TRAPS OF DEATH ARE TIN METERS, SAYS INSPECTOR

Stephen A. Byrne Charges San Francisco Gas Company With Negligence

Declares Present System Invites a New York Holocaust in This City

Charging the San Francisco gas companies with a criminal disregard of human life and predicting a disaster as terrible as the recent New York holocaust if the companies do not mend their ways, Gas and Water Inspector Stephen A. Byrne made a report to the mayor and the board of supervisors yesterday demanding that a new type of meters be substituted for the "tin meter with lead connections" he styled as deathtraps.

Byrne instanced the explosion following the slight fire in the Clyde apartment house—an explosion which wrecked the building, as what might be expected any day in crowded wooden structures served with the same style of meters, and he called for legislation remedying the practices he condemned. In part he said:

"The streets of San Francisco are huge storage tanks for the San Francisco gas and electric company. Companies absorbed by this company have had their mains connected with its mains, and the streets are used to store as much gas as is contained in the expensive holders located at their works, adding to the dangers from asphyxiation that men working in sewers and conduits have to contend with, and causing many of the gas explosions that have taken place in the public streets during the last few years.

METERS SET ANYWHERE

"Gas meters in San Francisco are set in every conceivable place. There is no system. You will find them in the living rooms of apartment houses, in hallways, under stairs, and I venture to say in bedrooms. In the Chinatown district, with its narrow hallways, in many instances the only exits, along which hundreds of people are sleeping, you will find not one but fifty meters located, with two three inch services strapped to the ceilings, one for each company. What chance to get out have these people if fire strike the lead connections and tin meters?

"In the fire that occurred in the meter room of the Clyde apartment house a few months ago the tin meters and lead connections were completely destroyed. The fire did very little damage except to the metrs and lead connections, but the explosion that followed 20 minutes after the fire was out completely wrecked this class A concrete building and injured a score of firemen. This explosion was caused by gas getting between the partitions from a burned off lead connection.

"The Clyde apartment house fire should be a lesson not to permit any unskilled person to interfere with or turn on a gas meter. It is as dangerous as smoking in a dynamite factory. Here was a case where the gas company shut off the gas by closing the stop cock and putting a blind leather washer in the union coupling, between lead connection and spud on meter.

CAUSE OF EXPLOSION

"Some one moved into an apartment and wanted gas that night. The stop cock was turned on and gas could not pass through the meter on account of the blind washer in the coupling, the unskilled party, supposing there was a stoppage in the core of the stop cock, removed it, gas escaped, a flame nearby exploded it and 30 other meters exploded. This would not have happened had a skilled man from the gas company turned the gas on. Suppose this accident had happened in a wooden building; the loss of life would have been terrible. * * * Just think of it! Two four inch mains running into the center of a wooden apartment house filled with sleeping women and children.

"Iron meters and iron connections should be insisted upon. In every case—there are no exceptions—where fire comes in contact with the tin meter and lead connection both have been destroyed, and the gas from the service has added its quota to the fire. This could not happen if iron meters and connections were used. There is nothing to burn, and connections and meters would hang together even though every piece of timber surrounding them should be burned.

"I do not want to be classed as an alarmist when I predict that the recent New York catastrophe will be repeated in some of the buildings of San Francisco; but such a thing will happen if some laws are not immediately passed to remedy conditions that exist at the present time. I have called the attention of the gas companies to many dangers that exist in the setting of gas meters and services, and no attention has been paid to me. If anything, conditions are getting worse. * * * Insurance companies, if they knew the risks they were taking, would cancel half the policies in San Francisco today."

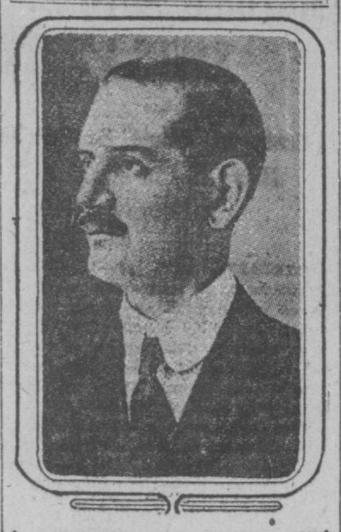
SANTA CRUZ TO ENFORCE PROTECTION OF BEACH

Hauling Sand From Shore to Be Strictly Tabooed

[Special Dispatch to The Call]

SANTA CRUZ, April 18.—Although there is a city ordinance prohibiting the hauling of sand from the beach, there has been so much violation of it that protests have been made to have the ordinance properly enforced in order that the natural beauty of the beach will not be marred. J. J. C. Leonard, a leading hotel man, was one of those to protest to the council. The superintendent of streets was notified to enforce the ordinance to the letter, and use police protection in case sand grabbers persisted in hauling sand from the beach.

