

ELECTION PROCLAMATION

Mayor's Office,
City and County of San Francisco,
State of California.

WHEREAS, The Registrar of Voters of the City and County of San Francisco, has pursuant to law and the Charter of the City and County of San Francisco, certified to the Mayor of said City and County the names of all candidates, together with the public offices to be filled at the "General Municipal Election" to be held in the City and County of San Francisco upon Tuesday, the 3d day of November, 1925, which candidates have been nominated pursuant to the provisions of said Charter, and are entitled to have their names printed upon the ballot as provided by said Charter for such elections; Now, Therefore,

I, Ralph McLeran, Acting Mayor of the City and County of San Francisco, in obedience and pursuant to the provisions of said Charter, hereby proclaim and call a GENERAL MUNICIPAL ELECTION to be held in said City and County, in the whole and every part thereof, upon the 3d day of November, 1925, to be held in the manner provided by law and the Charter of said City and County, to elect

Two Police Judges, for term of four years,
City Attorney, for term of four years,
Treasurer, for term of four years,
Tax Collector, for term of four years,
Recorder, for term of four years,
Public Administrator, for term of four years,
Nine Supervisors, for term of four years,
*Member of the Board of Education.

And I further proclaim that the following and annexed list of candidates, together with the offices to be filled at such election constitutes the list of candidates who have been nominated pursuant to law and the said Charter as certified to me by said Registrar of Voters.

Done at the office of the Mayor of the City and County of San Francisco, in said City and County, upon this .. day of October, 1925.

RALPH McLERAN,
Acting Mayor of the City and County of San Francisco.

*(Appointed by the Mayor), whose name must be submitted to the electors for confirmation or rejection at the November election.

CANDIDATES—NOVEMBER 3, 1925

POLICE JUDGE

Sylvain J. Lazarus

Daniel S. O'Brien

CITY ATTORNEY

George Lull

John J. O'Toole

TREASURER

John E. McDougald

John H. Thieler

TAX COLLECTOR

Edward F. Bryant

RECORDER

Edmond Godchaux

George W. Watson

PUBLIC ADMINISTRATOR

W. J. Hynes

Phil C. Katz

MEMBER BOARD OF EDUCATION

Alice Rose Power

MEMBER BOARD OF SUPERVISORS

Caesar Attell
Sam T. Breyer
Cornelius J. Deasy
Daniel V. Drew
Thomas F. Feeley
Henry Feige
Jeff Floyd
Andrew J. Gallagher
Julius S. Godeau
Franck R. Havenner
Arthur F. Howell
Henry C. Huck
Richard L. Ingham
J. Frank Jewell
P. J. Kelly
Milo F. Kent
Milton Marks
Norman H. McLean

Ralph McLeran
James B. McSheehy
John Charles Miles
Margaret Mary Morgan
Andrew D. Porter
Charles J. Powers
Frank Robb
Angelo J. Rossi
Fred J. Schmidt
Walter J. Schmidt
Eugene E. Schmitz
William P. Stanton
Charles F. Todd
W. Estes von Krakau
William L. Welch
Anna Charlotte Wellbrock
John G. Wetmore

To the Mayor of the City and County of San Francisco:

I hereby certify that the foregoing contains the names of the candidates, together with the public offices to be filled at the GENERAL MUNICIPAL ELECTION to be held November 3, 1925, in the City and County of San Francisco, who have been nominated and are entitled to have their names printed upon the ballots for such election, pursuant to the provisions of the Charter of the City and County of San Francisco, and that all of said offices are to be filled for a full term.

Respectfully,

J. H. Jernstedt

Registrar of Voters of the City and County of San Francisco, and Secretary of the Board of Election Commissioners of said City and County.

Dated, October 6, 1925.

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For Police Judge **DANIEL S. O'BRIEN**

I am a native-born San Franciscan.

In 1899 I represented, in the Legislature, the district in which I was born.

From 1908 to 1921 I was Assistant City Attorney.

On January 8, 1921, I was appointed Police Judge by Mayor James Rolph, Jr., for the unexpired term ending January, 1922.

I am seeking re-election upon my record of the past five years.

I have endeavored to discharge my judicial duties in keeping with my oath of office, in a fearless and humane manner, tempering justice with mercy in all deserving cases.

On this record I solicit your support.

For City Attorney **GEORGE LULL**

On two occasions I have been elected overwhelmingly by the people of San Francisco to the important office of City Attorney, and I now aspire for a third term. The following statement of representative citizens of San Francisco from all walks of life, I believe, justifies my aspirations:

"We, the undersigned citizens and voters of San Francisco, are familiar with the work of the City Attorney's office as conducted by George Lull, who now aspires for re-election. We believe that the office is efficiently, honestly and fearlessly conducted and that it would be a mistake for the citizens of San Francisco to make a change in that office."

James Rolph, Jr.
James A. Bacigalupi
John A. O'Connell
Marshal Hale
Daniel J. Murphy
Philip P. Paschel
William H. Leahy
Otto Jungblut
John Badaracco
Chester Williamson
William F. Humphreys
Lewis F. Byington
Albert A. Rosenshine
Arthur Joel
Joseph J. Tynan
Edward A. Cunha
Alfred Ehrman
Leo Michelson

John J. O'Connor
John L. McNab
Frank English
Frank J. Klimm
Col. Chas. S. Stanton
Daniel J. O'Hara
Clarence Son
David F. Supple
Frank C. MacDonald
E. S. Heller
Frank C. Sykes
William T. Bonsor
Leon E. Morris
Tom Dillon
James S. Fennell
Hugh K. McKevitt
Genevieve Allen
Randolph V. Whiting

Dr. C. R. Bricca
Dr. J. M. Toner
Mrs. Annette Adams
H. U. Brandenstein
Bob Donahue
Chauncey Tramutolo
A. T. Wynn

Ben Selig
Louis M. Mooser
George J. Steiger, Jr.
Stanislaus Riley
H. T. Donaldson
Philip N. Lilienthal
William C. Mikulich

For City Attorney **JOHN J. O'TOOLE**

I have practiced my profession for twenty-five years in San Francisco, and for ten of those years have been a Civil Service Commissioner. During all my professional and public career I have been in close touch with municipal affairs. If elected City Attorney, the provisions of the Charter and the laws of the State will be my sole guide in handling the legal affairs of the City. All opinions asked of me will be conscientiously given and will not evade the issue. I will conduct the legal affairs of the City with efficiency and dispatch. My every effort will be to protect the rights of the people in all of the great projects of the City, both accomplished and under way. All lawful measures taken by the different branches of the government for the preservation, expansion and extension of the ownership of its public utilities will receive the fullest co-operation from my office. Ten years of faithful service to the City of San Francisco is the guaranty of my sincerity.

For Treasurer **JOHN H. THIELER**

As a candidate for the office of Treasurer, I pledge myself to improve the service rendered by the City Treasury to the public; to establish efficiency and courtesy in the administration of the office and to effect economies for the benefit of the taxpayer.

I promise to modernize the City Treasury, applying up-to-date business methods and instituting time-saving systems.

I have been Chief Deputy Treasurer and Bank and Bond Deputy in the Treasury from July, 1914, to October 1, 1925, and I am thoroughly familiar with the duties of the office, experienced and conversant with its needs.

I was born in San Francisco June 8, 1888, and was raised and educated in this City. I am married, the father of two sons and I am a property owner and a taxpayer.

I pledge myself to an honest administration of the office which I seek; to a proper handling of the City's funds; to strict observance of the City Charter and the laws governing the Treasury; and I promise to give always to my City and the public the same efficient and courteous service I have endeavored to give in the past eleven years.

For Tax Collector

EDWARD F. BRYANT

An Ounce of Performance Is Worth a Ton of Promise.

I am a candidate for re-election to the above office and feel satisfied that my record as Tax Collector for the past twelve years (during which period I have devoted my entire time to the conduct of the office) is the best qualification that I may offer,

Report of 1925 Grand Jury.

February 24, 1925.

**To the Foreman and Members of the Grand Jury of the
City and County of San Francisco.**

Gentlemen:

Your committee, appointed to make a survey of the Tax Collector's Office, beg leave to report that, unannounced, we walked in on Edward F. Bryant, Tax Collector, and it is with considerable pleasure and satisfaction that we make known our findings:

Mr. Bryant devotes his full time to his duties as Tax Collector, and, by the assignment of his deputies to the work they are best adapted, he has created one of the best-regulated units of our Municipal Government. **Accuracy, efficiency and courtesy** obtained in each direction.

Our tour through his office was really a revelation, for we think Mr. Bryant has established a commercially perfect department.

Respectfully submitted,

(Signed) **MILTON MEYER**, Chairman,
CHAS. M. DUFFICY,
CHAS. A. KOENIG,
Committee on Tax Collector.

My sponsors are:

Hon. Mayor Jas.
Rolph, Jr.
Hon. Jas. D. Phelan
Marshal Hale
John McNab
A. Sbarboro
John McCallum
Dr. John Gallwey
Elizabeth Keith
Rabbi Jacob Nieto
Mrs. Samuel Hayes
Herbert Fleishhacker
Rev. Father Crowley
Francis V. Keesling
Hon. Lawrence J.
Flaherty
Col. Geo. Filmer

Lewis Byington
Gus Lachman
Geo. Giannini
Paul Scharrenberg
P. F. Rathjens
Alice Dougherty
Albert E. Boynton
Samuel B. Fugazi
John Buck
Matt. I. Sullivan
Isidore Zellerbach
Jack Partington
Wm. H. McCarthy
Wm. F. Humphreys
C. Fenton Nichols
M. H. Gunst
Milton Esberg

Sam T. Breyer
Daniel H. Ryan
Dr. Thomas E.
Shumate
Theodore Roche
Hugh McKevitt
Percy Henderson
Henry W. Wreden
H. J. Sugarman
Charles J. Heggerty
J. M. Kepner
Hon. John Badaracco
Sen. Victor Canepa
Thos. R. O'Day
Eugene Autard
Judge John J. Van
Nostrand

Jos. Gendotti
P. A. Bergerot
Geo. Symon
Hon. Judge Michael
J. Roche
Thomas Garrity
Sylvester Andriano
Bob Donahue
Milton Meyer
Richard D. Quinlan
Albert Rosenshine
Dr. G. E. Caglieri
Morris Levy
Irving Daly
Thos. F. Delury
Miss Josephine
Molloy
George Panario
Percy Towne

Dr. A. Musante
Isaac Goldman
Frank Connolly
Vid Larsen
Peter Treich
Aaron Altman
Thomas B. Keating
John J. Lermen
Arthur D'Ettel
Albert Castle
David Supple
John Wisnom
Roy Fairchild
Porter Bliss
B. Katchinski
Warren S. Quinn
William Wobber
Charles Reddy
Mrs. Mary Hamilton

John Whelan
Jesse Steinhart
Harry Wolff
Tom Dillon
Louis R. Lurie
Dr. Charles E. Jones
Capt. George F.
Brown
Ray Burr
John O'Connell
Sen. Daniel Murphy
Mrs. Helen Morton
Harry Gaetjen
Charles Fay
Benjamin Selig
John Dumbrell
Joseph Rosenberg
Ralph Pincus

For Recorder

EDMOND GODCHAUX

My appeal for re-election as Recorder rests upon the record of results accomplished and the assurance that this standard will be maintained.

Recording operations typify the City's wonderful recent growth:

Fiscal year 1918-19, papers filed, 37,737; cash fees, \$ 57,693.20.

Fiscal year 1924-25, papers filed, 86,994; cash fees, \$140,555.35.

The problem of handling the vastly increased business was met by installing better equipment, devising improved methods, and by the earnest efforts of a loyal and harmonious office force. The City has profited. In past year alone, after deducting all salaries, a balance of \$37,353.17 remained. For the three-year period ending June 30, 1925, the excess of receipts over salaries was \$101,611.63.

