

100 DISCHARGED FROM THE MINT

Ax Falls After Coinage for the Philippine Islands is Finished

At last the ax has fallen in the United States' mint. There were dropped from the pay roll yesterday 100 employees of the federal government engaged in making coin.

It has been understood for some time that the mint that the working force was to be reduced. In discharging the 100 employees Superintendent Sweney has not discharged any of the older employees. The 100 who were discharged were hired to help in the closing of the money for the Philippine Islands. There was also a gold coinage for the United States of \$2,000,000, which required a large force.

All of this work was finished last week. This task, which was the last, was prepared and posted. At the mint Superintendent Sweney declined to make public names of those who had been dropped.

SLIMMER RESORTS

SAN HEIDRIN

The picturesque situation of San Heidrín resort makes it a very desirable summer retreat from the monotony of city life.

Shady walks under great trees, with beautiful views of the river here and there, add to the beauty of nature unadorned. Boats in abundance are provided for the guests. Also saddle horses and guides at reasonable rates. Other amusements are croquet, baseball, pool, etc.

The trout spawning station of the N. W. P. R. Co. is just below the dam opposite this resort. As rest and comfort are prime factors in one's choice of a summer resort, San Heidrín is a most desirable place. Accommodations can be furnished in hotel cottages or in tents.

Rates—Adults, \$10 per week; children under \$5 per week. P. O. address San Heidrín Resort, Foster Valley, Cal., or S. O. HOLMES, 1064 54th St., Oakland, Cal. Phone D. 2290.

HONOLULU

Beats Them All in sailing, sunbathing, good fishing, etc.

Most attractive spot on entire coast. Five and a half days from San Francisco by S. S. Alameda (wireless), sailing June 26, July 7, Aug. 7, etc. BOOK NOW and secure the best berth.

Line to Tahiti, New Zealand and Australia—S. S. Albatross, sailing July 1, Aug. 6, Sept. 10, etc. BOOK NOW and secure the best berth.

O. S. S. Co., 473 Market St., Telephone Kearny 1231.

MOTEL VENDOME

SAN JOSE, CALIFORNIA

H. W. LAKE, Mgr.

The satisfied guest is indicative of a well kept hotel.

MT. TAMALPAIS SANITARIUM

Ideal location, beautiful environment, excellent view, good service, billiards, etc. Only 40 cents round trip from the city. Address SANITARIUM, Mill Valley, Cal.

HOTEL BERTRAND

First class accommodations. Ideal spot for vacation. Fishing, hunting, boating and swimming. Beautiful drive to the mountains. Rates reasonable. Address L. B. SELENGER, CAMP MEKER, CAL.

OCCIDENTAL HOTEL, Hayward

This beautiful hotel, centrally located, large grounds, and amusements, billiards, tennis, dancing, etc. Rates \$8 to \$12. Special rates to families. H. A. PARKHURST, Prop., Hayward, Cal.

HAYWARD SANITARIUM

Conveniences and facilities. Climate especially good for bronchitis and asthma. Fruits and vegetables raised on the grounds. Rates reasonable. Address F. A. McCAUSLAND, Box 425, Hayward, Cal.

YARBROUGH FARM

Open to guests after May 1. Rates, adults \$7 to \$8 per week. An unlimited supply of fresh milk, butter, fruit, vegetables and chickens on place. Will supply by train. N. L. YARBROUGH, Guerneville, Cal.

CAMPING

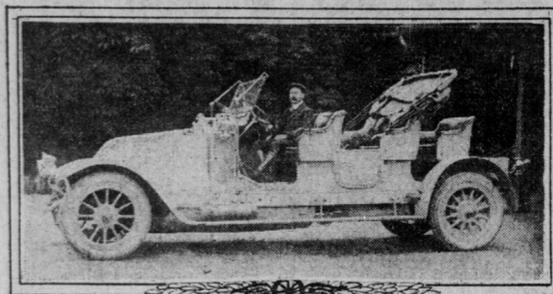
GUERNEVILLE PARK, on Russian river; fishing, boating and bathing; tents and camp outfit for sale. Write for circular, GUBERNE & McLANE, Guerneville.

HOTEL RUSTICANO

Situated in the beautiful mountains of Sonoma Co. Dining, boating, fishing. Boats free to guests. Rates \$8 to \$12 per week. Open year round. Address L. B. SELENGER, CAMP MEKER, CAL.