Alfred Reeves, Who Will Head United Motor Sales Force



NEW OILING SYSTEM FOR NAVY ENGINES

Forced Lubrication Pipes Will Be Installed in Two Cruisers of Pacific Fleet

[Special Dispatch to The Call]

MARE ISLAND, April 18.—A system of forced lubrication, similar to that which was placed on the California last year, will be installed upon the cruisers South Dakota and Maryland.

By the new method oil is forced into all the bearings through a system of pipes under a pressure of from 30 to 40 pounds.

The lubricant flows through the bearings into the crank pits, thence to be conveyed by pipes to cooling coils, after which it goes to oil reservoirs for redistribution. The steady flow of oil eliminates the danger of heated bearings, effects a considerable saving of fuel, and makes possible a greater durability of engines, permits of working at high speed for longer periods and increases the steaming radius of the vessel thus equipped.

This system has been approved by Chief Engineer H. I. Cone and other high officers of the service.

All of the newer ships of the navy will be thus equipped.

* * *

Two barges loaded with timber were placed alongside the Buffalo. The lumber is to be used in the construction of the new wireless stations in Alaska this summer.

* * *

Chief Carpenter Kempton has been assigned to duty in the hull department at Mare island, while Chief Carpenter Twigg has been ordered to the office of Captain Hugh Rodman, the yard inspection officer.

* * *

Orders were received at Mare island today to rush the estimates on the engines for the collier Jupiter. Lieutenant Commander G. S. Lincoln has charge of the work, and he is expected to forward his report to the steam engineering bureau this week.

The machinery division officers estimate that it will mean the loss of $105,000 in labor to the local naval station if the engines are built elsewhere.

* * *

It was reported today that Rear Admiral Hugo Osterhaus, commandant of the station, expects to leave May 1 for Washington, D. C. On June 1 he will relieve Rear Admiral Schroeder in command of the Atlantic fleet.

* * *

The tug Navajo left San Diego this morning for Mare island with two target rafts in tow.

* * *

Twenty Mare island, San Francisco and Oakland mechanics have already signified their intention of taking the examinations to be given Monday for the position of assistant shop superintendents. Captain Hugh Rodman will act as the senior member of the examining board.

* * *

It is expected that oil burners will soon be installed on the vessels of the Pacific fleet. Great Britain has 26 battleships and cruisers and 12 torpedo boat destroyers using oil for fuel at the present time.

* * *

The torpedo boat destroyer Hull was docked here today. The Hull will remain inside the dock for at least 10 days. The tug Leslie was to have been docked with the Hull but the orders were changed at the last minute, as the yard officers found it necessary to inspect the boilers of the Active, and wanted one tug in readiness for service.

* * *

The steamer Herald arrived here today with several gasoline engines aboard for the equipment department.

* * *

All of the yard mechanics in the hull and machinery departments having time due them have been requested to take their days off this month, as their services will be needed when the ships arrive.

* * *

Dwyer brothers of San Francisco have erected a large derrick at the north end of the island so as to be able to break up and remove a large quantity of old material, including boilers, recently sold to San Francisco junk men.

Five boiler makers and three boys were called for this afternoon by the machinery department through the yard board of labor bureau. The hull department also called for three boys.

Even if you think a Booklovers' Contest picture easy to solve it is good to make sure the title is in the Booklovers' booklet.

TAKES HIGH PLACE IN AUTO INDUSTRY

Alfred Reeves Selected as United Motor Company Sales Manager

By LEON J. PINKSON

Fred Linz, vice president and general manager of the United motor San Francisco company, local representatives of the United States motor company, which markets Maxwell, Columbia, Stoddard-Dayton, Brush and Sampson cars, has received word that Alfred Reeves has tendered his resignation as general manager of the association of licensed automobile manufacturers to become general sales manager of the United States motor company with headquarters in New York.

The acquisition of Reeves is in line with the policy of President Benjamin Briscoe of the United States motor company, to strengthen all the departments of the big corporation which has obtained such a large share of the motor car business. Additions to the engineering, to the manufacturing and to other departments are being made, with a view of supplying to the public the best in design and construction in motor cars and trucks at proper prices. Besides the cars made above, the United States motor company controls the Providence engineering works, Gray motor company, Briscoe manufacturing company and the Westchester appliance company. Its factories are located at Tarrytown, N. Y.; New Castle, Ind.; Providence, R. I.; Hartford, Conn.; Detroit, Mich.; Newark, N. J., and Dayton, Ohio.

Reeves has been identified with the automobile trade since its inception and for the past year and a half has been general manager of the association of licensed automobile manufacturers, which is now merging into the new automobile board of trade, which was incorporated at Albany recently.