Business is still increasing, with the work well in hand; the public is promptly and courteously served; our system has been copied by many recording departments; our work is commended by the Grand Jury and all investigating agencies; it is praised by visiting officials from Eastern cities. And my faith is firm in the belief that our own people will not withhold their generous approval and support.

My sponsors:

James Rolph, Jr.
James D. Phelan
W. W. Morrow

Rev. D. O. Crowley
Dr. John Gallwey
Marshal Haie

Herbert Fleishhacker
Mrs. D. E. F. Easton
George Tourny
Eugene Autard
Jeremiah Sullivan
Ludwig M. Hoefler
Timothy A. Reardon

George F. Volkman
M. A. Rapken
A. S. Johnson
Alfred J. Gock
Margaret M. Krsak
Daniel C. Murphy
Ernest R. Faucompre

For Recorder

GEORGE W. WATSON

Age 45 years, married and has resided in San Francisco since his second birthday. Has one child. Has been engaged in business as a sign-painting contractor for nearly twenty years. A member of Sign Painters' Union and past president of same. Has been a lifelong Republican, and active in Republican affairs. His business training and experience equips him to fill the duties of the office in a satisfactory manner. His candidacy is endorsed by the members of many civic and labor organizations with which he is affiliated, who recognize his unusual fitness for the office.

For Public Administrator

W. J. HYNES

San Francisco, Calif., October 1, 1925.

To the Voters of San Francisco:

As Judges sitting in the two Probate Departments of the Superior Court we have had opportunity during a period of years to observe closely the way in which Public Administrator W. J. Hynes conducts his office, which is one requiring honesty and business ability in a high degree.

Mr. Hynes has been a most faithful and efficient Public Administrator. He manages estates competently and brings administrations to a conclusion without undue delay. His accounts are correct and accepted without question. He shows proper concern for the interests of heirs and creditors. During his long service there has been no scandal affecting the office.

Since the Public Administrator is an officer of the court, on whom the Judges in the Probate Departments must constantly rely in matters pertaining to the management and correct distribution of estates which present peculiar difficulties because of the fact that the heirs are usually far away and in many cases widely scattered, we feel justified in urging the voters of San Francisco to retain in this important office Public Administrator W. J. Hynes,

who has proved his worth by so many years of integrity and efficiency.

Respectfully,

FRANK H. DUNNE,
Judge of Department Nine (Probate),

THOMAS F. GRAHAM,
Judge of Department Ten (Probate),

For Public Administrator PHIL C. KATZ

In presenting my candidacy to the voters of San Francisco for the office of Public Administrator, I wish to state that I was born and raised in our City, that my father was Fred Katz of the California Market, that I am thirty-eight years of age and maintain a home for my mother and sister.

Two years ago the voters elected me Supervisor by the highest vote ever given to a candidate for that office, for which I express my profound appreciation, and during my incumbency I have endeavored to discharge my duties in the best interest of the people.

I found that the electric rates in San Francisco were high and introduced the resolution which was passed by the Board of Supervisors for the reduction of electric rates, which proceeding is now pending before the State Railroad Commission. Water rates in our City are the highest of any large city in the United States, and I likewise introduced a resolution to give the people the benefit of a reduction. I was the author of the resolution that gave to the school teachers their raise in pay.

I have consistently fought for municipal distribution of our Hetch Hetchy power and as one of the minority of the Board fought against the increase of the tax rate.

It is being urged by some that being a faithful Supervisor I should remain in that position; faithfulness in office should not be penalized, but should be rewarded, so I ask you to support me in my ambition to attain a higher office. I am fully acquainted with the duties of Public Administrator and pledge myself to give a faithful, efficient and honest administration of that office.

For Supervisor CAESAR ATTELL

I, Caesar Attell, born and raised in this City and County of San Francisco, if elected to the office of Supervisor, hereby pledge myself to exert every effort towards the fulfillment and carrying out of the following principles, to-wit:

- (1) A reduction of taxes.

- (2) Against a sell-out of the Hetch Hetchy, and if possible cause a cancellation of the present lease.
- (3) Against the purchase of the Market Street Railroad properties at the present fixed price.
- (4) For better street-lighting systems in the residential districts.
- (5) More playground facilities for children.

For Supervisor **SAM T. BREYER**

As candidate for the office of Supervisor, I hereby file the following statement:

Public utilities stand foremost in importance among issues before the San Francisco electorate. Therefore, I believe a Public Utility Commission should be created, properly to handle these growing institutions. Politics must be barred from such commission.

Immediate action on Hetch Hetchy is necessary. An election should be called at the earliest possible moment to submit to the voters the matter of acquiring or constructing a distribution system.

Business administration of City and County is paramount. Leaks must be checked and full value required for all moneys expended by the Government.

Welfare of our children and our City's future development demand essential schools and school buildings. Stinting of expenditures for these purposes is false economy. They are humanitarian and business investments.

Neighborhood playgrounds should be supplied. Health is essential to our growing manhood and womanhood.

I pledge myself to carry out these principles. My sponsors are:

Jennie Partridge
Edw. F. Jones
Frank H. Harris
Marshal Hale
Elmer E. Robinson
Geo. Filmer
John F. Morse
Daniel J. Sheehan
Chas. Stockwitz
Fred Suhr
I. M. Golden

Roy P. Cole
Robert J. Kiely
John J. Whelan
Tadini Bacigalupi
Morton R. Gibbons
Dan A. Ryan
B. Hirschberg
Gus Lachman
David F. Supple
Constant Auger
Matthew Brady

For Supervisor **CORNELIUS DEASY**

During the fourteen years I have been a member of the Board of Supervisors I have worked earnestly and conscientiously for the advancement of our City and the betterment of our people.

I have supported every measure that tended toward the improvement of living and working conditions, and feel that my record entitles me to the support and confidence of all classes.

I am a member of the Woodmen of the World, Knights of Columbus, Native Sons, Ancient Order of Hibernians, Fraternal Order of Eagles, Foresters of America, Loyal Order of Moose and Real Estate Board.

I am the proud father of four boys and four girls.

Vote for me.

For Supervisor DANIEL V. DREW

I have been president of the Public Ownership Association for the past four years, was president of the Richmond Central Improvement Club for five years, worked actively for the Municipal Railway bonds, was the original advocate of the Van Ness and Potrero Avenue line. Have been a member of executive committee of Municipal Civil Service Association for thirteen years. Am a member of Office Employees' Union.

I am opposed to purchase of Market Street Railway lines at the price asked.

I will exert my utmost efforts to secure public distribution of Hetch Hetchy power at the earliest possible moment.

For Supervisor THOMAS F. FEELEY

I charge that the sell-out of Hetch Hetchy power was a deliberately planned betrayal of public trust which menaces the City's rights.

I stand for the immediate construction or purchase of a distributing plant for Hetch Hetchy power.

I am opposed to the purchase of the Market Street Railway for \$36,000,000 or at all, except on a basis of the actual physical value. I favor starting municipal cars on each line immediately the present franchise expires.

I demand that the police respect the constitutional rights of men on strike.

I am endorsed by:

Public Ownership Association.

La Follette County Committee.

Socialist Party.

For Supervisor JEFF FLOYD

Born in San Francisco, 1889.

I favor public ownership of the Hetch Hetchy project, for reduced taxes, additional parks and playgrounds, building of new and better schools, streets and highways.

I am owner of the Jeff Floyd General Insurance Agency, 510 Van Ness avenue.

I am a member of Elks, No. 3; Trustee of Mission Parlor No. 38, N. S. G. W.; member South of Market Club, Down Town Association and other clubs.

If elected, Jeff Floyd can always be depended upon to put up a fight for the best interests of his native City,

I thank you.

For Supervisor JULIUS S. GODEAU

HETCH HETCHY—I am told that Hetch Hetchy power lights the dome of the City Hall and drives the wheels of thousands of industries. I certainly would not want to see this stopped until some other means of distribution is provided.

MUNICIPAL OWNERSHIP—I am for municipal ownership of public utilities as far as the people will finance them. No Supervisor or prospective Supervisor can do more. The money must be voted by the taxpayers.

DUBOCE TUNNEL—I am for the completion at the earliest possible moment of the Duboce Tunnel, which will give transportation into the Sunset District.

BERNAL CUT—I am for pushing the work on the Bernal Cut. This much-needed highway through the Mission District should be built and another artery of travel opened down the Peninsula.

CEMETERY REMOVAL—I am for the orderly and decorous removal of the City cemeteries. Without confusion, these cemeteries, lying in the center of the City, should be removed and the people of the Richmond District given free and direct transportation from their homes to the downtown business section. (Always providing that the people vote their removal.)

TAXES—I am in favor of keeping the tax rate down to the lowest possible point consistent with the proper development of the City. My attitude on every question will be governed entirely by what I deem to be for the best interests of San Francisco.

For Supervisor FRANCK R. HAVENNER

San Francisco's future growth and prosperity depend upon an abundant supply of cheap water and cheap electricity.

Today the people of San Francisco pay one of the highest water rates in the country, 35.6 cents per 1000 gallons.

They also pay an average rate of more than 6 cents per kilowatt hour for lighting electricity. Lighting rates in other cities, which are successfully engaged in municipal production and distribution of electric power, range from 1½ cents to 5 cents.

The experience of these cities shows that cheap water and cheap power mean more homes, more industries and greater prosperity, as well as important reductions in the cost of living.

I am convinced that existing rates in San Francisco can be materially reduced and, if elected, it will be my constant endeavor to hasten the public distribution of power and water through municipally owned systems.

The recent abnormal increase in our tax rate, which is only in small degree due to necessary salary increases, is a legitimate cause for public protest. It is the imperative duty of every official to prevent political extravagance in the expenditure of public money.

I favor the acquisition of all privately owned street-car lines at the time and terms most advantageous to the City.

The "Chinese Wall" surrounding San Francisco must be pierced. Practical plans to bridge the bay, provide highway outlets and improve transportation will have my vigorous support.

I was educated at Stanford University and have spent twenty years in newspaper work, specializing in economic and governmental problems.

My sponsors are:

Congressman Lawrence J.
Flaherty

John L. McNab

Rev. Jacob Nieto

Hiram W. Johnson, Jr.

Mrs. W. B. Hamilton

Paul Scharrenberg

Louis Ferrari

John H. McCallum

Mrs. Frederick G. Bunch

George J. Hatfield

Louis R. Lurie

Timothy Healy

Mrs. Ida Finney Mackrille

Henry Eickhoff

Edward H. Hurlbut

Mrs. Mary J. Conroy

Walter F. Crowley

Mrs. Harriet Odgers French

Vid W. Larsen

John A. O'Connell

For Supervisor ARTHUR F. HOWELL

I favor:

Municipal ownership of all public utilities and the municipal distribution of Hetch Hetchy power.

Lowest possible tax rate consistent with good government.
 Immediate reduction of water, gas and electrical rates.
 Sufficient schools and playgrounds for all sections of City.
 Completion of Aquatic Park and Telegraph Hill improvement.
 Completion of Bernal cut; ocean-shore and bay-shore highways.
 Removal of old County Jails from Balboa Park.
 Sunset fire-barrier parkway.
 Filling in of Islais Creek and the tide lands of new industrial district.
 Erection of comfort stations in business districts.
 Extension of modern street lighting to all sections.

For Supervisor
HENRY CLAUDE HUCK

San Francisco, Cal., October 3, 1925.

To the Voters of San Francisco:

Was born and raised in San Francisco. Graduated in oral surgery and dentistry. Member North Beach Property Owners' Association.