California Automobilists Effiance at A. A. A.

Gerard B. Lambert of St. Louis in his 50-60 horsepower six cylinder Renault of the latest model.



Gossip of Railwaymen

“TALKING about vacations,” said Henry Avila. “We had an experience in this office which takes the cake for gall when asking for a vacation is mentioned.

“After the fire stenographers were scarce, for boys who knew anything about railroading were being made traffic managers and all that sort of thing and we had to take any one we could get.

“We got a chap whose cheek had not its equal in the state. He was forever putting into everything and he knew about everything except stenography. Well, he was not here 10 weeks before he asked for a vacation of two months and passes to Boston, New York and Philadelphia.

“Did he get them? Well, he isn't working for this company now. We were afraid that he would be putting Harriman out of business if he stayed for another 10 weeks and to save our jobs we got rid of him.”

The sugar refiners again are appealing to Californian lines for an extension of rates on sugar to points in Michigan and Wisconsin. They make the statement that the production in California during the coming season will be abnormal and that they must have an increase in territory. They point to the fact that refiners in Michigan are located in the center of population and that they can dispose of their entire production in the middle states. They further call attention to the comparatively small population of Pacific coast territory from which they draw the cane sugar that they will be able to assist this industry their market must be extended as far east as possible. Californian lines view this matter as to the refiners and will do all in their power to grant their application. Hereafter, however, they have been unable to convince eastern carriers of the necessity of the extension of territory proposed, due probably to the fact that eastern carriers make more revenue by the direct shipment of cane sugar to their factories than they would from their proportion of a through transcontinental rate.

Some months ago there was published in these columns the fact that E. H. Harriman did not intend to stop railroad construction either at Guadalajara or the City of Mexico, but that his intention was to build a line to the Panama canal. It was stated also that he had either acquired the Pan-American or was about to secure the property. Since that article was written D. P. Long, president of the Panama Canal, has turned his attention to his many interests in this state, and from what can be learned he is not taking an active participation in the management of the affairs of that road. It will be remembered that Lytle Fletcher was his employ on the Pan-American but Fletcher has been absent from Mexico for several months, and is now laying out town sites for Doak in the northern part of the state.

Whenver Harriman was asked as to his intentions with regard to continuing the Southern Pacific extensions in Mexico he evaded the question by saying: “There can be no end to railroad construction.”

The Mexican Herald, which has kept in touch with railroad affairs in the republic, in its issue of June 5 says: “The Mexican Herald is able to say that E. H. Harriman is today the railroad situation in Central America they will be ready to the western terminal of the Panama canal.”

At any time that the Pan-American railroad is necessary to his construction work he will acquire it. At any time that he needs to acquire possession in Central America he will be ready for him.

The track of the Southern Pacific is being pushed forward as fast as men and money can push it into Guadalajara. No work comes of an attempt to secure the concessions down the rich Lerma valley to the capital, Mexico City, which all have thought Harriman was aiming.

Senator Jose Castellanos has paid the first \$100,000 of the \$1,000,000 for the purchase of the concession in the name of Salt Lake parties for a line from Acapulco to Salina.

TREADWELL DID NOT OWN MINE BEARING HIS NAME

Was Located by Brother John, Who Sold Interests

During the hearing of the James Treadwell bankruptcy proceedings before Referee in Bankruptcy Milton J. Green yesterday the former mining king stated that he had never owned a mine that bore his name. He had owned a dollar of the Treadwell mine in Alaska. He also stated that his brother, John Treadwell, was interested in the property, although he had been the original locator of the mine that now yields several millions of dollars annually.

The day was occupied mostly with the discussion about stocks in the Interborough bank of New York and the Atlantic Electric property, all of New York, owned by Treadwell before the failure of the California safe deposit and trust company. He stated that these stocks had been sent east to be sold before the bank closed and that he did not know what had become of them. He presumed that they had been taken over by Receiver Le Breton as part of the assets of the defunct banking house.

At the request of the creditors John F. Kelly was elected trustee in the case. He posted a bond of \$2,000 and took the oath of office. Receiver Green ordered the trustee to sell a lot owned by Treadwell in College park, San Jose, valued at \$100. An adjournment was taken to July 1.

NEWS OF THE OCEAN

Tonnage Engagements

The schooner *Everett* is under charter for lumber from Everett to Seattle. The British tank steamer *Winnipeg*, which arrived from Singapore, will return to the Orient with refined petroleum, having been chartered prior to arrival.