* * *

Many Secure State Auto Licenses—During the last week the motor vehicle department of the secretary of state's office issued 70 licenses to automobile owners, bringing the total number up to 47,121. Following is the list of owners, their cars and number of licenses issued:

47,052—Dr. F. H. Kestler, Sacramento, Stoddard.
47,053—Dr. O. A. Hasslinger, San Francisco, E-M-F.
47,054—Bert G. Denison, San Francisco, Studebaker.
47,055—C. K. Howe, San Francisco, E-M-F.
47,056—John Rothschilds, San Francisco, Studebaker.
47,057—F. R. Knippenberg, San Francisco, E-M-F.
47,058—National brewing company, San Francisco, Commercial.
47,059—National brewing company, San Francisco, Gramm.
47,060—Enterprise brewing company, San Francisco, Gramm.
47,061—M. I. March, Los Angeles, Durocar.
47,062—Chester W. Thompson, Los Angeles, Buick.
47,063—Chas. Glover, Los Angeles, Auburn.
47,064—W. H. Sprinkle, Burbank, Cartercar.
47,065—L. B. Doan, Burbank, Cartercar.
47,066—H. E. Benedict, Needles, E-M-F.
47,067—Geo. S. Pelton, Pasadena, Baker.
47,068—H. J. Whitney, Los Angeles, Baker.
47,069—Thos. Hamilton, Point Loma, Stevens.
47,070—Max Marks, San Francisco, Cartercar.
47,071—Taylor milling company, Los Angeles, Ford.
47,072—A. F. Frese, Santa Cruz, E-M-F.
47,073—E. W. Boyd, Santa Maria, Cadillac.
47,074—T. B. Adams, Santa Maria, Cadillac.
47,075—Chas. Hogue, Oakland, Overland.
47,076—Mrs. B. F. Rust, Los Angeles, Flanders.
47,077—J. W. Benn, Inglewood, Studebaker.
47,078—M. G. Callaghan, Livermore, Overland.
47,079—Archie Henry, Anaheim, Oakland.
47,080—C. A. White, Salseside, Cadillac.
47,081—N. W. Ware, Escondid, Cartercar.
47,082—San Francisco gas and electric company, San Francisco, General.
47,083—San Francisco gas and electric company, San Francisco, General.
47,084—L. W. Place, San Francisco, Oldsmobile.
47,085—A. J. Dickle, San Jose, Runabout.
47,086—H. Christmas, San Jose, Buick.
47,087—W. H. High, Oakland, Cadillac.
47,088—Mr. F. Fletcher, Oasis, International.
47,089—F. C. Chermicle, Tehachapi, Ford.
47,090—Phillip A. Klepstein, Bakersfield, Ford.
47,091—Mrs. I. F. Jenkins, Los Angeles, E-M-F.
47,092—Ray Mayes, Dixon, Pope.
47,093—A. W. Martin, Redlands, Chalmers.
47,094—Dr. W. P. Burke, Pasadena, Chalmers.
47,095—Wilson & Jacques, Alhambra, American.
47,096—R. A. Dunann, Oakland, Buick.
47,097—Chas. E. Rounds, Oxnard, Ford.
47,098—A. L. Ritz, Hudson, Hudson.
47,099—J. R. Leppo, Santa Rosa, Chalmers.
47,100—H. S. Kirk, Sacramento, Columbia.
47,101—Peerless ice cream company, Sacramento, Flanders.
47,102—J. W. Bird, Sacramento, E-M-F.
47,103—Sacramento Valley colonization company, Sacramento, Stoddard.
47,109—Mary W. De Van, Los Angeles, Rauch.
47,110—Albin Nieson, Hanford, Flanders.
47,111—Glenn Winslow, Los Angeles, Ford.
47,112—C. M. and J. M. Donley, Long Beach, E-M-F.
47,113—Mrs. L. R. Wishon, Los Angeles, Rauch.
47,114—I. D. Sayre, Parlier, Maxwell.
47,104—F. C. Dobbins, Los Angeles, Speedwell.
47,105—James Boyd, Willows, Rambler.
47,106—T. O. Tracey, S. Pasadena, Buick.
47,107—D. Jos. Coyne, Los Angeles, Ford.
47,108—J. O. Jenifer, San Francisco, E-M-F.
47,115—A. G. Smith, Long Beach, Haynes.
47,116—Burtin Elwood, Fresno, E-M-F.
47,117—Geo. F. Drake, Fresno, E-M-F.
47,118—J. B. Hill Co., Fresno, E-M-F.
47,119—W. M. Hoskill, Alhambra, Ford.
47,120—W. E. Kreiter, Los Angeles, Corbin.
47,121—Mrs. Harry Green, Berkeley, Pierce.

* * *

Autocar Factory Busy—According to advices received from the Autocar factory by Walter C. Morris, the local distributer, the new model 24 Autocar has brought a big demand for that make of machine. "Never has the Autocar factory previously experienced such a tremendous business as it is doing this season," says Morris. "This is probably in a measure due to the growing realization of motor car efficiency in general. It is also partly due, however, to the specific features that this season's Autocar offers. The general enlargement of the car, the harmonization of the body lines and the unique features of the detachable fore doors all add much to our car."

