R. Sullivan.

* * *

There was a large attendance at the building trades council last night. When P. H. McCarthy and John E. McDougald entered the hall they were greeted with cheers and hand clapping that was kept up for several minutes. The council was addressed by Miss Hampton and others of the Oakland Union laundry in behalf of the new enterprise. The council purchased 250 tickets for a ball in aid of the new laundry and recommend the proposition to all unions affiliated with the council.

The council considered a matter of jurisdiction, a question having been raised as to whether or not the brick layers or the tile setters have the right to set the tile on the outside of the new building at Fourth and Market streets. The brick layers claim the right to do this class of work under the authority of the American federation of labor, and the building trades alliance. The tile setters claim that it is their exclusive right to do this kind of work. As this is the first work of the kind in this city and there being no precedent for action by the council, the secretary was instructed to write east for information in relation to the matter for the enlightenment of the council and the two unions.

CALHOUN'S DETECTIVE FREE

Edward C. Bell, one of Patrick Calhoun's detectives, who was arrested as he left Judge Coffey's court Wednesday morning for carrying a concealed weapon, was acquitted by Police Judge Cabaniss yesterday. The judge said he had to be consistent, pointing out that in all cases where men had reason to believe their lives in danger he had followed the rule of discharging the defendant.

Excursion to Monterey—$2.00

Sunday, October 6, Southern Pacific will run limited excursion to Monterey; round trip $2.00. Special train will leave Third and Townsend 7:30 a. m., stopping at Valencia st.; returning, leave Monterey 4:30 p. m. Special train from Oakland will leave First and Broadway 7:35 a. m.; returning, leave Monterey 5:00 p. m.

WANTS FREE MARKETS—The West of Castro Street club petitioned the supervisors yesterday to establish free municipal retail markets throughout the city.

AMUSEMENTS

CHRISTIAN SCIENCE LECTURE.
REV. ARTHUR R. VOSBURGH, C. S. B., of Rochester, N. Y., a member of the Christian Science Board of Lectureship of The First Church of Christ, Scientist, in Boston, Mass., will lecture on "THE IDEALISM OF JESUS," in CHRISTIAN SCIENCE HALL, corner Sacramento and Scott sts., Monday, October 7, 1907, at 8 p. m. Admission free. All are invited.

BASEBALL
RECREATION PARK
Valencia st. between Fourteenth and Fifteenth.
OAKLAND vs. PORTLAND
Wednesday, Thursday, Friday and Saturday .....3:00 p. m.
SUNDAY .....2:30 p. m.
RESERVED SEATS at grounds and H. Harris & Co.'s, 1546 Fillmore st.

TONIGHT
COLISEUM
FELL, BAKER AND OAK.
Final Race of
THREE MILE SERIES
Davidson, Stoutenberg, Jones, Arnold, Peterson, Huff and Street.
Admission 20c.....Skating Till 11 p. m.
Tomorrow night, fancy skating by Davidson.
NEXT RACE TUESDAY.

Roosevelt Speaks for Increase of Navy and Curbing of Trusts

Throngs Greet President at Cairo and 50,000 Applaud Him in Parade

CAIRO, Ill., Oct. 3.—President Roosevelt and party arrived at the Cairo wharf at 9 o'clock this morning and were saluted by the Danville battery. A squad of police and the Fourth regiment of Illinois national guards, headed by the Fifth Regimental band, led the procession. On arrival at St. Mary's park Mayor George Parsons introduced Governor Deneen of Illinois, who in turn introduced President Roosevelt. Over 10,000 persons listened to the president's address at the park.

Hung along the line of march in every block were large signs reading, "Fourteen feet from lakes to gulf through valley." Over 50,000 persons gave the president a continuous ovation as he passed, and thousands of school children saluted enthusiastically.

Before beginning his prepared speech on the extension of the navy and curbing of corporations, the president made some extemporaneous remarks outlining his position on the deep waterway project.

"I have," he said, "long felt that the nation must understand the improvement of the great highway of the Mississippi, but my observations on this trip have had the effect of making me much more ardent than I was. There should be a loop of the seacoast from the gulf to the Great Lakes, and there must be an inlet from Cairo to Pittsburg."

He said he found no difficulty in indorsing the plan of giving national aid to this work because of its interstate character. He considered the canalization of the Mississippi and its affluents of importance to every section.