The Acapulco's Cargo

The steamer *Acapulco* sailed for Ancon and other ports yesterday with cargo valued at \$83,500. To be distributed as follows: For Mexico, \$15,650; Central America, \$14,100; Panama, \$3,350; New York, \$30,125; Ecuador, \$100; Trinidad, \$6,000; Cuba, \$4,000. The principal shipments and their destinations were as follows:

To Mexico—225 bbls flour, 2,012 cts corn, 4,014 cts barley, 241 lbs meal, 4 cs canned goods, 191 lbs bread, 344 gals wine, 705 lbs spices, 300 lbs dried fruit, 200 lbs raisins, 190 pkgs potatoes, 30 pkgs acid, 24 pkgs agricultural implements, 385 lbs copper, 1,122 lbs copper wire, 977 gals kerosene, 15 pkgs tin, 15 pkgs tin, 207 lbs seeds, 207 gals kerosene, 517 lbs rubber, 207 lbs soap, 207 lbs shoes, 3 bbls steel.

To Central America—100 bbls flour, 404 lbs rice, 400 lbs raisins, 215 lbs dried fruit, 200 lbs coffee, 31 cs canned goods, 225 lbs meal, 142 lbs soap, 350 lbs and 15 pkgs tin, 16 cs salmon, 5,564 lbs malt, 8 bales hay, 16 cs salmon, 207 cts corn, 3 bbls steel, 3,067 lbs seeds, 5 pkgs pants, 5 cs kerosene, 1,000 kgs powder, 20 pkgs wagon material, 42,907 lb lumber, 6 pkgs machinery, 14 bbls and 9 cs oil, 2,208 lbs soda, 3 rolls leather, 3 bags of horse manure, 1 sack of rubber.

To Panama—425 bbls flour, 10,302 lbs beans, 4,430 lbs garbanos, 30 cs paste, 50 pkgs potatoes, 7,500 lbs rice, 45 cs salmon, 1,280 lbs tea, 241 gals wine.

To New York—28,700 gals wine, 8,000 gals brandy, 40,150 lbs beans, 1,385 cs canned goods, 2,700 lbs dried fruit, 113,120 lbs dried grapes, 50,000 lbs pearl barley, 250 cs soap, 10 cs clay furnaces, 73 pkgs dyes, 100 bales hair, 4,174 lbs lumber, 8,800 lbs tea, 3 bbls steel.

To Ecuador—25 cs salmon.

To Trinidad Island—30 cs salmon.

To Barbados Island—35 cs salmon.

Building Contracts

The C. L. Fisher company with A. B. Denke, to erect a two story and basement brick building in NE line of Ellis street, 64-2 E. of Powell St. by N 115 \$22,453.

Sullivan estate company with Grant Fee, to erect a two story class C building in — line of Mission street, 185 E. of Seventh, E 385 by — 80; \$32,800.

Albert Palmer with Graham & Jensen, to erect a two story frame building (store and flat) in W line of Ninth avenue, 225 S. of H street, 120 by S 113; \$47,500.

The Anglo London and Paris national bank with I. D. Blumrose and Pacific rolling mill company—Concrete foundations, basement walls, sidewalk arches, basement floor and sidewalk floor, roof slabs, re-roofing, etc., and steel work, for a two story and basement building at NW corner of Sagsome and Sutter streets, W 122 by N 48-9-2; \$42,453.

San Francisco Electric Building Association with Russell Wall engineering company—Heating and ventilating for a four story and basement building in E line of Powell street, 87-8 S. of Bush, S 50 by E 137-4; \$6,075.

H. A. Grauerlich with Peterson, Nelson & Co.—Concrete work and excavating for a three story frame building at intersection of S line

CITY SUBSCRIBERS

Who desire The Call mailed to them at summer resorts or other out of town places will please notify office, giving present address and length of time desired sent to new address. On returning please notify office, in order that service by carrier may be promptly resumed.

NO SANCTION FOR BIG ROAD RACE

Southern Motorists Take Same Stand as San Francisco Enthusiasts

By R. R. L'HOMMEDIEU

At a recent meeting of the automobile dealers' association of the Southern California the matter of a sanction from the American automobile association for the Santa Monica road race was threshed out. When the question was put the majority voted for no sanction, as the fee for a road race of the magnitude of the Santa Monica event, as demanded by the association, would reach at least \$300. This is the same stand that has been taken by San Francisco automobilists.