ATLANTIC OCEAN TRAVEL

FRENCH LINE

CIE. GLE. TRANSATLANTIQUE

DIRECT LINE TO HAVRE—PARIS

Sailings Every Thursday and Saturday.

La Provence	Apr. 13	La Touraine	May 18
La Touraine	Apr. 20	La Savoie	May 25
La Savoie	Apr. 27	La Lorraine	June 1
La Lorraine	May 4	La Provence	June 8
La Provence	May 11	La Savoie	June 15
		La Lorraine	June 22

FUGAZI BROS., Pacific Coast Managers, 630 Montgomery street, San Francisco. Cabin office, 685 Market street.

Canadian Pacific Steamships

The Tourist Highway and Scenic Route to Europe via The St. Lawrence River, the Shortest Ocean Passage.

LESS THAN 4 DAYS AT SEA by the "EMPRESSES OF THE ATLANTIC"

Weekly sailings, Montreal, Quebec, to Liverpool—First cabin, $90; second cabin, $47.50; third cabin, $30. For particulars ask local agents or G. M. Jackson, general agent, 645 Market st., San Francisco.

SCANDINAVIAN-AMERICAN LINE

10000-Ton Twin-Screw Passenger Strs. direct to Norway, Sweden and Denmark.

C. F. Tietgen, May 4
Hellig Olav, May 11
United States, May 25
Oscar II, June 8
C. F. Tietgen, June 15

All Steamers equipped with Marconi Wireless. First cabin, $75 up; second cabin, $60. HALVOR JACOBSEN & CO., Gen. Agents, 693 Mission St., San Francisco.

Low Round Trip Fares Leaving California

May 16, 17, 18, 19, 22, 23, 24, 25, 27, 28, 29
June 5, 6, 7, 8, 9, 10, 14, 15, 16, 28, 29, 30
July 1, 2, 3, 4, 5, 6, 19, 20, 26, 27, 28
August 3, 4, 5, 14, 15, 16, 17, 21, 22, 23, 28, 29, 30
September 1, 2, 3, 4, 6, 7

To All Eastern and European Points

Union-Southern Pacific Line

Chicago Milwaukee and St. Paul Railway

For tickets, information and berth reservations call or write 22 POWELL ST., San Francisco

L. E. STANTON, General Agent. C. H. MILES, District Passenger Agent.

'Congratulations,' Says New York to San Francisco

NEW YORK, April 18.—At the meeting of the board of aldermen this afternoon, Alderman Dowling recalled that this was the fifth anniversary of the San Francisco fire. He offered the following resolution:

That we, the representatives of the city of New York, most earnestly and heartily congratulate the citizens of San Francisco on the magnificent feat accomplished in the rebuilding of their beloved city, and his honor, the mayor of New York, be requested to convey to the mayor of San Francisco the sentiments of the city of New York as expressed by this resolution.

The resolution was unanimously adopted.

NEVADA RAILROAD PROJECT BOOSTED

United Properties Director Says New York Meeting Indicated Early Development

OAKLAND, April 18.—W. R. Alberger, one of the directors of the recently organized $200,000,000 corporation, the United Properties company, of which F. M. Smith is president, returned this afternoon from New York. Alberger said today that he had gone in the interests of the railroad properties of the company in Nevada and that the trip had nothing to do with the transportation lines of the concern in Oakland.

"I was in conference with members of the company and others," said Alberger, "and while no definite plans have been decided upon it is probable that we will start work upon our Nevada railroad property in a short time and develop it along lines we are not yet ready to make public. Mr. Smith values this property very highly and has certain ideas in mind which he intends to try out."

Secrecy is being maintained as to what was accomplished at the meetings in New York, but it is understood that they were held to complete arrangements for some of the development work the company has under consideration.

HUSBAND SLAYS WIFE, SELF AND CHILDREN

Only One Survivor in an Entire Family

YOUNGSTOWN, O., April 18.—Pearl Rickert, aged 8, and Raymond Rickert, aged 7, died this morning from injuries inflicted last night by their father, Grant C. Rickert, making six lives the toll of his murderous fit of insanity. Rickert committed suicide by shooting after he had killed his wife and daughters, Charlotte, aged 11, and Helen, aged 15. His son, Edwin, escaped from the father, who had struck him on the head with an ax, and will survive.

RUMOR OF JAPANESE COUP EXCITES CHINESE

Mass Meetings Held in Fukien City

AMOY, China, April 18.—The Chinese populace is greatly wrought up as a consequence of the publication by the local press of the frequent recurring rumors that the Japanese plan the seizure of Manchuria and of Fukein province, in which this city is situated. Yesterday the local self-government societies assembled in mass meeting to devise means for the defense of the country.

