

FRUIT LAND OF SOUTHERN MINES DISTRICT HOLDS GREATER WEALTH THAN GOLD

FOOTHILL COUNTRY IS GREAT ASSET

Vast Region Near Stockton Only Awaits Transportation to Yield Rich Tribute

Automobile Trip Taken by Business Men Reveals Great Possibilities

STOCKTON, Oct. 4.—The automobile jaunt of the Stockton business men to the foothill country this week is significant in many ways.

It never before, they are now fully alive to the agricultural resources of that section of the state known as the "southern mines district."

In these counties, that are rich beyond computation in mineral products, and unlimited in agricultural possibilities, one sees and feels the crying need for rapid transportation. When this is secured the tillable lands will amply repay the farmer for his toil, for he can then find a market for his products.

The fruit belt of the southern mines counties is their best asset, but as yet the people of the mountains seem hardly aware of that fact.

In the foothills all kinds of citrus fruits—lemons, oranges and grapefruit—can be produced in quantities and in quality to equal any locality in the state.

Above this belt, where the citrus fruits do not thrive, there is still another belt where peaches, nectarines and grapes attain perfection. Still higher, on the third belt, can be grown apples, pears and plums of a grade so high as to command nearly double the price of the same fruits raised in the valley.

These orchards need no irrigation, and the fruits appear to be free from all blight and insect pests.

Berries, too, of every variety grow in greater abundance and finer flavor than in lower altitudes.

All the land in Tuolumne, Calaveras and Amador counties has value, but today can be had at a figure that is very low in comparison with what it will bring in the very near future. To quote an enthusiastic foothill traveler:

"Still higher, on the third belt, can be grown apples, pears and plums of a grade so high as to command nearly double the price of the same fruits raised in the valley. These orchards need no irrigation, and the fruits appear to be free from all blight and insect pests."

"We see cities and towns bustling with busy thrills, glittering with electric lights and prosperity, blessing over all the scene."

A splendid dream, you may think. Yes, it is a dream, but it's a dream easy of fulfillment.

Just transportation, that's all.

With an inexhaustible electric power from these "everlasting hills," nothing but needed but capital, and all that capital needs is to be informed. This information the Stockton men who are interested in the development of all the country tributary to their city are now in position to give.

The Tuolumne county apple got away with 63 prizes in money, medals and silver cups at last year's annual apple show at Watsonville.

The Sonora apple that is manufactured into the choicest apple champagne, cider and vinegar is known of the world around and Sonora's mill is justly celebrated.

These mountain apples possess a flavor and a juiciness far surpassing the valley apples. The pure spring water filtered through several strata of rock and sand, unexposed to contamination of any sort, has much to do with the excellence of the Sonora cider and champagne.

The 20 or more automobiles carrying merchants, real estate and professional men, accompanied by their wives, returned here tonight over the '49 trail that took them through Farmington, Oakdale, Knights Ferry and Keystown, the new irrigation section, on into the foothills and the mountain towns of Jamestown, Sonoma, Columbia Basin, Marble Quarries, Parrotte Ferry, Natural Bridge, Vallicia, Angels Camp, Altaville, San Andreas, across the Calaveras river to Mokelumne Hill to Jackson, thence to the Kennedy mine, the deepest gold mine in this country, to Martels, Sutter Creek, Amador City, Drytown, Plymouth, Ione, Wallace, Clement, Lockford, Lodi to Stockton.

Among those who followed J. Carroll Skinner in the pilot car were W. X. Clark, R. A. Reid, Roy Friedberger, F. B. Nims, A. B. Lang, Hon. John T. Lewis, B. Buckley, John Raggio, R. E. Wilcox, R. L. Quisenberry, B. C. Wallace, P. L. Kincaid and G. McN. Ross and J. L. Craig, who organized the affair.

There may be scenes of greater grandeur, there may be spots of more peaceful beauty on this earth, but for a ride of continuous and increasing loveliness the trip followed by Stockton's business men has no equal.