Chief of Police Barrette of Santa Monica is making arrangements for 300 men in uniform to patrol the eight miles of the course during the contests July 10. Fifty Pinkerton men will form the remainder of the patrol.

The 1910 Peerless has been announced most appropriately in book form by the Peerless motor car company of Cleveland, O. The booklet, which has come to the notice of this department through the H. O. Harrison company, is one of unusual interest, being filled with instructive reading and most artistic engravings.

S. R. Young of Lovelock, Nev., who does considerable touring around the Sagebrush State in his Studebaker, says that the automobile traffic in all parts of the state is very heavy and that the roads in all directions are good, and that they have never been better in former years. Young has made a number of record runs with his car during the last six months and has probably covered more miles of terrible roads in Nevada than any other owner in that state.

Choice morsels in the shape of testimonials regarding the performance of his Studebaker E-M-F "30" car have been received several times from I. E. Mecum of Ireland, Cal., during the last few months by J. H. Eagal of Studebaker Brothers of California, but the following from Eagal is the best yet: "We have driven our Studebaker E-M-F 30 more than 400 miles without a single adjustment of any kind and the way she 'eats' the sand and gravel on the 'high' road, and the 'low' road, and the rough in the dim gulches and the 'rough' scene by twilight and moon 'some.' We expect to take the car over the mountains into Modoc and Lassen counties June 27, and we'll watch the natives get up and exclaim, 'Oh, look who's here.'"

Mr. and Mrs. W. G. Morehouse and their son and daughter passed through San Francisco recently on their way from Los Angeles to Seattle. This is the third trip that the party has made from the southern city to the northwestern one, though on former occasions the trips have not extended beyond Portland, Ore. Their Thomas Flyer is equipped with a full camping, fishing and hunting outfit.

Advices have been received that only two more cars can be entered in the lists for the Santa Monica road race. The entry of the big Thomas six cylinder motor car which recently won the San

Francisco-Los Angeles automobile road record is numbered 14. Brassey, who took the car over the course shortly after the blank was signed, made 73 miles an hour around the Palisades.

Among those who will compete with the Thomas are other cars noted for their speed, namely the Stearns, Locomobile and Stoddard-Dayton. The Thomas Six will be the largest car in the race. The course is eight miles long and the winning car must make the circuit at a mile a minute clip, giving the car 8 minutes and 20 seconds to round the course.

C. S. Howard, head of the Howard automobile company, local agent of the Buick cars, announces the following sales: Buick "White Streaks" were delivered to Dr. T. H. Silver and to Bruce Pickard of Pleasanton; Saabach-Middlekauff company of Stockton; two cars to E. Clemens Horst of this city; Bert Stannard, F. O. Hale, A. Larson, all of Los Dr.; W. W. Stevens of Visalia; Waterman Brothers of Fresno; Robert Brown of Redwood City; C. L. Wilbye of Livermore and Mr. Bissell of the same city; Nuttmett & Trowbridge, San Mateo; Mr. Hahn of Menlo Park; Carl Christensen of Oakland; W. H. B. Reynolds of Palo Alto, Empire Foundry of Marysville, A. & L. G. Mack of this city, Clipp Brothers of Grimes, William Best of San Francisco, O. M. Thompson, Fresno, and Mr. Hebler of Selma. "White Streaks" with tonneau were delivered to Charles Frab of Grimes and John Bare of Lodi.

The company also announces the delivery of 40 horsepower Buick touring cars to Peter Anderson of Tassajara, Curators, Stanford university, Palo Alto; D. B. Weeks, La Honda; H. L. West, Hamilton; Louis Peterson, Napa; Frank Lipsett, Petaluma; W. W. Wright, Concord; Clapp Brothers, Grimes; A. A. Galgaris, San Francisco; George H. Monroe, Fresno; J. P. Myers, Kernan, San Joaquin light and power company, Fresno, and a 40

horsepower roadster to Frank Ruchette, Lodi.

"An automobile drive from Eureka to Grants Pass via Crescent City will take you through the finest timber belt in the world," says J. R. Green of Crescent City, who has recently been doing considerable touring in that vicinity with his new Studebaker. "The mountain and coast scenery is also second in point of scenic beauty to no other part of the west. Crescent City has five miles of beach which is very hard, sandy and wide at low tide, making this strip of roadway exceedingly appropriate for automobilists. The roads from Eureka to Crescent City are excellent and, while there are several hills, the grade is easy. In going to Portland I would recommend motorists to take the road from Crescent City to Grants Pass. A portion of the road will be found quite rocky, but extensive improvement is going on all the time."