PRESIDENT FALLIERES ON VISIT TO TUNIS

International Naval Demonstration for French Executive

BIZERTA, Tunis, April 18.—President Fallieres, after a voyage with an imposing French squadron from Toulson, arrived here today for a visit of two weeks in the French protectorate and regency of Tunis. The coming of the chief executive of France was made the occasion of an unusual naval demonstration, the fleets of three nations, Great Britian, Italy and Spain having been mobilized to greet him.

Don't forget Trumbo painting sale today at St. Francis, 2:30 and 8 p. m. *

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*Santa Barbara

President or Governor....Every Monday, 2 p. m.
*Santa Rosa.....Every Thursday, 11 a. m.
*Only steamer calling at Santa Barbara.

Seattle (Direct), Tacoma, Townsend
Victoria, Vancouver, Alaska

President or Governor...Every Saturday, 2 p. m.
City of Puebla or Queen.Every Tuesday, 2 p. m.

Eureka (Humboldt Bay)

Topeka...Apr. 18, 23, 28; May 3, 8, 13, 11 a. m.

Guaymas, Mazatlan, La Paz, Ensenada, San Jose del Cabo, San Pedro

Curacao.....7th of each month, noon

Nome-St. Michael (Umatilla), June 1
Alaska Cruises 1911 Leave Seattle

Spokane, June 14, 28; July 12, 26; Aug. 9, 9 p. m. Right reserved to change this schedule.

Nome—Leave Seattle, Senator, June 1, 10 a. m.

TICKET OFFICES, Palace Hotel, 653 Market st., 16 Market st. and Broadway Wharf. Telephone Kearny 492.

OAKLAND—1120 Broadway. Tel. Oakland 5680.
C. D. DUNANN, General Passenger Agent.

HONOLULU S. S. Sierra (10,000 tons displacement) sails 10 a. m., April 29, 1911. Special round trip $110, first class. TAHITI AND NEW ZEALAND—S. S. Mariposa sails 11 a. m., May 21. Special Tahiti round trip $135, first class. OCEANIC LINE, 673 Market; tel. Sutter 648.

HONOLULU S. S. Honolulan (13,000 tons) sails at noon, April 26 for Honolulu and Kahului.
S. S. Wilhelmina (13,250 tons) sails noon, May 10, for Honolulu and Hilo. Round trip to Honolulu, first class, $110 and up.
S. S. Lurline (13,000 tons) sails noon, May 13, for Honolulu and Kahului.
MATSON NAVIGATION CO., 268 Market st.

DROWNING MYSTERY PUZZLES JURORS

Verdict Leaves Open Question of Responsibility for Death of Landsburg

When the coroner's inquest into the death of Guy Matthews Landsburg, the young Alameda realty dealer whose body was found floating in the bay at the foot of Van Ness avenue April 10, had been concluded yesterday, the officials were as much at sea as they have been at any stage of their investigation. The jury which heard the evidence returned a verdict that death was due to drowning, stating that it was impossible to determine whether Landsburg fell into the bay or jumped overboard with suicidal intent.

Detectives Tom Murphy and Arthur McQuaide will confer with the district attorney as to the proper charges to place against Frank Torres, alias Edward Evans, and Frank Donley, the two men who were arrested for robbing Landsburg the night of March 27. They will be charged with either grand larceny or robbery. Peter del Porto, the waiter in the Thalia dance hall in Pacific street, who purchased Landsburg's watch from Torres and Donley, will be charged with receiving stolen goods.

Walter Jacoby, J. J. Mulvaney and Karl Brown, the three companions of Landsburg on the night he disappeared, testified that they left the Midway dance hall in Pacific street at 10:45 o'clock and that when they reached the street they discovered that Landsburg was missing. Gene Ferris, Milo Wilson and Ethel Harding, three dance hall girls, say that they saw Landsburg in the Midway at 11:15 o'clock and that he left shortly afterward, trailed by three suspicious looking characters.

Victim's Mother Collapses

ALAMEDA, April 18.—Mrs. George M. Landsburg, mother of Guy M. Landsburg, the young real estate agent who went to his death in the waters of the bay in a mysterious manner, has suffered a nervous breakdown as a result of mental strain and worry.

She is under the care of a physician and two trained nurses. At the time that the body of her son was recovered from the bay eight days ago, Mrs. Landsburg collapsed. She recovered sufficiently to attend the funeral.

Four days ago Mrs. Landsburg experienced a severe setback and was forced to take to her bed, where she has remained since. Her husband, who is an official of the Alaska packers' association, is in the interior of the northern territory.

TRUSTEE WANTS $6,830—Paul I. Welles brought an action in the United States district court yesterday to compel Auditor T. F. Boyle to approve demands for $6,830, payable to John Daniel, trustee for the bankrupt Metropolis construction company.