As Supervisor I pledge to devote the fullest degree of time and attention to properly attend to and carry out the duties of that office. I favor economy and efficiency in all public affairs, but School, Health, Police and Fire Departments should be given the support necessary to maintain said Departments at the highest possible standard. The City's investments in utilities should be preserved and protected. Extravagance and waste should be eliminated, and I pledge myself to work for a low tax rate, without jeopardizing the proper functioning of the various Departments of the municipality. Proper ways and means of constructing the extending of our own power lines should be devised, so that the municipality will ultimately be able to sell the Hetch Hetchy power direct to consumers. Our great Hetch Hetchy Water System should be completed at the earliest possible moment, so that the taxpayer may reap some benefit from this expenditure. Favor the construction of a scenic boulevard to summit of Telegraph Hill, and dedication of said hill as a permanent park.

For Supervisor
RICHARD L. INGHAM

Born and raised in this City fifty-eight years. Educated in the public schools and St. Ignatius College. Served in the Police Department from September 8, 1894, to September 8, 1919, from patrolman to acting captain, in every district of the City. I have saved many lives at the risk of losing my own. Performed my duty without fear or favor. The outstanding act of my service to the City was stopping the great fire of 1906. I was on duty three

days and two nights without any rest. When the fire reached Van Ness avenue on April 20, there was no one in command to fight it. Seeing the extreme danger of the total destruction of the City if the fire was not checked immediately, I assumed command and hastily organized a large force of citizens, and assisted by regular soldiers, I planned and directed this huge problem of stopping the great fire without fire apparatus. Nearly every house on the west side of Van Ness avenue caught fire from the intense heat. After working continuously for over nine hours in intense heat, we succeeded in stopping the great fire at 7:45 p. m. If I had not stopped the fire, no one else would have, as I was the only official on Van Ness avenue that entire day.

Do you appreciate what I did for you in the time of our greatest peril? Then vote for me for Supervisor.

I stand for honest government, low tax rate, municipal ownership of public utilities. Will devote my entire time to City business. Am now engaged in shade and drapery business at 4430 California street. You will need me again November 3. The entire City will be treated fairly and justly. I have the longest public service of any candidate.

For Supervisor

J. FRANK JEWELL

As a native of this State and a resident of San Francisco for over forty-eight years, I have a sincere desire to see our City progress in the way that it should.

I believe the Hetch Hetchy electric power should be distributed by the City under municipal ownership. The City has put many millions into this water and power property and the sooner we arrange for distribution by the City, we will derive the full benefits of this system.

The City should immediately begin plans for acquiring the United Railroads' properties, so that they may be merged with our present Municipal Street Railway system. I am of the opinion that a valuation of \$36,000,000 is all out of proportion for a railroad whose franchises will begin to expire rapidly, and who will have nothing to sell but a lot of second-hand rails, street-cars and equipment.

Proper administration of City affairs can materially reduce the taxes, and at the same time efficiency and service can be maintained.

I have been engaged in the insurance business for over twenty-five years and believe I have had the necessary experience to serve you well.

For Supervisor P. J. KELLY

I fully appreciate the responsibilities of a Supervisor, and I pledge myself to a strict observance of the Charter. All measures having for their purpose the protection of our public utilities will have my staunch support.

I will advocate better roads, more highways and bridging the Bay as soon as possible. I favor extending our street railway system to the outlying districts.

I will vote and work for the development of our harbor, in order that San Francisco may take her rightful place among the leading ports of the world. I favor municipal ownership of public utilities, and the lowest possible tax rate consistent with the future development of the City.

I have made no pledges to anyone other than to promise fidelity to my trust, and to give the best that is in me in the performance of my duty.

Sponsors:

T. A. Hays
W. D. Fennimore
Marshal Hale
John H. McCallum
Thos. Kehoe
Jack Hayes
J. A. Kelly
A. S. Tuchler, M. D.
L. H. Enimarck
W. A. Lang

Albert O. Stein
Frank E. Carroll
Mrs. Joseph L. Lawless
H. O. Little
Fred Suhr
Edw. L. Nolan
James A. Sorenson
A. DeUrioste
Mrs. P. J. Kelly

For Supervisor MILO F. KENT

I have been engaged in the real estate profession with the firm of Umben, Kerner & Stevens for the past twenty years, during which time I have taken full charge of properties, and have supervised development of large tracts of land, street work and like improvements throughout San Francisco. During this time I have promoted large industrial sites for increased commerce in this City.

With the exception of the period during the World War, when I served in France as a captain of artillery, I have been actively engaged in the development of San Francisco.

I base my candidacy for Supervisor on the following platform:
Upon the immediate establishment of a municipal distribution of Hetch Hetchy to replace the arrangement whereby a private corporation controls the valuable power output of a great public utility in which the people have invested \$50,000,000.

Upon the municipal distribution of water from Hetch Hetchy.

and upon the cutting of unnecessary expenses from the Municipal Budget and thus reducing taxes.

Upon the removal of the North Barrier of the City (bridge the Golden Gate); East Barrier (bridge or tube the bay); South Barrier (build the Bay Shore Highway); West Barrier (dredge the North Channel of Golden Gate).

For Supervisor

MILTON MARKS

1. Milton Marks was born in San Francisco and is a graduate of Lowell High School and the University of California. He is married, has two children and resides at 263 Twenty-ninth avenue.

2. He has practiced law in San Francisco for ten years.

3. In 1917 he represented San Francisco in the State Legislature and was chairman of the Committee on Constitutional Amendments and member of the important Committees on Judiciary, Education, Insurance, Municipal Corporations and Universities.

4. For eight years he was an Assistant City Attorney of San Francisco, specializing in municipal matters. He appeared for the City of San Francisco as a special legal representative at the 1919, 1921 and 1923 sessions of the Legislature, handling important matters of legislation, such as the Harbor Control Bill, the Aquatic Park measure, appropriations for the Normal School, the fireboats, the State building in the Civic Center and many other measures of great consequence to San Francisco.

5. He has publicly announced and reaffirms his policy with respect to the Hetch Hetchy issue as follows: "I favor, unconditionally, the public ownership, operation and distribution of all of the water and all of the electrical energy derived from the Hetch Hetchy project."

6. His sponsors are: John H. McCallum, lumber, former president State Harbor Commission; Olita M. Marks, his wife; Hon. Daniel C. Murphy; Gus Lachman, merchant; Paul Scharrenberg, secretary State Federation of Labor; I. M. Golden, Assistant District Attorney; David F. Supple, real estate; John P. Hart, merchant; John A. O'Connell, secretary San Francisco Labor Council; Mrs. John S. Phillips, president California Club; Max Sommer, merchant; Alfred J. Gallaway, Building Trades Council; Harold L. Zellerbach, merchant; August R. Oliva, produce merchant; Hon. Matthew Brady, District Attorney.

7. He bases his candidacy upon many years' special training for municipal office.

For Supervisor

NORMAN H. McLEAN

I am a candidate for Supervisor. I have never sought public office before.

I believe that a public office is a public trust and, if elected, I will perform the duties of the office faithfully, conscientiously and honestly, for the benefit of all the people.

I am opposed to extravagance in government. I pledge myself that, if elected, I will insist that not a dollar of the public funds be expended unnecessarily and that the City shall receive full value for every dollar expended.

I believe in municipal ownership of public utilities; the earliest possible acquisition or construction of municipal distributing systems of water and power so that San Francisco may reap the benefit of the Hetch Hetchy investment.

I favor the improvement of our streets, highways and street lighting, the construction of bridges across the bay, and the extension of our municipal street-car service.

I favor more and better schools and playgrounds and the maintenance and expansion of our Police, Fire and Health departments in accordance with the needs and requirements of our growing City.

For the benefit of all the people of San Francisco, I favor a policy of closer co-operation between labor and capital and will do all within my power to effect a better understanding.

I am secretary-treasurer of the Bay Counties District Council of Carpenters and have been such for the past thirteen years. My conscientious and successful efforts in dealing with matters of vital importance to San Francisco are approved by the citizens generally, as is indicated by my sponsors, who represent the most responsible men and women in San Francisco's commercial and professional life and leading representatives of organized labor.

John L. McNab
Frank C. MacDonald
Katherine Felton
Gus Lachman
Congressman Lawrence J.
Flaherty
Sarah S. Hagan
Francis V. Keesling
Michael Casey
Margaret Krsak
Senator Daniel C. Murphy

Paul Scharrenberg
Hugh K. McKevitt
Frank McGovern
Frank Sykes
John A. O'Connell
James Bacigalupi
John A. Kelly
L. D. Frasier
James Jensen
Isaac Tuchler

For Supervisor
RALPH McLERAN

To the Voters of San Francisco:

For fourteen years I have been a Supervisor. I am a candidate for re-election.

The two greatest problems confronting San Francisco are: Speedy completion of Hetch Hetchy Water System, and rapid development of a municipal power distributing plant to dispose of Hetch Hetchy power. Voting of the necessary bonds is an issue for the people alone to determine.

If elected, I shall advocate submission of such bond issues at the earliest possible date.

Until bonds are voted to create a power distributing plant, I shall favor obtaining all revenue possible, for relief of the taxpayer, from the power now in existence, which would otherwise go to waste.

The tax rate of San Francisco City and County is much lower than the combined city and county rate of any other of the larger cities in California.

San Francisco has always favored a proper standard of wages in public service. In line with this principle, the people voted to increase the salaries of County officers and others, and the Supervisors equalized other salaries to meet the expressed wishes of the people.

The people of California, through the Constitution and the Legislature, in line with principles of humanity and progress in the care of widows, orphans and other unfortunates, have added approximately two and a half millions annually to the San Francisco Budget.

The maintenance of our Relief Homes and Hospital Service, as demanded by humanity and the reputation of our fast-growing City, is a constantly increasing charge.

San Francisco's rapid growth requires that her public service keep abreast of the times. The best is none too good for San Francisco. Our citizens want the best, but they rightly demand that their taxes bring them adequate returns and that none of their money be wasted.

For Supervisor
JAMES B. McSHEEHY

For eight years, as a Supervisor, I have consistently protested against the ever-increasing tax-rate. This year I voted "No" and submitted amendments showing that the tax rate could be cut 38 cents.

I am the author of the ordinance that called for the distribution of hydro-electric power from Hetch Hetchy.

Four years ago I received the highest vote of any incumbent and I now wish to thank the people of my native City for the confidence bestowed upon me.

If re-elected I will carry out the same policy and work with the same zeal that I have for the past eight years.

For Supervisor

JOHN CHARLES MILES

I am for public ownership of our water-supply system and our system of power production and distribution. These must be acquired as soon as possible, so as to cut down the present rates paid by the consumer to a reasonable figure and to attract new industries to San Francisco. I shall vote for the measures designed to complete these systems at the earliest possible date.

I am opposed to the purchase of the Market Street Railway upon the proposition of paying for the same out of the profits of the enterprise. You cannot pay out of profits when there are no profits. If the City bought the roads, it would have to increase the fare. The City would have to tax itself to run the roads or would suffer a virtual tax in the increased carfare. I am opposed to the purchase of the roads by the issuance of bonds, for the same reason that I favor the completion of the water and power systems. The latter will require all the remaining margin of bonding capacity at the City's disposal, and, if this margin is consumed in the railway purchase, that act kills the other enterprise. I believe that we should take over the railways for their physical value as each franchise expires.

These are the only major issues that interest San Francisco's voters. If we exercise a reasonable economy, the result will be reflected in a lower tax rate. If we secure cheap water and cheap power, the result will be reflected in an increased demand for labor and higher wages. With these questions settled correctly, and only in case they are settled, will San Francisco return to its pre-eminence as the City of the lowest tax rate, the City of well-paid employees, of an abundance of employment, and a contented people.

For Supervisor

MARGARET MARY MORGAN

As a business woman and a Supervisor for the past four years, I pledge to again serve the City on a safe and sane business basis—independently, loyally, fearlessly.

Consistent with the progress and needs of our great City, I pledge to vote the spending of tax money without undue expenditures.

I believe the furtherance of good schools, playgrounds and good

streets, together with a living wage, are essential to health and happiness of all citizens.

