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Time of
Trains,
Sleeping
Car & &
Schedules
and other & &
Information

Corrected to
Sept. 20, 1906

A decorative border with a complex geometric pattern, including zig-zags and squares, surrounding the central text.

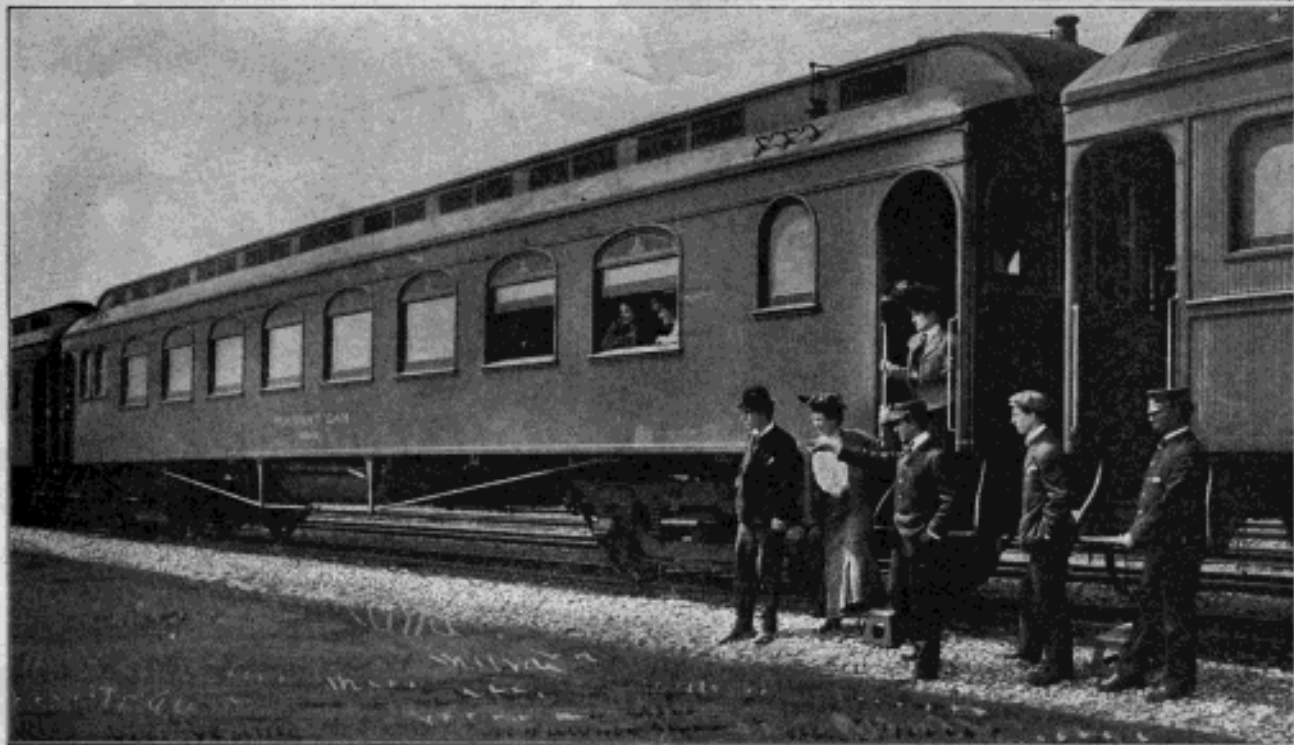
The
Atchison,
Topeka &
Santa Fe
Railway
System and
connecting
Lines

Corrected to
Sept. 20, 1906

Visit the Grand Canyon of Arizona. Greatest Rift in Earth's Crust.

Santa Fe

Santa Fe



Exterior View Modern Pullman Tourist Sleeper on the Santa Fe

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.



The Dining Buffet and Sink

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.