NO "PEACE WITH INSULT"

The president said in part:

There are few things cheaper and more objectionable, whether on the part of the public man or of the private man, on the part of a writer or of a speaker, an individual or a group of individuals, than a course of conduct which is insulting or hurtful, whether in speech or act, to individuals of another nation or to the representatives of another nation or to another nation itself. But the policy becomes infamous from the standpoint of the interests of the United States when it is combined with the refusal to take those measures of preparation which can alone secure us from aggression on the part of others. The policy of "peace with insult" is the very worst policy upon which it is possible to embark, whether for a nation or an individual. To be rich, unarmed, and yet insolent and aggressive, is to court well nigh certain disaster. The only safe and honorable rule of foreign policy for the United States is to show itself courteous toward other nations, scrupulous not to infringe upon their rights, and yet able and ready to defend its own. This nation is now on terms of the most cordial good will with all other nations. Let us make it a prime object of our policy to preserve these conditions. To do so it is necessary on the one hand to mete out a generous justice to all other peoples and show them courtesy and respect; and on the other hand, as we are yet a good way off from the millennium, to keep ourselves in such shape as to make it evident to all men that we desire peace because we think it is just and right and not from motives of weakness or timidity. As for the first requisite, this means that not only the government, but the people as a whole, shall act in the needed spirit; for otherwise the folly of a few individuals may work lasting discredit to the whole nation.

EFFICIENT NAVY NEEDED

The second requisite is more easily secured—let us build up and maintain at the highest point of efficiency the United States navy. In any great war on land we should have to rely in the future as we have relied in the past, chiefly upon volunteer soldiers; and although it is indispensable that our little army, an army ludicrously small relatively to the wealth and population of this mighty nation, should itself be trained to the highest point and should be valued and respected as is demanded by the worth of the officers and enlisted men, yet it is not necessary that this army should be large as compared to the armies of other great nations. But as regards the navy all this is different. We have an enormous coast line, and our coast line is on two great oceans. To repel hostile attacks the fortifications, and not the navy, must be used; but the best way to parry is to hit—no fight can ever be won except by hitting—and we can only hit by means of the navy. It is utterly impossible to improvise even a makeshift navy under the conditions of modern warfare. Since the days of Napoleon no war between two great powers has lasted as long as it would take to build a battleship, let alone a fleet of battleships; and it takes just as long to train the crew of a battleship as it does to build it; and as regards the most important thing of all, the training of the officers, it takes much longer. The navy must be built and all its training given in time of peace. When once war has broken out it is too late to do anything. We now have a good navy, not yet large enough for our needs, but of excellent material. Where a navy is as small as ours, the cardinal rule must be that the battleships shall not be separated.

PACIFIC COAST NEEDS FLEET

This year I am happy to say that we shall begin a course which I hope will be steadily followed hereafter; that, namely, of keeping the battleship fleet alternately in the Pacific and in the Atlantic. Early in December the fleet will begin its voyage to the Pacific, and it will number, friends, among its formidable fighting craft, three great battleships, named, respectively, the Illinois, the Missouri and the Kentucky. It is a national fleet in every sense of the term, and its welfare should be, and I firmly believe is, as much a matter of pride and concern for every man in the farthest interior of our country as for every man on the seacoast. A long ocean voyage is mighty good training; and not the least good it will do will be to show just the points where our naval program needs strengthening. Incidentally I think the voyage will have one good effect, for, to judge by their comments on the movement, some excellent people in my own section of the country need to be reminded that the Pacific coast is exactly as much a part of this nation as the Atlantic coast.

So much for foreign affairs. Now for a matter of domestic policy.

FOR A REAL DEMOCRACY

We believe in a real, not a sham democracy. We believe in democracy as regards political rights, as regards education, and, finally, as regards industrial conditions. By democracy we understand securing, as far as it is humanly possible to secure it, equality of opportunity, equality of the conditions under which each man is to show the stuff that is in him and to achieve the measure of success to which his own force of mind and character entitle him. Religiously this means that each man is to have the right, unhindered by the state, to worship his Creator as his conscience dictates, granting freely to others the same freedom which he asks for himself. Politically we can be said substantially to have worked out our democratic ideals, and the same is true, thanks to the common schools, in educational matters. But in industry there has not as yet been the governmental growth necessary in order to meet the tremendous changes brought about in industrial conditions by steam and electricity.

It is not in accordance with our principles that literally despotic power should be put into the hands of a few men in the affairs of the industrial world. Our effort must be for a just and effective plan of action which, while scrupulously safeguarding the rights of the men of wealth, shall yet, so far as is humanly possible, secure under the law to all men equality of opportunity to make a living. It is to the interest of all of us that the man of exceptional business capacity should be amply rewarded; and there is nothing inconsistent with this in our insistence that he shall not be guilty of bribery or extortion, and that the rights of the wage worker and of the man of small means, who are themselves honest and hard working, shall be scrupulously safeguarded. The instruments for the exercise of modern industrial power are the great corporations, which, though created by the individual states, have grown far beyond the control of those states and transact their business throughout large sections of the union.