Believing in municipal ownership as laid down in the Charter, our organic law, I submit my candidacy for re-election on the foregoing statements.

For Supervisor

ANDREW D. PORTER

I am a candidate for Supervisor and ask your support and vote. I stand for public ownership as it will help reduce taxation.

I am for better schools and more playgrounds for children.

When districts are once zoned, I will vote to keep them so fixed.

One of the highest tax rates in the United States should give us good streets and clean streets.

Vacant lots should not be dumping-grounds for scavenger refuse and rubbish.

I will vote to have a delivery system ready for our Hetch Hetchy water when completed.

I am for completing the Aquatic Park.

For Supervisor

CHARLES J. POWERS

Five years ago when I was a Supervisor I fought for public distribution of Hetch Hetchy power as a means of reducing exorbitant electric rates.

I opposed the ever-mounting tax rate and increasing extravagance in City government. Present high taxes are unjustified and can not be blamed on small wage increases given teachers, firemen and policemen.

More and better schools, parks, playgrounds, streets and highways can be had if money is not thrown away on frills.

I am for breaking the "wall" around the City and for a solution of the traffic problem.

For Supervisor

FRANK ROBB

In presenting myself for re-election as a member of the Board of Supervisors, I submit to the people a brief review of my activities in their behalf during my term of office.

I favored the amendments increasing the pay for policemen and firemen, an increase of \$800,000 for more and better school buildings, increased pay for school teachers, teachers' pensions, the im-

provement of the Civic Center, and for additional playgrounds, swimming pools and parks; the extension of street-car service, the opening and improvement of streets and highways, and the building of bridges, and other arteries for the relief of congested conditions of travel.

I voted for the City's contract with the Pacific Gas and Electric Company for the transmission of Hetch Hetchy electric power because in my opinion as a business man it was the only way open to the City under existing conditions for obtaining immediate revenue from Hetch Hetchy. That contract may be cancelled by twenty-four hours' notice. It is merely a temporary matter. When the Railroad Commission fixes a price for one of the existing power lines, I favor the submission to the people of a proposition to buy such lines by a bond issue.

The increase in the tax rate is directly due to the heavy increased fixed charges made by Charter amendments voted by the people, bond payments, the increase in the maintenance of the school department and increased expenditure in the way of important improvements to keep pace with the City's natural development.

Look over the budget appropriations yourself and try to pick out what item you would personally eliminate which would make any material difference in the tax rate, and yet maintain a program based on progress and development.

For Supervisor **ANGELO J. ROSSI**

In seeking re-election as a member of the Board of Supervisors, I do so with the feeling that my record of constructive work and faithful service merits the support and continued confidence of the citizens of San Francisco.

A. I point with pride to my authorship of the Charter amendment providing a centralized City Purchasing Bureau, which in two years has saved the taxpayers over \$500,000. I have strongly and consistently supported every move for adequate school facilities, playgrounds and recreation centers and am in favor of an annual tax levy for new schools, in order to care for the natural growth in school attendance.

B. Favor continuation of broad constructive policies maintained during the past four years, making for civic betterments at the lowest possible tax rate commensurate with San Francisco's needs.

C. Am unreservedly in favor of municipal distribution of Hetch Hetchy power, either by the acquisition of an existing plant or the building of the City's own system, but unequivocally opposed to any legislation that will preclude the acceptance of revenue, pending such acquisition.

D. Approving my record of the past four years, the following are among those now recommending my candidacy for re-election:

Mayor James Rolph, Jr.	Mrs. Chas. W. Heyer	William T. Bonsor
Ex-U. S. Senator	Dr. T. B. W. Leland	Joseph B. Keenan
James D. Phelan	Victor Sbragia	Sam Fugazi
George Tourny	Harry Lesser	Wm. H. Harrelson
Marshal Hale	Mrs. Samuel Hayes	Emile Groezinger
Chas. C. Moore	Dr. Arnold Calegaris	Ben Selig
Gus Lachman	Jesse C. Colman	Mrs. Minerva Swain
Henry Larsen	Henry Dahl	Joseph Rose
James A. Bacigalupi	Porter H. Bliss	James A. Wilson
Constant Auger	Elizabeth I. Lawless	John J. Whelan
Lewis F. Byington	T. P. Martin	Arthur E. Curtis
Mrs. Angelo J. Rossi	Joe Devencenzi	Thomas E. Brooks
J. Emmet Hayden	Hans Plath	John T. Regan
Mrs. Eleanor Rossi	Frank Bonivert	Col. Frank W.
Morris	M. J. McGovern	Marston
Dr. John Gallwey	James W. Keegan	Margaret Mirian
Rev. D. O. Crowley	John J. Collins	Krsak
Mrs. J. Emmet	Frank Marini	Edna L. Calhan
Hayden	Lillian Herzog	Dave Supple
P. B. Mahoney	Julius P. Glaser	Chester N. Weaver
John J. Lermen	Mrs. Henry Morris	Eugene Autard
Mrs. Mildred Pollok	Dr. Fred Carfagni	Dr. Frank I. Gonzalez
Chas. W. Reddy	Frank A. Smith	D. I. Kenny
Geo. Filmer	Mrs. John S. Phillips	Julia R. Wessell
Chas. C. Cohen	Abe Shapro	Henry Muller
Dan P. Flynn	L. R. Podesta	Dr. C. B. Pinkham
Mrs. Helen Mann	V. A. Baranoff	Henry L. Van Winkle
Senator Daniel C.	Mrs. Ed. Stouten-	Andrew G. McCarthy
Murphy	burgh	Dr. A. S. Musante
Sylvester Andriano	Dr. T. X. Sullivan	John F. Barry
Ernest C. Hueter	Dr. Hugh A. Bell	Mrs. A. B. Bianchi
Mrs. Howard C.	Louis Ferrari	Mrs. Bert Lazarus
Tibbitts	Dr. Chas. H. Strub	Mrs. Harry J. Koch
Thomas F. Delury	Harry W. Gaetjen	Frank A. Thatcher
G. M. Scalmanini	Frank D. Pelicano	William H. Goodwin
	Chas. A. Koenig	

For Supervisor **FRED J. SCHMIDT**

Married and have four children, and have made a success as a grocer, real estate broker and collector.

San Francisco needs a business administration, not an era of prodigal expenditure nor economics, but a safe and sane administration of its affairs befitting the metropolis of the Pacific Coast.

Good schools, good streets, playgrounds and all requisites so necessary to the health and happiness of its citizens should be provided for.

I believe in municipal ownership of public utilities as laid down in our organic law, the Charter.

To charge monthly rents for water meters should not be tolerated and should be prohibited.

As a business man I pledge the same loyalty and devotion to my City that I have always given to every private enterprise.

Another candidate named Schmidt having filed for Supervisor, I earnestly request the voters to remember my full name, Fred J. Schmidt.

For Supervisor **WALTER J. SCHMIDT**

For the last six years I have represented San Francisco in the State Legislature.

I was the author of many progressive, humanitarian and educational measures and have always supported such legislation.

I was the author of the law by which convicts working on State highways are paid for their labor. This law has lifted convicts from the slave class and started many on the road toward regeneration, and at the same time saved large sums of money for the taxpayers of the State.

I was coauthor of the following legislation: Bay Shore Highway, State harbor control, Islais Creek Reclamation District, State Teachers' College support measure and Veterans' Welfare and Home Act.

I attempted by legislation to reduce exorbitant water rates by elimination of the scandalous meter charge and I am going to continue that fight if elected.

I am emphatically in favor of immediate public distribution of Hetch Hetchy power as a means of reducing present exorbitant electric rates. I believe that the present high taxes are unjustified and can be reduced by business-like administration of the City's government.

I shall endeavor to have bridges and highways built to make San Francisco an easier city to get to. New schools, better streets and extension of the park and playground systems will always have my support.

Don't be confused by similar names on the ballot. My name is **WALTER J. SCHMIDT**, endorsed by 41,685 voters last election, and a World War veteran.

My sponsors are:

H. W. Gaetjen
George L. Suhr
Daniel C. Murphy
Gus Lachman
Geo. W. Caswell
David Birnbaum
Mrs. Delia T. Tinney
Louis Felder
Frank Marini
Frank C. Tracey

Tallant Tubbs
James E. Power
Jno. A. O'Connell
A. G. Sala
Chas. E. Jones, M.D.
Geo. J. Steiger
George A. Duddy
August R. Oliva
Joe Moreno
Harry F. Morrison

For Supervisor EUGENE E. SCHMITZ

MY PLATFORM:

Fair dealing with all. The affairs of the City to be my first consideration. Have always voted for better streets, better schools, better lights, better living conditions for our citizens in every walk of life and in every part of San Francisco.

During last year as chairman of the Lighting Committee I succeeded in having removed over eleven hundred antiquated gas lamps. This is more than was removed in any ten preceding years. I am therefore not only in favor of removing the antiquated gas lamps, but I am actually now having them removed as rapidly as possible.

I am and always have been in favor of municipal ownership of our public utilities, and with that object in view I voted to secure for the people of San Francisco over two million dollars a year from the disposal of our power derived from our Hetch Hetchy plant. This we will continue to get until we can secure our own distributing plant.

I stand for a tax rate that will be fair and equitable to all, but still large enough to decently provide for our police, our firemen, our teachers, our schools and our streets, and to provide in all parts of San Francisco parks for breathing spaces for the adults and playgrounds for our children.

Seeking re-election as a Supervisor, the position I have held for the past eight years, I ask, Mr. and Mrs. Voter, your kind support and I pledge to give to you the same intelligent service that I have through experience been able to give during the past eight years.

For Supervisor WILLIAM P. STANTON

I am a native of San Francisco and have lived here all my life. For twenty years I have been superintendent of construction of the Pacific Auxiliary Fire Alarm Company.

I have always taken an active interest in civic affairs and San Francisco's future growth and prosperity depend upon an abundant supply of cheap water and cheap electricity.

I believe in the lowest tax rate possible, consistent with the efficient administration of the government, and resent the claim that the high tax rate is caused by the slight increase in salaries granted to school teachers, policemen and firemen, who were underpaid.

If elected, I will urgently strive for immediate distribution of Hetch Hetchy power and bringing in the water at the earliest possible date.

A vigorous campaign should be maintained to advertise the City's many advantages. San Francisco should retain its position as the leading city of the Pacific Coast.

The building of highways and bay bridges into San Francisco should receive every attention and earnest support.

A uniform ornamental lighting system should be installed.

The program as outlined for public schools should be completed and additions thereto made as rapidly as found necessary.

Parks and playgrounds should be expanded and more widely distributed over the City.

I favor the acquisition of all privately owned street-car lines at the time and terms most advantageous to the City.

My sponsors are:

Lawrence J. Flaherty, Congressman	Andrew G. McCarthy, treasurer, Sherman, Clay & Co.
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Bert L. Wertheimer, H. S. Crocker Co.	Hugh K. McKevitt, attorney at law
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P. J. Sullivan, hotel proprietor	Dr. T. B. W. Leland, Coroner
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Sarah E. Stevenot, housewife	Robert J. Loughery, shipping
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Paul Scharrenberg, secretary California State Federation of Labor	Thomas Crowley, president, Crowley Launch and Tugboat Co.
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Frank J. McGovern, business agent	John A. Kelly, State president, Fraternal Order of Eagles.
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Byron D. McDonald, Levi, Strauss & Co.	Frank W. Healy, concert manager.
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John H. McCallum, lumber	Daniel C. Murphy, State Senator.
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Morris Levy, secretary Congregation Beth Israel	Michael Casey, Brotherhood of Teamsters.
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A. G. McFarland, general manager Pacific Auxiliary Fire Alarm Co.	John P. McLaughlin, Collector of Internal Revenue.
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John A. O'Connell, secretary, San Francisco Labor Council

For Supervisor

CHARLES F. TODD

MY PLATFORM:

Turn HETCH HETCHY back to the people.