OUTSIDERS SEEK LAND NEAR CITY

The brisk demand for suburban property, which obtained during the spring and summer, still continues at Marin heights, lying midway between Sausalito and Mill Valley. Outside inquiries for lots indicate the awakening of an interest in property in the vicinity of San Francisco hitherto unknown. This activity on the part of outside buyers shows very plainly that they look for a substantial advancement in values upon the opening of the Panama canal.

With the construction of several new bungalows, the installation of electric street lights and telephone poles, Marin heights is taking on the appearance of a center of large population, which it is destined to become within the next few years.

The choice locations are so rapidly being taken that it will be necessary for the Northwestern Realty company to get a new subdivision ready for its next spring business.

REALTY MAN MAKES NEW CONNECTION

C. S. Lahanier, formerly with Madison & Burke, is now associated with W. B. Metter & Co. as manager of the renting and collection department.

BRINGING WAGON LOADS OF ALMONDS INTO STOCKTON BY EIGHT HORSE TEAM. A CRUDE METHOD WHICH WILL BE DONE AWAY WITH AS ELECTRIC LINES ARE EXTENDED TO FRUIT GROWING DISTRICTS.



Real Estate Men Commend The Call for Urging United Action in Upbuilding the City

MUCH favorable comment has been made this week by San Francisco business men on the editorials and cartoon printed in last Monday's and Tuesday's Call dealing with the upbuilding of San Francisco along the lines that have been found so successful in Los Angeles. Following are a few of the statements made and letters written to The Call by leading real estate men:

By A. L. HARRIGAN,
President San Francisco Real Estate Board.

I heartily approve the attitude of The Call in printing editorials calling the attention of the public to successful methods of city building which the Los Angeles realty men so well expressed on their recent visit to this city.

Too much importance can not be given to educating our whole population to the necessity of working together toward one end—the making of San Francisco the greatest city on the Pacific coast.

The co-operation of the press is very essential in promoting good feeling among the sister cities of the coast and giving liberal space to such a gathering of realty men as occurred last week. This gives an atmosphere of hospitality and spreads a pleasant impression among all our neighboring cities.

By JOSEPH A. LEONARD,
Manager Urban Realty Company.

I want to commend the editor of The Call for its effort in the last few days' editorials to awaken the interest of San Franciscans in home building.

The Los Angeles real estate men by their visit have caused at least one paper to give some valuable space to this all important subject and increasing the city's population with desirable citizens.

I agree with Mr. Andrews of the Los Angeles realty board that no residence lot should be less than 50x120, and larger if possible. We have to thank our natural barriers of hills for having preserved for better developers and better home builders the best natural residence portion of our city to a time when we have learned the importance of space and proper regulations.

The increased transportation facilities, especially that soon to be had through the Twin Peaks tunnel, are making this portion of the city for residences superior to anything of which our southern neighbors can boast. We ask but a short time to make an exhibit in comparison.

The Call is precisely correct in saying that we need more co-operation. However, we need not only property owners and the Chamber of Commerce, but the insurance companies, the money lenders, the commercial as well as the savings banks, the mayor and board of supervisors, and not least the street and railway transportation companies.

The city can not be built up on a cash basis, nor can its inhabitants

walk to its best residence districts. It must have rapid car service and liberal terms for its home buyers.

By EDWARD L. HOAG,
Of Lyon & Hoag.

I was greatly pleased with the editorials and cartoon in this week's issues of The Call regarding lessons to be learned from the Los Angeles real estate men's comments during their recent visit to this city.

Outside criticism is usually the best, especially when it comes from such successful developers as the Los Angeles delegation of real estate men. What they said hit the nail on the head. San Francisco needs to develop a residence section sufficiently attractive to get people to live on this side of the bay.

We have lost incalculable sums of money from tourists who come and go away without receiving attention enough to make them become investors and residents.

Publicity about tributary country around San Francisco has been neglected by business men. This country land has been so superior to the farming districts around other cities that we have been satisfied to let it speak for itself without calling the attention of visitors to it or impressing our own people with its richness. We ought now to make the most of it, and everybody should realize that the development of the tributary country works toward the upbuilding of San Francisco.

By J. R. HOWELL,
Of Baldwin & Howell.