WOULD CURB CORPORATIONS

The national government alone has sufficiently extensive power and jurisdiction to exercise adequate control over the great interstate corporations. While this thorough supervision and control by the national government is desirable primarily in the interest of the people, it will also, I firmly believe, be to the benefit of those corporations themselves which desire to be honest and law abiding. Only thus can we put over these corporations one competent and efficient sovereign—the nation—able both to exact justice from them and to secure justice for them, so that they may not be alternately pampered and oppressed. The proposal need be dreaded only by those corporations which do not wish to obey the law or to be controlled in just fashion, but prefer to take their chances under the present lack of all system and to court the chance of getting improper favors as offsetting the chance of being blackmailed—an attitude rendered familiar in the past by those corporations which had thriven under certain corrupt and lawless city governments.

Undoubtedly there will be much less opportunity than at present for a very few individuals not of the most scrupulous type to amass great fortunes by speculating in and manipulating securities which are issued without any kind of control or supervision. But there will be plenty of room left for ample legitimate reward for business genius, while the chance for the man who is not a business genius, but who is a good, thrifty, hard working citizen, will be better.

I think that the excellent people who have complained of our policy as hurting business have shown much the same spirit as the child who regards the dentist and not the ulcerated tooth as the real source of his woe. I am as certain as I can be of anything that the course we are pursuing will ultimately help business; for the corrupt man of business is as great a foe to this country as the corrupt politician. Both stand on the same evil eminence of infamy. Against both it is necessary to war; and if, unfortunately, in either type of warfare, a few innocent people are hurt, the responsibility lies not with us, but with those who have misled them to their hurt.

At 11 o'clock the fleet made the start for Memphis amid booming of cannon and blowing of steamer whistles.

NEW MADRID, Oct. 3.—The president spent the entire afternoon in a leisurely run down the Mississippi from Cairo to New Madrid. His boat, the Mississippi, slowed up here, but the delay was brief. This city is a place of historic interest, Nicholas Roosevelt, a great uncle of the president, stopping here in 1811, when he brought down the first steamboat that ever ran on the waters of either the Mississippi or Ohio rivers.

SAN FRANCISCO'S BANK CLEARINGS ARE HEAVY

Increase of Thirty-six Per Cent Over the Corresponding Week Two Years Ago

The heavy volume of business shown in the current bank clearings should be gratifying to San Franciscans. In the figures gathered by the California Promotion committee the San Francisco clearings for the week ending Thursday noon, October 3, 1907, were $45,023,840.45. Owing to the enormous restocking going on a year ago the figures for the corresponding week of 1906 were in excess of this amount, reaching $49,190,211.52. The decrease is over 8 per cent. The clearings two years ago amounted to $33,078,046.19, showing an increase for the present week over that of 1905 of more than 36 per cent.

The Oakland clearings for the week were $2,776,236.14, as against $3,435,817.34 a year ago, showing a decrease of over 19 per cent. At San Jose last year there was one big deal which raised the clearings to $640,994.77, as against $534,994.77 for the present week, showing a decrease of over 16 per cent. The Los Angeles clearings for the current week were $10,440,202, as against $11,878,884 a year ago, showing a decrease of over 12 per cent. Stockton's clearings for the current week amounted to $717,364.58.

Total clearings for the week in five California cities, $59,492,637.94.

PASSENGERMAN DEAD

Harry Fredsham, well known among railway passengermen, is dead. He was formerly connected with the passenger department of the Pennsylvania, Union Pacific and Northwestern railroads, and the terms of service covered many years. A few years ago he left the railroads to engage in real estate. Death came suddenly in Alameda county. For his sunny disposition and courtesy and also business ability he was generally esteemed.

BELT LINE MAKES PROFITS

For the first time since the big fire the harbor belt line railroad has shown a profit. W. V. Stafford, president of the harbor commission, yesterday received a report of the earnings of the line in September and a balance of $5,000 above expenses is shown.

The harbor board set aside $985 yesterday for a patent tank pump for filling the oil reservoirs which will be installed on all the engines.

ROUGE AND POWDERS SCORNED IN PARIS

The Paris correspondent for a metropolitan paper writes that the wave of reform has struck French society ladies in the matter of using face powders, cosmetics, etc. They now want the real thing when it comes to complexion, and ladies that continue to use artificial beautifiers are scoffed and scorned.

Prof. DeVallier, the noted skin specialist, has given out the following formula which is said to work wonders on sallow complexions, and if used persistently will fill out sunken and hollow parts.

Two ounces of Rose Water; one ounce Spirits of Cologne; four ounces Crystallized Sartoin.