"EFFICIENCY AND ECONOMY" in government.

Reduce taxes; equalize assessments.

Sanitary schools for our children instead of shacks.

MY PLEDGE:

I WILL GO IN WITH CLEAN HANDS AND COME OUT THE SAME WAY.

I propose a commission to administer Hetch Hetchy as the Charter provides, and take it out of politics.

The City should own the public utilities, instead of the public utilities owning the City.

I have been actively and successfully engaged in the real estate business in San Francisco for fifteen years.

As such successful business man, as property owner and taxpayer, I insist the City's business should be run as efficiently and economically as a private business.

Taxes are too high. They must be lowered—and can be by "EFFICIENCY AND ECONOMY".

Revise the assessment system, and take the load off the "LITTLE FELLOW".

My candidacy is endorsed by the 1924-25 Grand Jury in the following resolution, FOR WHICH EVERY MEMBER VOTED:

Whereas, a valued member of this Grand Jury has announced his intention of becoming a candidate for the office of Supervisor at the coming election; be it

Resolved, That we, the members of this Grand Jury, who recognize the sterling qualities possessed by Charles F. Todd, and having faith in his ability to intelligently and honestly perform the functions of the office of Supervisor, indorse his candidacy and urge the voters to use every honorable means to insure the election of Charles F. Todd.

Irving R. Daly,
Foreman.

John Bermingham, Jr.

Charles F. Kane

Michael J. Hanrahan

John Rebard

R. J. Workman

Terry P. Martin

Leo V. Carew

Walter Hood

Harry A. Fialer,

Secretary

Milton Meyer

Charles M. Dufficy

Alfred F. Meyer

Mrs. Emma H. Hilp

Joseph H. Trumpower

Charles A. Koenig

Adolf Koshland

Joseph E. Finn

The following are my sponsors:

J. Downey Harvey

John Bermingham

Sylvester Andriano

John F. Cunningham

Edgar C. Levey

Andrew Charles

Johnson

A. W. Voorsanger

Thomas Hamill

David F. Supple

Henry Heidelberg

Charles D. O'Connor

Charles J. Heggerty

Al. Devoto

Maurice L. Rapheld

Bert D. Paolinelli

E. L. Rolls

Frank W. Dunn

Mrs. Charles F. Todd

Annie M. Todd

Daniel P. Maher

For Supervisor

W. ESTES VON KRAKAU

I hope that every voter will peruse the statements of the various candidates in this booklet, for in no other way can a candidate reach every voter without spending more money than the law allows.

I am and have been for thirty years last past a retail druggist owning the Red Cross Pharmacy in the Mission at Twenty-sixth and Bryant streets.

My reason for being a candidate is that I believe the time has come when every man must take an interest in the affairs of our Government and help to stem the constantly growing tax rate if

we do not want taxation to become confiscation and the end of law and order.

Will endeavor to lower taxes by eliminating sinecures and waste and by establishing efficiency in municipal affairs.

Will advocate a revision of our local laws or ordinances, weeding out all obsolete or unenforceable ones.

Will work for an honest development and utilization of Hetch Hetchy and other public utilities, boost the industrial and commercial growth of our seaport and such other improvements as may be locally required.

I believe every candidate should, above all else, be true to his pre-election promises.

For Supervisor WILLIAM L. WELCH

I favor the following:

Municipal distribution of Hetch Hetchy power and water and **THE IMMEDIATE** construction of distributing systems for both.

Lower tax rate.

The immediate construction of another highway through the Peninsula, which construction is a grave necessity.

Immediate installation of permanent safety zones to safeguard pedestrians at dangerous crossings.

Toll-bridging the bay.

Appropriations for convenience stations.

Large, uniform street signs—ones that can be seen by day and lighted by night throughout the entire City.

Immediate construction of more class A school buildings.

For Supervisor JOHN G. WETMORE

Favors—

Completion of present school-building program and additional yearly appropriation for building new schools.

Completion of the Hetch Hetchy project, bringing water into San Francisco at earliest possible moment.

Municipal distribution of Hetch Hetchy power and water quickly as possible.

Tax rate consistent with the development of San Francisco and the proper functioning of the City Government.

Comprehensive system of highways and bridges in and out of San Francisco so as to relieve its present isolated position.

Completion of planned street work in outlying districts and a reasonable appropriation for street work until defective pavements are eliminated.

Removal of obsolete gas lamps and installation of modern uniform lighting system throughout the City.

PROPOSITIONS

San Francisco, September 1, 1925

Honorable Board of Election Commissioners, San Francisco, California.

Gentlemen:

The undersigned Supervisors of the City and County of San Francisco hereby request your Honorable Board, under provision of the Charter, Article 11, Chapter 4, Section 2, to submit the attached "ORDINANCE PROVIDING FOR THE REMOVAL OF LAUREL HILL CEMETERY, etc., etc.," to the voters at the next general election, November 3, 1925.

ORDINANCE PROVIDING FOR THE REMOVAL OF LAUREL HILL CEMETERY HEREINAFTER REFERRED TO, AND DECLARING THAT THE FURTHER MAINTENANCE OF SAID CEMETERY THREATENS AND ENDANGERS THE HEALTH, SAFETY, COMFORT AND WELFARE OF THE PUBLIC; ORDERING AND DEMANDING THE DISINTERRING AND REMOVAL OF HUMAN BODIES THEREFROM AND FIXING A TIME WITHIN WHICH SUCH DISINTERRING AND REMOVAL MUST BE PERFORMED; DECLARING CERTAIN CONDITIONS UNDER WHICH THE CITY AND COUNTY WILL ITSELF DISINTER AND REMOVE SAID BODIES; REQUIRING AND EMPOWERING THE BOARD OF HEALTH TO ADOPT AND PROMULGATE RULES AND REGULATIONS FOR SUCH DISINTERRING AND REMOVAL; PROVIDING FOR THE RESERVATION OF LANDS FOR MEMORIAL MAUSOLEUMS OR COLUMBARIUMS, GROUNDS, VAULTS AND MONUMENTS.

Be it ordained by the people of the City and County of San Francisco as follows:

Section 1. It is hereby declared that the cemetery hereinafter described contains an area of more than five acres and is situate in a city and county having a population of more than one hundred thousand persons, and the right of burial in said cemetery has been prohibited by law for a period of more than fifteen years, and that the further maintenance of said cemetery as a burial place for the human dead threatens and endangers the health, safety, comfort and welfare of the public. The cemetery above referred to is situate in the City and County of San Francisco, State of California, and is commonly designated by the following name and is situate within the following boundaries, to-wit:

LAUREL HILL CEMETERY, bounded by Presidio avenue, California street, Parker avenue, and a line drawn northwesterly from a point formed by the intersection of the north line of Post street, extended, with the west line of Presidio avenue, to a point

on the east line of Parker avenue, distant thereon 100 feet southerly from the intersection of the south line of Euclid avenue, produced easterly, and the easterly line of Parker avenue.

Section 2. It is hereby ordered and demanded that, within ten years from the date upon which this ordinance shall become effective, the cemetery corporation, association or other person owning or controlling the cemetery hereinabove described, or the owners or holders of burial lots therein, or the relatives or friends of those whose bodies are interred therein, disinter all human bodies interred in said cemetery, other than in the reserved portion thereof in section 5 of this ordinance specified, and remove the same outside of the limits of the City and County of San Francisco, or deposit the same in a memorial mausoleum or columbarium, in accordance with and in the manner provided for in that certain Act of the Legislature of the State of California, entitled "An Act authorizing the Board of Supervisors or other governing body of any incorporated city, or city and county, having a population of more than one hundred thousand persons, to order the disinterment and removal of all human bodies interred in any cemetery of more than five acres in extent, or from a part thereof, situate within the boundaries of such city, or city and county, and directing the reinterment of such bodies in cemeteries outside of the limits of such city, or city and county, or the depositing of the same in a mausoleum or columbarium, whenever the further maintenance of such cemetery or part thereof as a burial place for the human dead threatens or endangers the health, safety, comfort or welfare of the public, and providing a mode of procedure under and by which such removals may, when so ordered, be made by the cemetery corporation, association, corporation sole or other person governing or controlling such cemetery lands, or by the relatives or friends of those whose bodies are buried therein, and providing for the sale, mortgage or pledge of cemetery lands from which the human bodies are removed." Approved June 5, 1923.

Section 3. It is hereby declared and ordained that, unless the said bodies are disinterred and removed within the time and in the manner herein in section two of this ordinance provided, the City and County of San Francisco, through its appropriate officers, boards and commissions, will itself proceed, upon the termination of said time, to disinter the bodies remaining in said cemetery and reinter them in another cemetery or cemeteries outside of the limits of the said City and County.

Section 4. It is hereby ordained that the Board of Health of the City and County of San Francisco shall, within sixty days from the date upon which this ordinance becomes effective, adopt reasonable rules and regulations relative to the manner of disintering, transporting and removing such bodies, and shall, upon adoption thereof, cause the same to be published in a newspaper of general circulation in the City and County of San Francisco for a period of sixty days and shall forthwith forward by registered

mail to the governing body owning or controlling said cemetery, a copy thereof. Said Board of Health shall, from time to time, adopt and promulgate in the same manner, any reasonable and necessary modifications or changes in said rules and regulations. All disinterments, transportation and removal of human remains from said cemetery made under the provisions of this ordinance and under the provisions of the said Act of the Legislature, herein in section two referred to by title, shall be made and performed subject to the rules and regulations adopted by the Board of Health as herein provided.

Section 5. It is hereby ordained that the cemetery corporation, association or other person owning or controlling said cemetery lands from which the bodies interred therein are to be removed in accordance with the provisions of this ordinance and the provisions of the Act of the Legislature, herein in section 2 referred to by title, may reserve a sufficient portion of its said cemetery to erect a memorial mausoleum or columbarium for the depositing therein of the bodies disinterred from such cemetery lands and may deposit such bodies therein and may provide sufficient grounds around the same for the beautification thereof, and may preserve such vaults or monuments as the Board of Directors, or other governing body of said corporation or association may determine to be proper or necessary. Provided, however, that the land thus reserved for such mausoleum, columbarium, grounds, vaults and monuments shall not, in the aggregate for said cemetery, exceed five acres in area, and provided further that the plans for said mausoleums, columbariums, and grounds shall first be filed with the Board of Supervisors of the City and County of San Francisco and approved by said Board by resolution thereof.

Section 6. This ordinance shall be in force and take effect immediately.

JESSE C. COLMAN,
WM. H. HARRELSON,
EDWIN G. BATH,
JOHN A. MCGREGOR,
JOHN G. WETMORE,
MARGARET MARY MORGAN,
FRANK ROBB,

Supervisors of the City and County of San Francisco.

San Francisco, September 1, 1925.

Honorable Board of Election Commissioners, San Francisco, California.

Gentlemen:

The undersigned Supervisors of the City and County of San Francisco hereby request your Honorable Board, under provision of the Charter, Article 11, Chapter 4, Section 2, to submit the attached "ORDINANCE PROVIDING FOR THE REMOVAL OF MASONIC CEMETERY, etc., etc." to the voters at the next general election, November 3, 1925.

ORDINANCE PROVIDING FOR THE REMOVAL OF MASONIC CEMETERY HEREINAFTER REFERRED TO, AND DECLARING THAT THE FURTHER MAINTENANCE OF SAID CEMETERY THREATENS AND ENDANGERS THE HEALTH, SAFETY, COMFORT AND WELFARE OF THE PUBLIC; ORDERING AND DEMANDING THE DISINTERRING AND REMOVAL OF HUMAN BODIES THEREFROM AND FIXING A TIME WITHIN WHICH SUCH DISINTERRING AND REMOVAL MUST BE PERFORMED; DECLARING CERTAIN CONDITIONS UNDER WHICH THE CITY AND COUNTY WILL ITSELF DISINTER AND REMOVE SAID BODIES; REQUIRING AND EMPOWERING THE BOARD OF HEALTH TO ADOPT AND PROMULGATE RULES AND REGULATIONS FOR SUCH DISINTERRING AND REMOVAL; PROVIDING FOR THE RESERVATION OF LANDS FOR MEMORIAL MAUSOLEUMS OR COLUMBARIUMS, GROUNDS, VAULTS AND MONUMENTS.