NOTES OF THE AUTO

E. P. Brinegar, manager of the Pioneer automobile company, will leave tomorrow or Friday for his semi-annual visit to the factory of the Thomas cars and other eastern plants.

IRON WORKER INJURED BY FALL—Kearney O'Neil, an iron worker, was seriously injured yesterday morning by falling a distance of 20 feet from a building on which he was working at Jackson and Kearny streets. O'Neil was standing on an iron girder when he missed his footing. After treatment was administered at the central emergency hospital the injured man was removed to his home, 273 Fourth street.

FILIPINOS ARRESTED—Sam Chong, proprietor of the Oriental poolroom, 1025 Grant avenue, was arrested Tuesday by Superintendent Knapp and Coopers of the Pacific branch of the society for admitting a minor to play in the place. The minor, Sam Stone, a 15 year old Filipino, was also arrested.

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during the summer months, with stop-over privileges, via the

CANADIAN PACIFIC RAILWAY

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77 Ellis St., San Francisco

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BUICK HOWARD AUTOMOBILE CO., 532 Golden Gate av., Tel. Market 1506

CHALMERS-DETROIT PIONEER AUTO CO., 321 G. G. av., Tel. Market 2725

DUROCAR DUBO AUTO CO., S. F., 489 G. G. av., Tel. Market 2834

HERRESHOFF RELIANCE AUTO CO., 547 Fulton, Park 325-327

INTER-STATE Burkhardt & Clippen, 539 G. G. av., Tel. Frank. 1739

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OAKLAND S. G. CHAPMAN, 324 Van Ness av., Tel. Park 6475

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OVERLAND Willys-Overland M. C. Co., 339 G. G. av., Tel. Franklin 4410

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ONLY a thoughtless druggist would offer a preparation without the signature of Chas. H. Fletcher when Castoria is called for; the "delicate, faint and flickering light" that joins baby's life to its devoted parents being too sacred, to the self-respecting druggist, to be trifled with.

For over thirty years Mr. Fletcher has given, and still gives, his personal attention to the preparation of Castoria. It has won the confidence of mothers and physicians everywhere—never harmed the tiniest babe. This cannot be said of Imitations, Counterfeits and the "Just-as-good" rot.

The thoughtless druggist only offers the counterfeit because of a few pennies more profit. Any new preparation can be but an experiment, and they are experiments—mere guess work—irrespective of what their sponsors may say for them. It is experience of over thirty years, against wild and injudicious experiment.

Letters from Prominent Druggists addressed to Chas. H. Fletcher.

S. J. Briggs & Co., of Providence, R. I., say: "We have sold Fletcher's Castoria in our three stores for the past twenty years and consider it one of the best preparations on the market."

E. W. Stucky, of Indianapolis, Ind., says: "To say that we have recommended and sold your Castoria for years is the best endorsement we can possibly give any preparation. It is surely full of merit and worthy of recommendation."

Henry R. Gray, of Montreal, Que., says: "I would say that your Castoria for children is in large demand and that it gives general satisfaction. Not being a secret nostrum many medical men order it when circumstances indicate the use of such a preparation."

W. G. Marshall, of Cleveland, Ohio, says: "We have found your Castoria to be not only one of the best sellers in the medicine market, but a preparation that gives almost universal satisfaction; in fact we cannot recall having had a single complaint from any of our customers who have used it."

Owens & Minor Drug Co., of Richmond, Va., says: "It is with pleasure that we lend our endorsement to Castoria, a preparation of proven merit. During our long experience in the drug business we have had abundant occasion to note the popularity of the genuine Fletcher's Castoria, which we unhesitatingly recommend."

Brannen & Anthony of Atlanta, Ga., say: "No doubt if we were called upon to state positively what medicine we had sold for the greatest length of time, the greatest number of bottles sold, and the most satisfactory preparation to us and also to the customer, we feel that we could safely and conscientiously say Fletcher's Castoria."

GENUINE CASTORIA ALWAYS Bears the Signature of

Chas. H. Fletcher

The Kind You Have Always Bought

In Use For Over 30 Years.

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