RAILWAY TRAVEL

Schedule Effective November 1, 1910

UNION FERRY DEPOT
San Francisco

Leave	Via Sausalito	Arrive
7:45 a	Petaluma, Santa Rosa, Healdsburg, Cloverdale, Ukiah, Willits, Sherwood, *Guerneville, *Monte Rio, *Duncan Mills, Sebastopol	6:35 p
8:15 a	**Sonoma, **Glen Ellen	†5:35 p
8:15 a	Pt. Reyes, Camp Meeker, Cazadero	†6:35 p
‡8:45 a	Petaluma, Santa Rosa, Healdsburg, Cloverdale, Guerneville, Monte Rio, Duncan Mills	‡7:35 p
10:45 a	Petaluma, Santa Rosa	4:35 p
¶2:45 p	Pt. Reyes, Camp Meeker (leaves from Cazadero)	¶7:05 p
3:15 p	Petaluma, Santa Rosa, Healdsburg, Cloverdale, Ukiah, Guerneville, Monte Rio, Duncan Mills, Sebastopol	11:05 a
4:45 p	Sonoma, Glen Ellen	9:35 a
5:15 p	Petaluma, Santa Rosa	8:35 a

ELECTRIC SUBURBAN VIA SAUSALITO

Sausalito, Mill Valley, San Rafael—Daily every 30 minutes from 6:45 a. m. until 8:45 a. m.; hourly until 2:45 p. m. (except the 2:45 p. m. does not run to San Rafael on Sundays), then 3:15 p. m. and every 30 minutes until 6:45 p. m., then 7:45, 9:45 p. m. and 12:01 a. m.

Fairfax—Leave †6:45, ‡7:15, 8:15, 8:45, 9:45, 10:45, 11:45 a. m., 12:45, 1:45, 2:45, 3:15, 3:45, 4:15, 4:45, 5:15, 5:45, 6:15, 6:45, 7:45, 9:45 p. m., ‡12:01 a. m.

San Quentin via San Rafael—8:45 a. m., †1:45 p. m., 13:45 p. m.

Tiburon and Belvedere via Sausalito—Week days: 6:45, 7:45, 8:45, 10:30 a. m., 12:45, 3:15, 4:15, 5:15, 6:15 p. m., ¶12:01 a. m. Sundays—6:45, 7:45, 8:45, §9:30, 10:45, 11:45 a. m., 12:45, 1:45, 3:15, 4:15, 5:15, 6:15 p. m., 12:01 a. m.

*Sundays arrive 7:35 p. m. **Sundays arrive 7:05 p. m. †Except Sundays. ‡Sundays only. ¶Saturdays only. §Tiburon direct. §§Thursdays only.

Pacific transfer company's agents are authorized to check baggage direct from residence.

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Regular Fast Freight Service

NEW YORK TO PACIFIC COAST PORTS AND HAWAIIAN ISLANDS, sailing from New York every six days, making direct connection with Pacific steamers sailing from Salina Cruz, Mex., every six days for San Francisco.

PACIFIC COAST PORTS TO NEW YORK. Also to Mexican and all principal European ports under through rates and through bills of lading. Sailings from San Francisco every 12 days.

For rates and further particulars apply to DEARBORN & LAPHAM, General Agents, 8 Bridge street, New York. WILLIAMS, DIMOND & CO., General Agents, Pacific Coast, 310 Sansome St., San Francisco.

ALASKA-PACIFIC S. S. CO.

15.00 First Class
10.00 Second Class

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SEATTLE TACOMA

ETC.
STEAMSHIPS
BUCKMAN-WATSON-PLANT
SAILINGS EVERY
WEDNESDAY AND SATURDAY
TICKET OFFICES
54 Market st. 648 Market st.
678 Market st. Howard St. Dock.
R. J. RINGWOOD,
General Freight and Passenger Agent,
816 Merchants' Exchange.

TOYO KISEN KAISHA

ORIENTAL STEAMSHIP COMPANY

S. S. "Nippon Maru"...Wednesday, April 26, 1911
S. S. "Chiyo Maru"...Wednesday, May 24, 1911
S. S. "America Maru".Wednesday, June 14, 1911
S. S. "Tenyo Maru"...Wednesday, June 21, 1911

Steamers sail from company's pier, No. 34, near foot of Brannan st., at 1 p. m., for Yokohama and Hongkong, calling at Honolulu, Kobe (Hiogo) and Nagasaki and Shanghai, and connecting at Hongkong with steamers for Manila, India, etc. No cargo received on board on day of sailing. Round trip tickets at reduced rates.

For freight and passage apply at office, 4th floor, Western Metropolis National Bank building, 625 Market st. W. H. AVERY, Assistant General Manager.

UNION S.S. CO. of N.Z. Ltd.

New Through Passenger and Freight Service Without Change.