Be it ordained by the people of the City and County of San Francisco as follows:

Section 1. It is hereby declared that the cemetery hereinafter described contains an area of more than five acres and is situate in a city and county having a population of more than one hundred thousand persons, and the right of burial in said cemetery has been prohibited by law for a period of more than fifteen years, and that the further maintenance of said cemetery as a burial place for the human dead threatens and endangers the health, safety, comfort and welfare of the public. The cemetery above referred to is situate in the City and County of San Francisco, State of California, and is commonly designated by the following name and is situate within the following boundaries, to-wit:

MASONIC CEMETERY, within the boundaries of Turk street, Masonic avenue, Fulton street and Parker avenue.

Section 2. It is hereby ordered and demanded that, within six years from the date upon which this ordinance shall become

effective, the cemetery corporation, association or other person owning or controlling the cemetery hereinabove described, or the owners or holders of burial lots therein, or the relatives or friends of those whose bodies are interred therein, disinter all human bodies interred in said cemetery, other than in the reserved portion thereof in section 5 of this ordinance specified, and remove the same outside of the limits of the City and County of San Francisco, or deposit the same in a memorial mausoleum or columbarium, in accordance with and in the manner provided for in that certain Act of the Legislature of the State of California, entitled "An Act authorizing the Board of Supervisors or other governing body of any incorporated city, or city and county, having a population of more than one hundred thousand persons, to order the disinterment and removal of all human bodies interred in any cemetery of more than five acres in extent, or from a part thereof, situate within the boundaries of such city, or city and county, and directing the reinterment of such bodies in cemeteries outside of the limits of such city, or city and county, or the depositing of the same in a mausoleum or columbarium, whenever the further maintenance of such cemetery or part thereof as a burial place for the human dead threatens or endangers the health, safety, comfort or welfare of the public, and providing a mode of procedure under and by which such removals may, when so ordered, be made by the cemetery corporation, association, corporation sole or other person governing or controlling such cemetery lands; or by the relatives or friends of those whose bodies are buried therein, and providing for the sale, mortgage or pledge of cemetery lands from which the human bodies are removed." Approved June 5, 1923.

Section 3. It is hereby declared and ordained that, unless the said bodies are disinterred and removed within the time and in the manner herein in section two of this ordinance provided, the City and County of San Francisco, through its appropriate officers, boards and commissions, will itself proceed, upon the termination of said time, to disinter the bodies remaining in said cemetery and reinter them in another cemetery or cemeteries outside of the limits of the said City and County.

Section 4. It is hereby ordained that the Board of Health of the City and County of San Francisco shall, within sixty days from the date upon which this ordinance becomes effective, adopt reasonable rules and regulations relative to the manner of disintering, transporting and removing such bodies, and shall, upon adoption thereof, cause the same to be published in a newspaper of general circulation in the City and County of San Francisco for a period of sixty days and shall forthwith forward by registered mail to the governing body owning or controlling said cemetery, a copy thereof. Said Board of Health shall, from time to time, adopt and promulgate in the same manner, any reasonable and necessary modifications or changes in said rules and regulations. All disinterments, transportation and removal of human bodies

from said cemetery made under the provisions of this ordinance and under the provisions of the said Act of the Legislature, herein in section two referred to by title, shall be made and performed subject to the rules and regulations adopted by the Board of Health as herein provided.

Section 5. It is hereby ordained that the cemetery corporation, association or other person owning or controlling said cemetery, lands from which the bodies interred therein are to be removed in accordance with the provisions of this ordinance and the provisions of the Act of the Legislature, herein in section 2 referred to by title, may reserve a sufficient portion of its said cemetery to erect a memorial mausoleum or columbarium for the depositing therein of the bodies disinterred from such cemetery lands and may deposit such bodies therein and may provide sufficient grounds around the same for the beautification thereof, and may preserve such vaults or monuments as the Board of Directors, or other governing body of said corporation or association may determine to be proper or necessary. Provided, however, that the land thus reserved for such mausoleum, columbarium, grounds, vaults and monuments shall not, in the aggregate for said cemetery, exceed in area ten per centum of the existing area of said cemetery, and provided further, that the plans for said mausoleums, columbariums, and grounds shall first be filed with the Board of Supervisors of the City and County of San Francisco and approved by said Board by resolution thereof.

Section 6. This ordinance shall be in force and take effect immediately.

JESSE C. COLMAN,
WM. H. HARRELSON,
EDWIN G. BATH,
JOHN A. MCGREGOR,
JOHN G. WETMORE,
MARGARET MARY MORGAN,
FRANK ROBB,

Supervisors of the City and County of San Francisco.

San Francisco, September 1, 1925.

Honorable Board of Election Commissioners, San Francisco, California.

Gentlemen:

The undersigned Supervisors of the City and County of San Francisco hereby request your Honorable Board, under provision of the Charter, Article 11, Chapter 4, Section 2, to submit the attached "ORDINANCE PROVIDING FOR THE REMOVAL OF ODD FELLOWS CEMETERY, etc., etc.," to the voters at the next general election, November 3, 1925.

ORDINANCE PROVIDING FOR THE REMOVAL OF ODD FELLOWS CEMETERY HEREINAFTER REFERRED TO, AND DECLARING THAT THE FURTHER MAINTENANCE OF SAID CEMETERY THREATENS AND ENDANGERS THE HEALTH, SAFETY, COMFORT AND WELFARE OF THE PUBLIC; ORDERING AND DEMANDING THE DISINTERRING AND REMOVAL OF HUMAN BODIES THEREFROM AND FIXING A TIME WITHIN WHICH SUCH DISINTERRING AND REMOVAL MUST BE PERFORMED; DECLARING CERTAIN CONDITIONS UNDER WHICH THE CITY AND COUNTY WILL ITSELF DISINTER AND REMOVE SAID BODIES; REQUIRING AND EMPOWERING THE BOARD OF HEALTH TO ADOPT AND PROMULGATE RULES AND REGULATIONS FOR SUCH DISINTERRING AND REMOVAL; PROVIDING FOR THE RESERVATION OF LANDS FOR MEMORIAL MAUSOLEUMS OR COLUMBARIUMS, GROUNDS, VAULTS AND MONUMENTS.

Be it ordained by the people of the City and County of San Francisco as follows:

Section 1. It is hereby declared that the cemetery hereinafter described contains an area of more than five acres and is situate in a city and county having a population of more than one hundred thousand persons, and the right of burial in said cemetery has been prohibited by law for a period of more than fifteen years, and that the further maintenance of said cemetery as a burial place for the human dead threatens and endangers the health, safety, comfort and welfare of the public. The cemetery above referred to is situate in the City and County of San Francisco, State of California, and is commonly designated by the following name and is situate within the following boundaries, to-wit:

ODD FELLOWS CEMETERY, bounded by Geary street, Henderson avenue, St. Rose's avenue, Parker avenue, Turk street, Willard street, Edward street and Arguello boulevard.

Section 2. It is hereby ordered and demanded that, within

six years from the date upon which this ordinance shall become effective, the cemetery corporation, association or other person owning or controlling the cemetery hereinabove described, or the owners or holders of burial lots therein, or the relatives or friends of those whose bodies are interred therein, disinter all human bodies interred in said cemetery, other than in the reserved portion thereof in section 5 of this ordinance specified, and remove the same outside of the limits of the City and County of San Francisco, or deposit the same in a memorial mausoleum or columbarium, in accordance with and in the manner provided for in that certain Act of the Legislature of the State of California, entitled "An Act authorizing the Board of Supervisors or other governing body of any incorporated city, or city and county, having a population of more than one hundred thousand persons, to order the disinterment and removal of all human bodies interred in any cemetery of more than five acres in extent, or from a part thereof, situate within the boundaries of such city, or city and county, and directing the reinterment of such bodies in cemeteries outside of the limits of such city, or city and county, or the depositing of the same in a mausoleum or columbarium, whenever the further maintenance of such cemetery or part thereof as a burial place for the human dead threatens or endangers the health, safety, comfort or welfare of the public, and providing a mode of procedure under and by which such removals may, when so ordered, be made by the cemetery corporation, association, corporation sole or other person governing or controlling such cemetery lands, or by the relatives or friends of those whose bodies are buried therein, and providing for the sale, mortgage or pledge of cemetery lands from which the human bodies are removed." Approved June 5, 1923.

Section 3. It is hereby declared and ordained that, unless the said bodies are disinterred and removed within the time and in the manner herein in section two of this ordinance provided, the City and County of San Francisco, through its appropriate officers, boards and commissions, will itself proceed, upon the termination of said time, to disinter the bodies remaining in said cemetery and reinter them in another cemetery or cemeteries outside of the limits of the said City and County.

Section 4. It is hereby ordained that the Board of Health of the City and County of San Francisco shall, within sixty days from the date upon which this ordinance becomes effective, adopt reasonable rules and regulations relative to the manner of disintering, transporting and removing such bodies, and shall, upon adoption thereof, cause the same to be published in a newspaper of general circulation in the City and County of San Francisco for a period of sixty days and shall forthwith forward by registered mail to the governing body owning or controlling said cemetery, a copy thereof. Said Board of Health shall, from time to time, adopt and promulgate in the same manner, any reasonable and necessary modifications or changes in said rules and regulations.

All disinterments, transportation and removal of human remains from said cemetery made under the provisions of this ordinance and under the provisions of the said Act of the Legislature, herein in section two referred to by title, shall be made and performed subject to the rules and regulations adopted by the Board of Health as herein provided.

Section 5. It is hereby ordained that the cemetery corporation, association or other person owning or controlling said cemetery lands from which the bodies interred therein are to be removed in accordance with the provisions of this ordinance and the provisions of the Act of the Legislature, herein in section 2 referred to by title, may reserve a sufficient portion of its said cemetery to erect a memorial mausoleum or columbarium for the depositing therein of the bodies disinterred from such cemetery lands and may deposit such bodies therein and may provide sufficient grounds around the same for the beautification thereof, and may preserve such vaults or monuments as the Board of Directors or other governing body of said corporation or association may determine to be proper or necessary. Provided, however, that the land thus reserved for such mausoleum, columbarium, grounds, vaults and monuments shall not, in the aggregate for said cemetery, exceed in area ten per centum of the existing area of said cemetery, and provided further, that plans for said mausoleums, columbariums and grounds shall first be filed with the Board of Supervisors of the City and County of San Francisco and approved by said Board by resolution thereof.

Section 6. This ordinance shall be in force and take effect immediately.

JESSE C. COLMAN,
WM. H. HARRELSON,
EDWIN G. BATH,
JOHN A. MCGREGOR,
JOHN G. WETMORE,
MARGARET MARY MORGAN,
FRANK ROBB,
Supervisors of the City and County of San Francisco.

A proposed ordinance authorizing and directing the purchase of the street railways, street railway system, street railway properties, equipment and franchises operated, owned or controlled by the Market Street Railway Company and situated within the City and County of San Francisco and the County of San Mateo.

ORDINANCE No.....

AN ORDINANCE AUTHORIZING AND DIRECTING THE PURCHASE OF THE STREET RAILWAYS, STREET RAILWAY SYSTEM, STREET RAILWAY PROPERTIES, EQUIPMENT AND FRANCHISES OPERATED, OWNED OR CONTROLLED BY THE MARKET STREET RAILWAY COMPANY AND SITUATED WITHIN THE CITY AND COUNTY OF SAN FRANCISCO AND THE COUNTY OF SAN MATEO.

