Santa Fe

Time of Trains, Sleeping Car Schedules and other Information
Corrected to Sept. 20, 1906

The Atchison, Topeka & Santa Fe Railway System and connecting Lines
Corrected to Sept. 20, 1906
California Tourist Sleepers

There are no better Tourist Pullmans than those used on the Santa Fe. They have sixteen sections, are wide-vestibuled, and contain every modern improvement. They are carried on our three daily California trains, between Chicago, Kansas City, Los Angeles, and San Francisco.

Personally conducted excursions are run tri-weekly between Chicago, Kansas City, Los Angeles, San Diego, and San Francisco.

This important feature of our tourist car service is directed by an efficient excursion manager. Patrons are thereby assured advantages not surpassed by any other transcontinental line. It is the duty of excursion conductors to assist inexperienced travelers, ladies without escort, the aged, invalids, etc., as occasion may require. Places of interest en route are also pointed out, and general information given regarding the country traversed. Copies of standard literary periodicals are on file.

All cars are accompanied by Pullman conductors and porters, and their occupants are given particular attention by our employes. For berth reservations apply to Santa Fe representatives.

NOTE—See pages 5 and 6 for additional Tourist Sleeper Service between Boston and Chicago, Minneapolis, St. Paul, and Los Angeles, also St. Louis and Los Angeles.
REBUILDING SAN FRANCISCO

Here are some facts about the rebuilding of San Francisco, which may be of interest to those who are thinking of going there this Fall or Winter, either to get work (top-notch wages all winter long for all kinds of labor), or to see the sights:

More than 300 permanent buildings are now under way in the burnt-over district, including 37 business structures, ranging from six to nineteen stories high, within three blocks of Union Square—The street car service is nine-tenths of normal—Bank clearings show increase over 1909, with ample funds on hand—Present population of San Francisco is estimated at 575,000—The leading clubs (Pacific, Union, Bohemian, University, etc.) have secured quarters in fine residences west of Van Ness Avenue—All the day schools are open, with 75% of last year’s attendance—The churches are holding regular services again—Hotel accommodations have increased, the principal hotels being the St. Francis, Majestic, Dorrance, Baltimore, Montclair, Bruciel, Atherton, Savoy and Imperial—There are 66 good restaurants, such as Taffy’s Cafes, Techeau, Tavern, Potlach Dining Room, Alameda Cafe and Waffle Kitchen—San Francisco’s retail merchants can now supply high-class goods; Van Ness Avenue is crowded with shoppers and resembles Kearney and Market before the fire—Building permits are being issued at the rate of about 92 a day—The relief committee is about to begin construction of 3,000 homes for refugees, to cost $1,000 each—While cost of living has increased 15%, wages have almost doubled in many cases—Seven theatres are open—The banks number 53, with clearings for July, 1906, amounting to $200,000,000, which is 80% more than a year ago—The freight blockade is broken; cement and structural steel are being rushed in by the trainload.

Thousands of men can still find employment at high wages—particularly artisans in the building trades.