SAN FRANCISCO TO WELLINGTON, N. Z., VIA TAHITI and RAROTONGA.

S. S. MANUKA (4,805 tons) sails 11 a. m. May 3
S. S. AORANGI (4,268 tons).....May 31

Sailings every 28 days; connection at Wellington and Auckland for New Zealand ports and Australia.

OCEANIC S. S. CO., Gen. Agts., 100 Davis st. Ticket office, 673 Market st.; tel. Sutter 648.

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Two trains daily to choose from
Leave 8:00 A. M.
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Luxuriously furnished sleepers, observation, cafe car with ladies' parlor and library. Dining service unexcelled.

Ask about the

Low Rates

in effect for round trip excursion tickets, certain days, May to September, 1911.

Southern Pacific

TICKET OFFICES:
Flood Building
Palace Hotel
32 Powell Street
Market Street Ferry Depot
Third and Townsend Streets Depot
Broadway and Thirteenth Street, Oakland

CALIFORNIA RAISIN DAY, APRIL 29th—Eat Raisin Bread

RAILWAY TRAVEL

SOUTHERN PACIFIC
SAN FRANCISCO

TRAINS LEAVE AND ARE DUE TO ARRIVE FROM APRIL 14, 1911

VIA OAKLAND PIER

Leave (Foot of Market Street)		Arrive
2.15a	Niles, Tracy, Lathrop, Stockton, Lodi, Galt, Elk Grove, Sacramento, Roseville, Auburn, Colfax	11.18p
6.40a	Hayward, Niles, San Jose	7.08a
7.00a	Richmond, Port Costa, Benicia, Suisun, Dixon, Sacramento, Roseville, Marysville, Redding, Dunsmuir	7.28p / 10.38p
7.00a	Elmira, Vacaville, Rumsey	7.28p
7.00a	Davis, Woodland (Marysville, Oroville), Williams, Maxwell, Willows, Hamilton, Corning, Red Bluff	7.28p
7.40a	Vallejo, Napa, Calistoga, Santa Rosa, Martinez	6.08p
7.40a	Avon, San Ramon, (‡Livermore)	6.48p
7.40a	Niles, Isleseaton, Livermore, Tracy, Lathrop, Stockton, Lodi, Sacramento	7.28p
7.40a	Tracy, Los Banos, Kerman, Fresno	4.08p
8.00a	Newark (Centerville), San Jose, Los Gatos, Wright, Felton (Boulder Creek), Santa Cruz	5.48p
8.20a	Port Costa, Martinez, Byron, Tracy, Stockton, Merced, Fresno, Goshen Junction (Hanford, Armona), Visalia, Porterville, Bakersfield	4.48p
8.20a	Yosemite Valley via Merced	4.48p
9.00a	Niles (San Jose), Livermore, Stockton (*Milton) Valley Spring, Ione, Sacramento	4.28p
9.00a	Tuolumne, Sonora, Jamestown, Angels	4.08p
9.00a	Atlantic Express—Sacramento, Truckee, Ogden, Salt Lake City, Denver, Kansas City, Omaha, Chicago	8.28p
9.40a	Richmond, Port Costa, Martinez Bay Point	6.08p
10.20a	Vallejo, Mare Island, Napa	11.28a
10.20a	Los Angeles Passenger—Port Costa, Martinez, Byron, Tracy, Stockton, Merced, Fresno, (Hanford, Coalinga, Visalia), Bakersfield, Los Angeles	7.48p
10.40a	San Francisco Overland Limited—Denver, Kansas City, St. Louis, Omaha, Chicago	5.28p
11.20a	Shasta Limited—Portland, Tacoma, Seattle	9.18p
12.00n	Richmond, Port Costa, Benicia, Suisun, Elmira, Dixon, Sacramento	10.48a
12.00n	Davis, Williams, Colusa Junc., Willows	2.48p
12.00n	Maryville, Chico, Red Bluff	2.48p
1.00p	Niles, Irvington, San Jose	2.48p
1.40p	San Leandro, Niles, Centerville, Newark, San Jose	9.08a / 7.48p
2.00p	Newark, San Jose, Los Gatos, Wright, Felton (Boulder Creek), Santa Cruz	9.58p
2.40p	San Leandro, Niles, San Jose	9.28a
3.00p	Goldfield Pass—Truckee, Hazen, Wabuska (Yerington, Mason), Mina, Tonopah, Goldfield, Laws, Keeler	7.48a
3.00p	Benicia, Winters, Sacramento—Woodland, Knights Landing, Tudor, Yuba City, Marysville	10.48a
3.20p	Port Costa (Stockton), Martinez, Byron, Modesto, Merced, Fresno	12.08p
3.45p	Via Sausalito, West Napa, St. Helena, Calistoga	10.35a
4.00p	Vallejo, Napa Calistoga, Santa Rosa, Martinez, San Ramon, Livermore	9.28a
4.00p	Niles (Centerville, Newark), Livermore, Tracy, Stockton, Lodi	10.28a / 11.18p
4.40p	San Leandro, Hayward, Niles, Pleasanton, Livermore, Tracy, Newman, Kerman, Fresno	11.18p
5.00p	Vallejo, Port Costa, Benicia, Sacramento, Lincoln, Marysville, Oroville	11.28a
5.00p	Davis, Woodland, Yolo, Arbuckle, Williams, Willows, Orland	10.38p
5.00p	Russell, San Jose, Los Gatos	9.28a
5.20p	San Leandro, Niles, San Jose	7.48a
6.00p	Owl Limited—Los Angeles	8.08a
6.40p	Eastern Express—Ogden, Pueblo, Denver, Kansas City, St. Louis, Chicago, Port Costa, Benicia, Sacramento, Truckee, Reno, Sparks	8.28p
6.40p	Hayward, Niles and San Jose	6.48p
‡7.00p	Vallejo, Port Costa, Martinez, Bay Point and Way Stations	‡11.18p
7.40p	Richmond, Port Costa, Martinez, Cornwall, Byron, Tracy, Stockton	12.48p
8.20p	Oregon Express—Sacramento, Roseville, Marysville, Redding, Ashland, Portland, Tacoma, Seattle, Spokane	9.08a
9.00p	China and Japan Fast Mail—Ogden, Cheyenne, Denver, Kansas City, Omaha, Chicago	2.48p
9.00p	Port Costa, Benicia, Sacramento, Colfax, Truckee, Reno	10.08a
9.40p	Bakersfield, McKittrick, Monarch, Moron, Fellow	8.28a
9.40p	Yosemite Valley Sleeper via Merced to El Portal	8.28a
9.40p	Richmond, Port Costa, Tracy, Modesto, Merced, Fresno, Hanford, Coalinga, Visalia, Tulare	8.28a
9.40p	Portland Express—Davis, Willows, Red Bluff, Weed, (Klamath Falls), Ashland, Roseburg, Portland, Tacoma, Seattle	12.28p