Be it ordained by the City and County of San Francisco, as follows:

Section 1. The people of the City and County of San Francisco hereby determine and declare that public policy, as well as public necessity and welfare, require the immediate unification and consolidation of the street railway system owned and operated by the Market Street Railway Company in the City and County of San Francisco and the County of San Mateo, and the street railway owned and operated by the City and County of San Francisco in the City and County of San Francisco, and, in furtherance of such purpose and carrying out the will of the people as expressed in the charter and in two elections and resulting in the adoption of section 18 of article XII of the Charter of the City and County of San Francisco, and the other provisions of said article XII, which article is by reference embodied in said section, giving the City and County of San Francisco the power to purchase the street railways, street railway system, street railway properties, equipment and franchises of the Market Street Railway Company.

Sec. 2. City and County of San Francisco shall purchase the street railways, street railway system, street railway properties, equipment and franchises of the Market Street Railway Company located in the City and County of San Francisco and the County of San Mateo which are described in section 8 of this ordinance at the time, in the manner, for the price, and upon the terms hereinafter stated.

Sec. 3. City and County of San Francisco will, as a part of said purchase price, pay Market Street Railway Company for all its right, title and interest in and to said street railways, street railway system, street railway properties, equipment and franchises the sum of twenty-three million, five hundred thousand dollars (\$23,500,000), gold coin of the United States of America. In addition thereto, City and County of San Francisco will, as a part of said purchase price, pay and does hereby assume the obli-

gation for the principal and interest due and to grow due upon bonds of the face value of twelve million five hundred thousand dollars (\$12,500,000.00) a lien upon said properties, which said obligation is secured by that certain indenture of first mortgage upon the properties hereby purchased and therein described, made and entered into by the Market Street Railway Company with the Wells Fargo Bank & Union Trust Co., Trustee, dated April 1st, one thousand nine hundred and twenty-four (1924), which said indenture of first mortgage was recorded in the County Recorder's office in the City and County of San Francisco on March 31, 1924, in volume 866 of Official Records at page 12; in the County Recorder's office of San Mateo County, Redwood City, on March 31, 1924, in Liber 1112 of Official Records at page 4; and which said indenture of first mortgage was given to secure certain bonds of Market Street Railway Company, maturing April 1, 1940, of which there are unmatured bonds of the face value of twelve million five hundred thousand dollars (\$12,500,000.00), gold coin of the United States, with interest accruing and to accrue thereon in like gold coin, and said City and County will, as a part of said purchase price, carry out and fulfill each and every of the terms, conditions, covenants and payments as set forth in said indenture of first mortgage. Upon written request so to do from said City and County of San Francisco, Market Street Railway Company shall call for the account of said City and County any of the bonds in said indenture of first mortgage referred to, as provided in article five, section 37, of said indenture of first mortgage.

The principal sum of twenty-three million five hundred thousand dollars (\$23,500,000.00) above stated will be paid to Market Street Railway Company in installments as follows:

Two hundred and fifty thousand dollars (\$250,000.00) on June 30th, 1931;

Two hundred and fifty thousand dollars (\$250,000.00) on December 31st, 1931; and

Two hundred and fifty thousand dollars (\$250,000.00) on each and every June 30th and December 31st thereafter until and including December 31st, 1935, and

Three hundred and fifty thousand dollars (\$350,000.00) on June 30th and December 31st of each and every year thereafter, until the whole of the principal sum, as in this ordinance set forth, shall have been paid. Said principal sum of twenty-three million five hundred thousand dollars (\$23,500,000.00) or any unpaid portion thereof, will bear interest at the rate of five per cent. per annum from the date of the delivery of the deed as provided in section 10 hereof, which said interest will be paid on the first day of January and July of each year, commencing July 1st, 1926, and thereafter until the whole of said principal sum shall have been paid. All unpaid interest shall be added to the principal sum and become part thereof and bear interest thereafter at the same rate. All principal and interest shall be payable in gold coin of the United States of the present weight and fineness. For the

payment of said principal sum and interest to said **Market Street Railway Company** there will be and there is hereby automatically set aside, without further action by the Board of Supervisors or other officials or official of the City and County of San Francisco, daily from and out of the gross receipts and revenues received from the operation of said street railways, street railway system, street railway properties, equipment and franchises the sums of money, as follows:

During each of the first five years after this ordinance becomes effective such sum as shall equal one-three hundred and sixty-fifth ($1/365$) of the annual interest charges to be paid Market Street Railway Company as in this ordinance provided, and during each year thereafter such sum daily as shall equal one-three hundred and sixty-fifth ($1/365$) of the sum or sums of money to be paid by City and County of San Francisco to Market Street Railway Company for principal and interest as in this ordinance provided, to meet the payments due Market Street Railway Company, as above set forth; said amounts will be paid to Market Street Railway Company, or its successors or assigns, at the times and in the manner herein provided, until the said principal sum, with interest on deferred payments, as herein provided, shall have been fully paid.

Sec. 4. The City and County of San Francisco shall be entitled to all the benefits flowing from and shall assume each and every of the obligations of Market Street Railway Company, and its predecessors in interest, under all contracts made or assumed by the Market Street Railway Company in the conduct of its street railway business, and the Market Street Railway Company shall assign by proper instruments in writing to the City and County of San Francisco all its right, title and interest in and to each and every of said contracts.

Sec. 5. All proper officials of said City and County are, and each of them is, hereby authorized, empowered and directed to pay to the parties entitled thereto all sums of money required to be paid as the purchase price of said properties at the times and in the manner as in this ordinance specified and without further authority or direction than this ordinance, and, generally, to fulfill all the requirements of this ordinance, and the authority hereby and herewith given and conferred is and shall be construed to be continuing until all obligations assumed thereby shall have been performed.

If by reason of act of God, earthquake, public calamity, or acts of the public enemy or if for any reason, the gross receipts and revenues from the operation of said street railways, street railway system and street railway properties are not sufficient to meet the obligations assumed and payments required to be made as in this ordinance provided, or if the sums required to be set aside are not applied as in this ordinance provided, there shall be levied at the next tax levy a tax sufficient to meet the payments in arrears at the last preceding day fixed for their payment. The

purpose and intent of the foregoing tax provisions are, and it is hereby expressly provided, that at the time of levying the municipal tax and in the manner provided for said tax levy, the Supervisors of the City and County of San Francisco shall levy and collect annually a tax sufficient to meet the payments in arrears at the last preceding day fixed for their payment and shall make therefrom the payments as in this ordinance provided. Such taxes shall be in addition to all other taxes levied for municipal purposes, and shall be collected at the same time and in the same manner as other municipal taxes are collected.

Sec. 6. The City and County of San Francisco shall, before accepting delivery of the deed hereinafter required to the real properties herein referred to, from the Market Street Railway Company, also require it to furnish, and it shall furnish, a certificate of title from an incorporated title insurance company showing and certifying that the title to the real property so transferred is vested in said Market Street Railway Company free and clear of all liens and encumbrances, except as set forth in section 3 hereof. Judgments against Market Street Railway Company, the execution of which have been stayed by the filing of good and sufficient supersedeas bonds, shall not be considered liens or encumbrances within the meaning of this section.

Sec. 7. At the time Market Street Railway Company delivers its said deed of said physical properties to City and County of San Francisco, it shall also, in consideration of the payments to be made it pursuant to this ordinance, without any other payment therefor, by proper instrument or instruments of conveyance, transfer to the City and County of San Francisco each and every franchise and permit by virtue of which Market Street Railway Company operates its said railways in the County of San Mateo or in the City and County of San Francisco, and also shall cause to be transferred and conveyed to the City and County of San Francisco, by good and sufficient conveyances, all of the franchises and property of the Gough Street Railroad Company, Sutter Street Railway Company and South San Francisco Railroad and Power Company, and, immediately thereafter, City and County of San Francisco shall have the right to enter into and take possession of each and all of said properties.

Sec. 8. The following is a description of the properties herein referred to and to be acquired hereunder, to-wit:

All and singular the street railways, street railway system, street railway properties, equipment and franchises now owned by Market Street Railway Company and more fully and particularly set forth and described in that certain indenture of first mortgage made and entered into by Market Street Railway Company with Wells Fargo Bank & Union Trust Co., Trustee, dated April 1, 1924, which said indenture of first mortgage was recorded in the office of the County Recorder of the City and County of San Francisco on March 31, 1924, in volume 866 of Official Records at page 12; in the County Recorder's office of San Mateo County,

Redwood City, on March 31, 1924, in Liber 1112 of Official Records at page 4; and to which said indenture of first mortgage, so recorded as aforesaid, reference is hereby made for a full and detailed description of the properties to be acquired by City and County of San Francisco the same as though all of the words and figures of said indenture of first mortgage were inserted herein and made a part hereof, and also all the property now owned or possessed by the Gough Street Railroad Company, Sutter Street Railway Company and South San Francisco Railroad and Power Company, as well as all other similar property acquired by said Market Street Railway Company after April 1st, 1924, the date of said indenture of first mortgage; saving and excepting therefrom, however, the stores and supplies and also certain real property described in said indenture of First Mortgage and not necessary to the operation of said street railway systems, and which said real property is situate in the City and County of San Francisco and the County of Humboldt, State of California, and described as follows, to-wit:.

All of the property described in paragraphs First, Second, Sixth, Seventh, Ninth, Fourteenth, Fifteenth, Twenty-third, Thirty-first, Thirty-seventh, Thirty-ninth, Forty-first and Forty-sixth of the description of real estate by metes and bounds in said indenture of first mortgage, dated April 1st, 1924, and recorded as in section 8 hereof set forth, to which reference is hereby made for a description of said real property by metes and bounds.

Sec. 9. The provisions of this ordinance for the payments of money as in this ordinance set forth and for the method of providing and making said payments and the rights and remedies granted to or conferred upon either the City and County of San Francisco or the Market Street Railway Company, shall be deemed to be cumulative and not exclusive. Each and every act and thing required to be done by either the City and County of San Francisco or the Market Street Railway Company and the time within which the same shall be done are each and all of the essence hereof.

Sec. 10. Market Street Railway Company is hereby required, within thirty (30) days after this ordinance takes effect, to file in the office of the Clerk of the Board of Supervisors of the City and County of San Francisco its acceptance in writing of this ordinance, under its corporate seal, signed by its president and countersigned by its secretary, conditioned upon the approval of the Railroad Commission of the State of California of the sale of its said street railway system as in this ordinance provided, and thereupon the provisions of this ordinance shall become and be a contract between said Market Street Railway Company and the City and County of San Francisco. Immediately upon said acceptance of the provisions of this ordinance, Market Street Railway Company shall forthwith apply to the Railroad Commission of the State of California for its permission and approval of

said sale of said street railway system, and all proper officials of the City and County of San Francisco are hereby directed to co-operate with said railway company to obtain such approval. Within thirty (30) days after the approval of the Railroad Commission shall have become final, Market Street Railway Company shall deed to the City and County of San Francisco its street railways, street railway system, street railway properties, equipment and franchises, and cause to be deeded by Gough Street Railroad Company, Sutter Street Railway Company and South San Francisco Railroad and Power Company all other properties purchased pursuant to section 8 of this ordinance.

In the event that suit or suits be brought in any court in which the consummation of the purchase of said property or the performance of any act or acts necessary thereto be restrained, or if restraint thereof be sought by any person, persons, or corporation, then and in that event the time for the delivery of said conveyances or the performance of any act or covenant required hereunder to be done or performed concurrently therewith shall be extended to and shall include sixty (60) days from and after the entry of final judgment in said suit or suits.

Recorder Printing and Publishing Company



693 Stevenson Street, S. F.

Nov. 3, 1925

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VOTE NO!

AGAINST CEMETERY REMOVAL

(NOS. 1, 2 AND 3 ON BALLOT)

It Means Confiscation!

