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Jan. 6
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Jan. 9
Jan. 13
PRESIDENT JACKSON
Jan. 16
Jan. 20
PRESIDENT HAYES
Jan. 23
Jan. 27
For complete information and reservations, communicate with any Santa Fe railroad representative or with any Dollar Line Office.

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Sailings from Los Angeles to San Francisco every Ten, Tues., Sat., and Sun.; to Portland every Ten, Tues., and Sun.; to Seattle every Ten, Tues., and Sun.
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Through fares and tickets from all interior points in connection with rail lines. For detailed information ask any Santa Fe Agent or write
E. G. MCDONALD, F. W. M., Seattle, Wash.

JAPAN—CHINA—FAR EAST
Sailings fortnightly from Seattle—monthly from Los Angeles
Forthnightly from San Francisco via Honolulu as follows:
Shioyo Maru, Jan. 4th
Shioyo Maru, Jan. 17th
Tokyo Maru, Feb. 24th
Shioyo Maru, Mar. 14th
Nikko Maru, Mar. 31st

NYK LINE
New York: 10 Bridge St.
Chicago: 190 W. Monroe St.
San Francisco: 551 Market St.
Seattle: 801 First Ave.
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5 Palatial Steamers—5
San Francisco or Los Angeles and Mexico, Guatemala, Salvador, Nicaragua, Honduras, Costa Rica, Panama Canal and Colonias.
Early Sailings
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Jan. 7
Jan. 9
88 COLOMBIA
Feb. 4
Feb. 6
88 CITY OF PANAMA
Feb. 11
Feb. 13
88 VENEZUELA
Feb. 21
Feb. 27
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PANAMA MAIL STEAMSHIP CO.
5 Fine Street, San Francisco
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463 S. Spring St., Los Angeles, Cal.

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To Sydney, Aust., via Tahiti (Papete), Rarotonga, Cook Islands, and Wellington, N. Z.
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The dining-room, lunch-room, dining-car, and station-hotel service of the Santa Fe is managed by Fred Harvey. It is a service unequalled in American railroading. It sets the standard. On the Santa Fe you do not eat in an eating-house; you dine at a dining station. There’s a difference—the Fred Harvey "difference."

Recently, large sums of money have been spent by the Santa Fe in expanding and improving many of the dining stations. The capacity of the lunch rooms has been doubled or trebled. This enlargement of facilities is necessary to meet the heavy demand caused by increased travel. At whatever cost the standard must be maintained.

All though passenger trains, which do not carry dining cars, are scheduled to stop at dining stations placed at convenient points along the line, and indicated in time tables thus –.

Lunch rooms are served a la carte; prices reasonable.

Dining-car meals are served a la carte, except that dinner on trains Nos. 3 and 4 (The California Limited) is optional, either a la carte or table d'hote. Dinner on Nos. 3 and 19 is open one hour before and one hour after departure from Chicago.

The dining rooms are located at intervals of about 100 miles to meet the emergencies of train operation. They present an attractive appearance, the environment being that of a club. Experienced travelers like to get off the train at meal time for a few minutes' exercise in the open air.

At your service

Freight Department

Heavy rail, treated ties and rock ballasted roadbed enable the Santa Fe to move cars over its lines with comparative freedom from the jolt and jar so destructive to shipments.

The interest taken by the Santa Fe's train and yard crews in the welfare of the company's customers insures freight traffic against rough usage in transit.

Patrons who desire advice about the best method of preparing shipments for transportation will find station agents ready to give them reliable information upon request.

Our Freight depots are commodious and convenient, and the station help is competent and courteous.

The Santa Fe's modern freight cars of steel underframe construction, equipped with air brake and automatic coupler, spells safety for consignments entrusted to the company's care.

Through package and carload Red Ball service from Chicago, St. Louis, and Kansas City, Mo., to principal points in the South and West—Santa Fe all the Way.

Emigrant Movers are given special attention.

Colonization Department

A new location, anywhere in the Great Southwest or in California—does that interest you?

If so, the Colonization Department of the Santa Fe Railway is prepared to furnish dependable information with reference to land values, the class of crops that can be grown most successfully, community development, and a general survey of the country, so that a good idea may be obtained of the opportunities that each region affords.

We have folders, carefully prepared, stating the plain facts with all exaggeration left out. They contain information that will interest the man who wants to farm on a very extensive scale, or who wishes to confine his operations entirely to live stock; also the man who wants to farm ten or twenty acres in as irrigated section, close to some highly developed community.

These folders are illustrated. They describe Kansas, Oklahoma, Texas, New Mexico, Arizona and California. If interested, please indicate your preference and address.


Industrial Department

Materials—Manufacturing Advantages—Markets

The three Big M's for industrial success are all found on the Santa Fe.

Twelve great states; sixty cities of over 10,000 population and hundreds of smaller ones.

If you are considering the establishment of a factory, branch plant or warehouse consult us for general or specific information regarding any locality in the prosperous Southwest.

M. C. BURTON, General Industrial Agent, Topeka, Kan.

J. L. HANER, Industrial Agent, Coast Lines, San Francisco, Cal.

T. F. CONWAY, Industrial Agent, Coast Lines, Los Angeles, Cal.

T. E. BRAZELTON, Industrial Agent, Galveston, Tex.

Agricultural Development Department

The Santa Fe Railway is cooperating with the United States Department of Agriculture, State Agricultural Colleges, State Boards of Agriculture and County Farm Bureaus in helping to develop the agricultural resources of the territory served by its lines, including California, Arizona, New Mexico, Texas, Louisiana, Colorado, Nebraska, Kansas, Oklahoma, Missouri, Iowa and Illinois.

Information about farming opportunities in the states named will be answered promptly. Read our paper, The Earth. Six months free.

W. J. JARELL, Manager, Topeka, Kansas.

J. C. MULVEY, Assistant Manager, Topeka, Kansas.

J. D. TINSLEY, Agricultural Agent, Amarillo, Texas.

L. F. DUNN, Agricultural Agent, Galveston, Texas.

G. WALTER REED, Western Editor, The Earth, Los Angeles, California.

Refrigerator Department

The Santa Fe Railway operates its own refrigerator cars for perishable freight, carcass and less than carload.

The Santa Fe Refrigerator Department gives efficient supervision to perishable protective service from origin to destination.

Route your freight Santa Fe.

G. H. NELSON, Manager, 1104 Railway Exchange, Chicago, Ill.