NETHERLAND'S ROUTE—From Pacific Street Wharf. Collinsville, Emmaton, Rio Vista, Isleton, Ryde, Walnut Grove, Verden, Courtland, Clarksburg, Sacramento.

Steamer Navajo, leaves San Francisco 8:00 a. m. daily except Sunday, stopping at points shown, arriving Sacramento 6:00 p.m. Leaves Sacramento 9:00 p.m. daily except Sunday (no stops en route), arriving San Francisco 5:00 a.m.

Steamer Modoc or Apache, leaves San Francisco 1.00 p.m. daily, except Sunday; arrive San Francisco 11.30 p.m.

OAKLAND HARBOR FERRY—From San Francisco, Mission Street Wharf—†6.00 a. m.; †7.00 a. m., then 8.00 a.m. and every hour, daily, to 9.00 p.m., inclusive.

LOCAL FERRY TRAINS—Via Alameda Pier.

To Oakland and Alameda—†6.10, †6.45 a.m., and then 10 and 45 minutes past the hour until 7.45 p.m.; then 8.30, 9.15, 10.00, 10.45, 11.30 p.m. and 12.15 a.m.

To Alameda and Fruitvale via Horseshoe same as above.

Union Transfer Co. authorized to check Baggage direct from residence.

a for Morning. *Daily. p for Afternoon. † Sunday excepted. ‡ Sunday only. b Daily except Sat. and Sun. § Sat. and Sun. only.

VIA COAST LINE

Leave (Third and Townsend Streets)		Arrive
†5.10a	Valencia Street, Ocean View, Colma, Cemeteries, Baden, San Bruno	†6.35a
6.30a	South San Francisco, San Jose, Gilroy, (Hollister), Sargent, Pajaro, Watsonville, Santa Cruz	7.50p
7.10a	South San Francisco, Palo Alto, San Jose, Way Stations	7.30a
7.10a	Mayfield, Los Altos, Los Gatos	†7.20p
8.00a	Shore Line Limited—Paso Robles Hot Springs, Santa Barbara, Los Angeles	9.30p
8.00a	El Paso, San Antonio, Houston, New Orleans, Chicago and East	9.30p
8.05a	The Coaster—San Jose, Pajaro (Watsonville, Santa Cruz), Castroville, (Del Monte, Monterey, Pacific Grove), Salinas, Soledad, Paso Robles Hot Springs, San Luis Obispo, Surf, (Lompoc), Santa Barbara, Ventura, Oxnard, Los Angeles	11.45p
8.10a	Mayfield, Los Altos, Los Gatos, Wright, Glenwood (Boulder Creek), Santa Cruz, Watsonville, Castroville, Del Monte, Monterey, Pacific Grove	9.00p