Your editorial in last Monday's issue, entitled "Some Top Notch Advice From Los Angeles Real Estate Men," and the cartoon appearing in the issue of Tuesday following, are worthy of the attention of not only real estate men of San Francisco, but of all of our citizens. The editorial particularly has analyzed the benefits that may be derived from the visit of our Los Angeles colleagues and reached the four conclusions that cover the situation completely.

No better demonstration of the Los Angeles spirit could have been given to San Franciscans than the ease with which they got together on the spur of the moment a committee of nearly 50 active real estate men in Los Angeles to spend four days in visiting San Francisco and Oakland in order to insure from those cities a representative delegation of San Francisco and Oakland real estate dealers at the forthcoming convention of the State Realty federation in Los Angeles the latter part of next week.

The whole thing was spontaneous, and naturally the San Franciscans took up their end of it and saw to it that nothing was omitted in giving the visitors a characteristic welcome and entertainment, and we are confident that the benefits which the real estate men will derive from this visit, and particularly from the publicity which you have given it, will be lasting, and as a result of both we need have no fear but that San Francisco will be properly represented in Los Angeles next week.

BIG PARTY GOES TO CONVENTION

President Harrigan Urges Real Estate Men to Join Los Angeles Excursion

The real estate board delegation to the state convention will leave San Francisco for Los Angeles on Wednesday evening, October 9. The following have already indicated their intention to make the trip: J. R. Howell and wife, L. A. Mosser and

wife, C. A. Hurst and wife, J. C. Cross and wife, L. D. Allen and wife, O. C. Stine and wife, George D. Toy and wife, E. A. Bellow, W. Armstrong, Lloyd Patterson, J. de Ryans, Joseph H. Becker, Charles G. Higgins, J. W. Wright and wife, L. E. Burke and wife, A. Marshall, wife and sister, W. E. Boody and wife, R. R. Hawkes and wife, Samuel G. Beck, Colonel B. F. Edwards, W. R. White, A. M. Rosenblatt, Frank de Lisle, W. E. Dowd, A. L. Harrigan, T. L. Henderson.

A. L. Harrigan, president of the San Francisco Real Estate board says: "Our aim is to go by special train, but we must have a party of at least 100 in order to secure a train, and the special rate of \$14 for the round trip (Pullman fare extra)."

"Elaborate preparations have been made for our entertainment, and you will perhaps never have an opportunity to see Los Angeles under such favorable circumstances. A ladies auxiliary will entertain the visiting ladies, and all members are urged to bring their wives."

"Will you join us? Send in your reservation at once—must be in by the end of this week."

BUY HERE KNIGHT'S ADDITION

THE PATHWAY OF STOCKTON'S BEST GROWTH

Lots 50x150—\$200 to \$250

NO INTEREST EASY TERMS NO TAXES

HIGH, DRY AND CLOSE IN

ONLY SEVEN MINUTES FROM THE COURTHOUSE

The price of these lots is so low that with the natural growth of Stockton values will be doubled and quadrupled in a few years

CLIP THIS COUPON
MOREY & TURNER
313 E. Weber Av.
Stockton, Cal.
Send full information about these lots in Knight's Addition.
Name _____
Address _____

COME IN TODAY AND GET MORE INFORMATION. Or fill out coupon and mail. We will send you full particulars. But come if possible.
MOREY & TURNER
313-315-14 Call Bldg., San Francisco
Stockton Office, 313 East Weber Av.
T. C. BUTLER, Manager

GIVES SHIPPERS A BIG ADVANTAGE

\$5,200 Saved to the Farmers From One Small Station On Traction Line

STOCKTON, Oct. 4.—The decision of the state railroad commission this week establishing through route and joint rates between the Central California Traction company and the Atchison, Topeka and Santa Fe railroad is of great importance to this city. The decision affects both freight and passenger tariffs.

The decision is of statewide importance for the reason that it recognizes the right of electric interurban lines generally to demand of steam railroads the same rate arrangements as are made with other steam railroads.