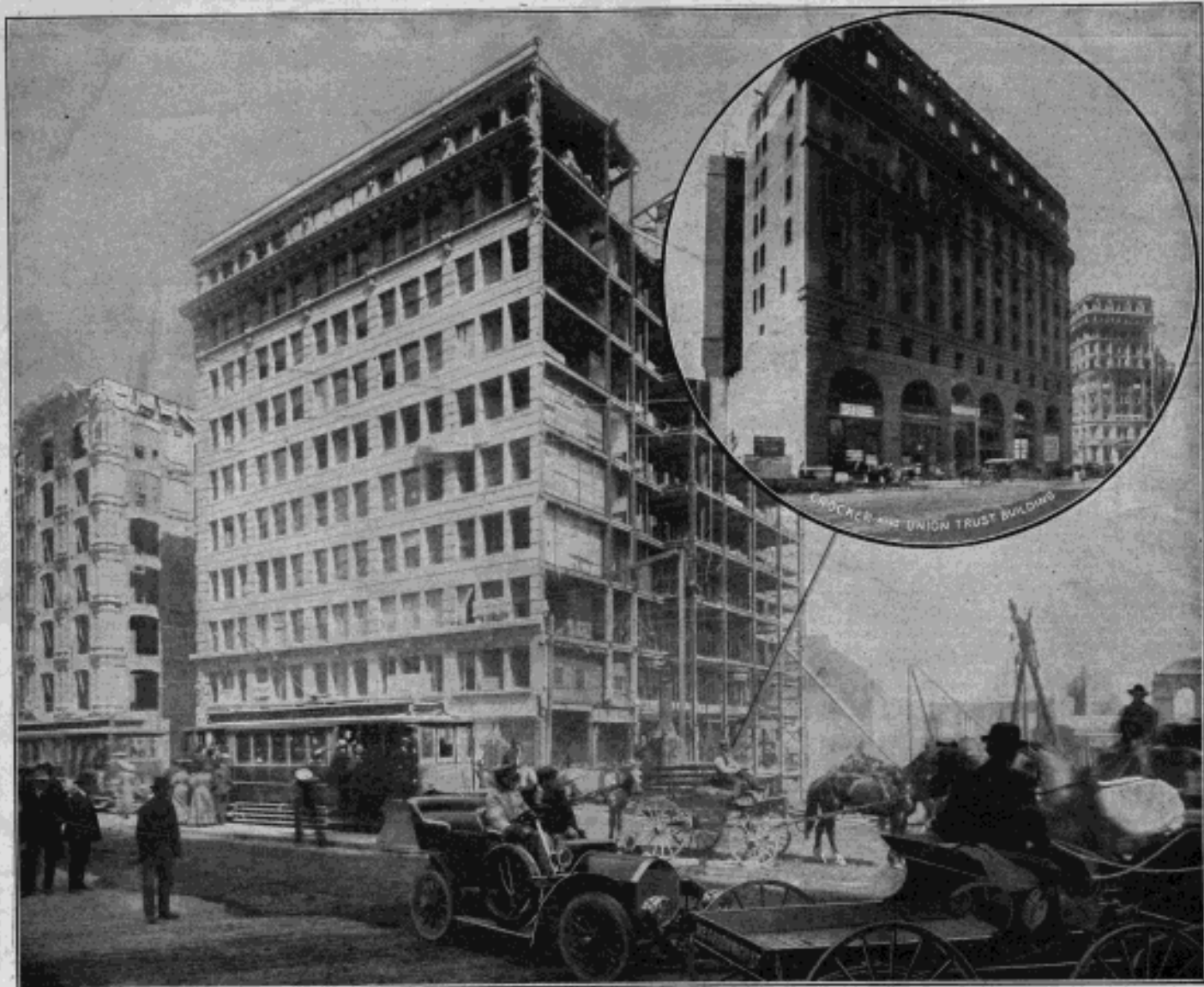
All cars are accompanied by Pullman conductors and porters, and their occupants are given particular attention by our employes. For berth reservations apply to Santa Fe representatives.

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.



Ladies Toilet Room

Visit the Grand Canyon of Arizona. The Great Round World Has Nothing Like It.



Monadnock Building, where new Santa Fe City offices will be located.

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 35 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 1905, with ample funds on hand—Present population of San Francisco is estimated at 375,000—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, Dorchester, Baltimore, Martinet, Bristol, Atherton, Savoy and Imperial—There are 66 good restaurants, such as Tai's Cafe, Techau Tavern, Puritan 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 50 a day—The relief committee is about to begin construction of 2,000 houses for refugees, to cost \$600 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 \$160,000,000, which is 85% more than a year ago—The freight blockade is broken; cement and structural steel are being rushed in by the trainload.

The demand for more laborers continues, not only in San Francisco, but also in the hop and fruit fields outside the city. Thousands of men can still find employment at high wages—particularly artisans in the building trades.