Put the Sartoin into a pint of hot water (not boiling), and after it is dissolved and cooled, strain through a fine cloth and add the Rose Water and Cologne Spirits. Any large bottle will serve as a receptacle, but it must be kept well corked. This quantity will last for a long time. In using this mixture it should always be well massaged into the skin at least twice a day. It is an inexpensive mixture, the ingredients being obtainable from any well stocked drug store.

In Railway Circles

T. D. McKay, better known as "Tom," has cabled to his friends from Honolulu that he will be in San Francisco tomorrow. It is one year since Tom was in the city, and on that occasion he presented all his admiring acquaintances with silk bandanas of which he had a trunkful. McKay is the general passenger agent of the San Francisco overland route and makes his headquarters at Yokohama when he is not visiting the emperor in Tokio.

* * *

The cheap round trip tickets that have been on sale all summer on certain days will be taken off on October 7 and the hard worked ticket sellers in the various railroad offices will be enabled to resume that nonchalant and highly bred bored expression which goes so well on the countenances of the leisure class. These low rates created a great deal of travel and their success probably will induce the railroad officials to put them in effect next season.

* * *

"Andy" Stewart of the Alton, will leave tomorrow for a well earned rest. He is going east and has determined to give the city of St. Louis a wide berth. It was in St. Louis that Andy broke his leg, and he believes that even a worse disaster might befall him if he tempted fate by riding again on a St. Louis streetcar. His fellow railroadmen have united in presenting Andy with a set of curling irons so that his locks shall keep that wavy appearance when he is traveling over the heated plains of the middle west.

* * *

C. S. Fee, passenger traffic manager of the Southern Pacific, left yesterday for the east to attend the meeting of the transcontinental passenger association. George Gardiner also went east for the same purpose.

* * *

R. B. Mitchell, for many years connected with the general freight office of the Southern Pacific, has resigned and accepted service with a cement company. Mitchell is well known in the San Joaquin valley as he was stationed at Fresno as traveling freight agent.

* * *

The new $10,000,000 union depot of the Pennsylvania lines has been opened in Washington city, and it is estimated that more that 450 trains run in and out of this station every day. The approach to the depot is under the capitol buildings.

* * *

W. H. Snedaker of the Illinois Central is in Portland on business for his company.

You would not accept counterfeit money. Why accept counterfeit goods? Insist on getting what you ask for.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher

FREE EXCURSIONS FREE EXCURSIONS

Buy property now in the
CITY OF NAPLES
on the beach at
HALFMOON BAY

Having sold our fourth tract of land at Halfmoon Bay, consisting in all of 1,100 lots, we have placed a new one on the market, namely—"THE CITY OF NAPLES"—through which the Ocean Shore Railroad will run, and located on the beach. Street work free. Certificate of title with each lot.

Join our Free Excursions Sunday, Tuesday and Thursday and see this property, which is located adjoining Ocean Shore Railroad, and is destined to be the Coney Island of the Pacific.

Sunday Excursions Leave 5th and Market Sts. at 9:30 A. M.

JORDAN & LITTLEPAGE
1443 Fillmore St., S. F.
Phone West 35 or Call at Office for Full Particulars

WHERE ARE YOU GOING SUNDAY?

First Passenger Train On Ocean Shore Railroad to EDGEMAR

The first train on the Ocean Shore railroad arrived at EDGEMAR at 11:52 on Tuesday, October 1, after a run of 17½ minutes from Ocean View. One hundred and twenty-five passengers and the officials of the railroad were aboard. The passengers were surprised and delighted with the wonderful beauty of the road along the great bluffs at Mussel Rock, where the breakers roll and flash their turbulent line of white hundreds of feet below. The first stop was made at

EDGEMAR
THE NEAREST SEASIDE SUBURB

Take this ride and see for yourself. You will enjoy the day, see the wonders of this new road and appreciate the beauties of EDGEMAR as a place for a home and the possibilities there for profitable investment. Come prepared to be convinced, for EDGEMAR will win you. It is the first station, the first beach, has a beauty all its own and is being handled in a high class, distinctive way. Good building restrictions, all improvements actually being put in now at our expense, hundreds of people who really desire something a little different and better have already bought there and are building homes, and the prices are within the reach of all. Come Sunday and see it at our expense. Apply for transportation, direct or by phone, at the home office or at any of the branch offices.

EDGEMAR REALTY SYNDICATE OWNERS
2055 SUTTER STREET
BRANCH OFFICES
C. D. YOUNG & CO., 735 Van Ness Av.
ROGERS YOUNG & CO., 2310 Mission St.

Interior of Car on First Train to EDGEMAR

SPEND A HAPPY DAY AT EDGEMAR