From the time the decision becomes effective passengers and freight will be carried over the Traction line and the Santa Fe between Sacramento and Stockton and other points in the state touched by all electric lines at the same rate as over other steam railroads.

By the decision shippers and the public generally along electric lines have the advantage of being on a transcontinental line. Shippers on the line of the Traction company are afforded greatly extended rail connection and a wider market for their produce. It effects a saving of \$10 a car on all fruit shipments. This amounts to \$5,200 to farmers shipping from one small station near Lodi on the Traction line.

The Central California Traction company applied to the Santa Fe many months ago for a joint rate and through route, but was merely offered rates which equaled the sum of the local tariff. The Traction company then appealed to the railroad commission.

The Oceanside Improvement club has asked for any extra water pipes the city may have on hand for the purpose of laying them from Metson lake, in Golden Gate park, to points in the district for better fire protection.

AGREEMENT LIKELY OVER BRIDGE PLANS

Government's Objections Believed to Leave Way Open for Early Understanding

Continued From Page 19

California Development Board by the several clearing house cities for the week ending October 3, 1912, with percentage comparisons for the corresponding week of last year:

San Francisco	236,892,323	Inc. 7.7%
Los Angeles	22,278,351	Inc. 20.8%
Oakland	1,075,398	Inc. 3.9%
Sacramento	1,903,422	Inc. 2.0%
San Diego	2,928,263	Inc. 61.0%
Fresno	1,063,400	Inc. 38.0%
Stockton	940,433	Dec. 3.0%
San Jose	924,722	Inc. 1.5%
Pasadena	821,168	Inc. 23.3%
Bakersfield	512,202	

Northern California Power stock opened at \$40 yesterday morning, and changed hands in the afternoon at \$40.75. Rumors about the stock seemingly have died down, and it is accepted by the brokers now that it is being supported.

The railroad commission rendered a decision yesterday in the San Francisco warehouse cases, readjusting the rates largely in accordance with the request of the warehouse patrons. The warehouse companies had sought to increase their rates and had obtained permission so to do from the commission. The warehouse patrons asked for a rehearing and the present decision is on this rehearing. Objection was made to the proposed increases in about one-third of the commodities listed, and the readjustment as to this is on the basis proposed by the warehouse patrons.

The commission took occasion in this decision to put into effect a set of general rules to be applied to the business of warehouses, fixing, in general, rates and conditions and practices of warehouses.

ROBERTS ISLAND

We have an order to sacrifice immediately 100 acres of beautiful peat soil, fully drained and irrigated, on the bank of the San Joaquin River, 10 miles from Stockton, for \$125 per acre. This is the finest bean, potato, celery, onion and alfalfa land in the state. Boat landing on the place. Adjoining ranch, no better in any particular, held at \$200.

Get in touch with us today. This will sell within a week.

JOHN E. CREID & CO.
REAL ESTATE
LEASING
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648 E. MAIN STREET
STOCKTON

BERENDA COLONY

Do you want a home on an ideal farm?

If you do, see us about BERENDA COLONY, in the richest part of the San Joaquin Valley, 1 1/2 miles from town and railroad.

BERENDA COLONY has rich sandy loam, adapted to alfalfa, fruits, grapes, berries and vegetables, and has unlimited water supply.

Yours for \$100 to \$150 an acre, on very easy terms.

JOS. H. RUCKER & CO.
79-83 POST STREET
San Francisco.

FAIRMEAD FARMS

14,000 Fertile Acres in the San Joaquin Valley in 10, 20 and 40 Acre Tracts Easy Terms

On main line of Southern Pacific Railroad; plenty of water for irrigation NOW and all the time. Call or write for full particulars.

CO-OPERATIVE LAND AND TRUST COMPANY
595 MARKET STREET
SAN FRANCISCO, CAL.

ATTENTION LAND MEN

12,000 Acres of the Sweet West Side Soil. Absolutely no alkali or Hardpan. Land level and easy to irrigate.

Big Canal with plenty of water runs through the place.

Convenient to two Railroad Stations.

Price, \$485,000.00. Easy Terms.

WILLIAMSON REALTY CO.
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Stockton, Calif.