**These Ordinances are the Entering
Wedge!**

**If Laurel Hill, Masonic and Odd
Fellows Go, All Must Go!**

**VOTE AGAINST ALL THREE
ORDINANCES!**

MISSION ENTERPRISE



1173 VALENCIA STREET

Against Cemetery Removal

We urge the citizens of San Francisco to vote against all three initiative cemetery removal measures which will be upon the ballot at the coming election.

The holders of lots in these cemeteries purchased under a law which provides that after an interment shall have been made in any lot, it shall descend to the heirs at law of the purchaser **FOREVER**. Upon the faith of this, thousands of persons bought their lots, and have improved them to the extent of several million dollars.

This question of removal was submitted to the voters in 1914 and again in 1924, and was voted down both times by a decisive majority. Having been defeated in their efforts to attain their object through the board of supervisors, those seeking the destruction of the cemeteries have now caused three initiative measures to be put upon the ballot for the coming election. They are aimed respectively at Laurel Hill, Odd Fellows and Masonic Cemeteries, Calvary being omitted. It is evidently the belief of these parties that they can destroy Laurel Hill, Odd Fellows and Masonic Cemeteries, because of the indifference of those interested in Calvary, and hereafter return to the attack upon that cemetery and secure its destruction too. This belief is well founded. If the precedent of wholesale removal be established, it will be only a matter of time before Calvary will share the fate of the other three.

Each initiative measure declares that the maintenance of the three cemeteries in question "threatens and endangers the health, safety, comfort and welfare of the public." The only way in which any of them could be a public danger would be upon the ground of health, and the words "safety, comfort and welfare" must be understood in that sense. That they are not a danger to health is proved by the fact that Dr. Hassler, head of the Health Department of San Francisco, so testified under oath before the supervisors on March 10, 1924.

It may be claimed that some of these cemeteries are the resort of undesirable characters. If so it is a matter for the Police Department. The community cannot justly plunder a man because an improper use of his property is made by those whom the city should control.

It is said the cemeteries are dilapidated. To a certain extent this is true, but as long as the title of the lot holders is attacked, they cannot be expected to spend money in improvements. Give them security first, and after a reasonable time take up the question of looks.

Attention should be called particularly to Masonic Cemetery. Those in charge of it are giving it no care, have removed the water pipes and those lot owners who desire to care for their plots cannot do so.

It is not a legitimate argument to say that the city needs the land. It has no right to take property from individuals merely to make room for dwellings, except in the possible case of a city upon an island. It is, however, a fact that none of these cemeteries have retarded the growth of the city. The same argument was used in 1898 as to the Richmond District, and yet it has grown since that time from a population of about 1,000 to more than 60,000. The tier of blocks between California and Geary Streets, back of Laurel Hill, is built up nearly solid. Odd Fellows is almost surrounded, and Masonic soon will be. The traffic is almost entirely east and west, and only a small portion north and south, so that there is no need of streets through these cemeteries. If there should be, the city has power without these ordinances to take the necessary ground by condemnation proceedings.

We believe the expectation of the promoters of this confiscation, that those interested in Calvary will take the selfish view of the matter and stand by and witness with unconcern the spoliation of those interested in the other cemeteries, is the reverse of the fact. We do not believe the votaries of the great communion which maintains Calvary will be parties to any such proceeding, either actively or passively. In this connection we call the attention of all voters to the following extract from a circular issued by

ARCHBISHOP HANNA

just before the last election. It is necessarily addressed to the members of his church, but is just as true of the non-sectarian cemeteries. It is as follows:

"For almost half a century have we battled in this city for the honor of our dead; for almost half a century we have been victorious. To Catholics, the last resting place of those that sleep the sleep of peace has always been a hallowed spot; it is soil

consecrated to a holy purpose, and in it repose our loved ones, the men and women that built San Francisco unto greatness, men and women of noble Godly lives. But faith is dying out of the hearts of those around us, and the thought of death is becoming hateful unto a people who love only this life and who are without hope for the blessed life beyond. As a result, the homes of the dead are no longer holy places, no longer safe, either from the ruthless hand of those who believe not in a future life, or the still more ruthless hand of those who would coin money from the very bones of our beloved dead."

The circular ends with a stirring appeal to the members of his flock to vote against the ordinance then in question, which they did in such numbers that the removal proposition was lost as was then believed for all time.

We call upon all good citizens to assist the lot holders in the threatened cemeteries in defending their rights.

CEMETERY PROTECTIVE ORGANIZATION

Headquarters: Argonaut Hotel, San Francisco.

**CEMETERY BEAUTIFYING AND ANTI-REMOVAL
ASSOCIATION**

Headquarters: Argonaut Hotel, San Francisco.

Vote "YES" on Cemetery Removal Ordinances Numbers One, Two and Three

Upon the ballot this year are three separate ordinances, providing for the removal of three of the old and abandoned cemeteries, namely—Laurel Hill, Masonic and Odd Fellows.

These ordinances are sponsored by members of the Board of Supervisors. They appear upon the ballot as Numbers One, Two and Three.

Vote "YES" on These Ordinances

This means that you want these cemeteries removed.

Three separate ordinances are submitted for the following principal reasons:

At the last election the matter appeared upon the ballot in such form as to be confusing even to those more or less familiar with the subject.

Each cemetery presents an individual problem, is governed by different conditions and the voters were not given an opportunity of expressing their will except for or against the removal of all the cemeteries; thus being deprived of their right to express their wishes with discrimination.

Reasons which appeal for the removal of one cemetery may or may not appeal with equal force to another, and the people are entitled to this opportunity of expressing their wishes on each cemetery, unhampered by considerations or arguments which, to their mind, do not apply.

No ordinance providing for the removal of Calvary Cemetery appears on the ballot. The sponsors for the three ordinances submitted have advisedly refrained from asking for the removal of Calvary Cemetery. They recognize that Calvary Cemetery occupies a different position from the other cemeteries, and that arguments against its removal can be made which do not apply with respect to the other cemeteries.

By reason of its contour and its geographical location,

Calvary Cemetery presents problems that could not be entirely solved by the removal of the bodies therefrom. Immediately west of it is Lone Mountain, an impassable barrier, which some day will probably be utilized as the site of a reservoir connected with San Francisco's high pressure water system for fire protection. Thus the removal of the bodies from Calvary Cemetery would not permit of the opening of any new easterly and westerly artery of traffic, and, as statistics show that eighty-five per cent of the traffic in San Francisco is east and west bound and only fifteen per cent north and south bound, the great necessity therefore is for thoroughfares running in an easterly and westerly direction. As it becomes desirable to have streets cut through Calvary Cemetery in a northerly and southerly direction, negotiations to that end can undoubtedly be successfully consummated with the Archbishop.

However, the following brief synopsis of the reasons urged for the removal of the cemeteries apply, for all practical purposes to all three cemeteries now under consideration, namely: Laurel Hill, Masonic and Odd Fellows.

Mayor Rolph Urges Removal of Cemeteries.

The Mayor in a letter to the Board of Supervisors, written in 1923, said among other things,—“I believe the removal of the cemeteries to be necessary. * * * The duty of government, however, is always more to the living than to the dead. We must provide for the expansion of our City; it must be a city of homes. To this end, sentiment must yield to progress * * * It is conceded by all that at some time these cemeteries must be removed * * * All the ground within San Francisco is required for living inhabitants. To contribute to that end, we must, where necessary, lay aside sentiment. The City belongs to the generation now living, and to those who are to come after.”

Leading Civic Bodies Believe Cemeteries Should Be Removed

The removal of the cemeteries, in accordance with pending ordinances, has been approved by the Chamber of Commerce, Down Town Association, Civic League of Improvement Clubs and Associations, San Francisco Real Estate Board, and a long list of Improvement and Civic Associations.

Eminent Pastor Speaks in Favor of Removal.

Many years ago, the late Rev. E. R. Dille, one of San Francisco's most beloved pastors, wrote, with reference to this question,—“I have just had a call from a dear old lady who protests against this measure of cemetery removal, but I showed her that her objections were based largely upon misapprehension.”

Prominent Jewish Rabbi for Removal.

Dr. Jacob Nieto, in an address, said—“I feel that we show care and reverence and respect for the memory of the dead when we take their remains out of the places where they are uncared for and place them where there is at least a semblance of respect.”

Former Chief Justice Matt. I. Sullivan Wrote to Legislature.

In a statement when the matter was before the State Legislature, Hon. Matt. I. Sullivan, former Chief Justice of the Supreme Court of California, and now President of the City Planning Commission of the City and County of San Francisco, wrote:

“The spirit of progress which should animate us all demands that life and energy should supplant the innumerable signs of death and desolation in evidence over the entire unsightly waste of land occupied by the cemeteries; that streets be opened through this extensive territory; that homes for the accomodation of thousands of families be erected there, as they certainly will be if the cemeteries are removed. I feel sure that sentiment, common sense and the spirit of progress will prevail.”

Law Provides Procedure and at No Cost to Lot Owners.

The State law, under which the cemeteries would be removed, requires that removal must be done at the expense of the Cemetery lands, and no association or individual will be called upon to bear any expense whatsoever, all costs being borne by the proceeds from the sale of cemetery lands. It has been estimated by those skilled and expert in the matter that the value of the lands when removal of the bodies has been accomplished will be far in excess of the cost of removal.

Law Also Requires Reverent Care of the Dead.

The State law also requires that removal must be made reverently, and very elaborate rules and regulations are provided for the protection of the lot owners and the public. Each body removed must be placed in a separate receptacle, deposited in a separate grave or compartment of a mausoleum, and separately marked.

No Disrespect, Present Surroundings Unsuitable.

While one of the sweetest and purest of human emotions is reverence for the dead, no disrespect is shown by removing them from unsuitable surroundings to a more favored spot,—a City Beautiful of the Dead,—and respect for the dead should not carry the corollary of contempt for the living.

Living Representatives Should Supervise Removals.

We believe that removals should be accomplished while the living representatives of the dead are here to supervise the work, and to see that everything is done decently and in order.

And, finally, the respect for the dead, the rights of the living, obedience to the law, the proprieties and the decencies, all demand that this necessary task be done quickly by those whose duty it is to do it, so that the depressing and neglected homes of the dead shall be replaced by beautiful homes of modern construction, the happy abode of the living, and that the dead shall sleep peacefully and forever beneath the beautiful green lawns of the cemeteries down the peninsula.

If you have any doubt as to the disgraceful condition of these cemeteries please go out and look at them before you vote, and remember, removal is the only possible remedy. All agree on that.

VOTE "YES" ON NUMBERS ONE, TWO and THREE.
Civic League of Improvement Clubs and Associations.

CHESTER WILLIAMSON, Chairman, Committee.

A. P. BOOTH, President.

GEO. W. GERHARD, Secretary.

Norton Ptg. Co.  5715 Geary St.

Remove Laurel Hill Cemetery! It Is A Menace.

43

ASK THE POLICE DEPARTMENT—unused cemeteries harbor dope fiends, degenerates, criminals and tramps.

ASK THE SCHOOL DEPARTMENT—school principals have testified that they are a continuous menace to the women and girls of the neighborhood.

LAUREL HILL CEMETERY DIRECTORS in 1912 asked the State Legislature for legislation making possible the removal of this cemetery.

LAUREL HILL CEMETERY DIRECTORS in 1924 announced that they were ready to remove the cemetery if the people passed the necessary legislation.

VOTE "YES" FOR THE LAUREL HILL CEMETERY REMOVAL ORDINANCE No. 1—it permits and authorizes the trustees to **CREATE A MEMORIAL PARK** while ordaining the removal of human remains from the ill-kept and neglected portions of this cemetery.

WESTERN ADDITION IMPROVEMENT & PROTECTIVE ASSOCIATION

By **WESLEY McKENZIE**, President

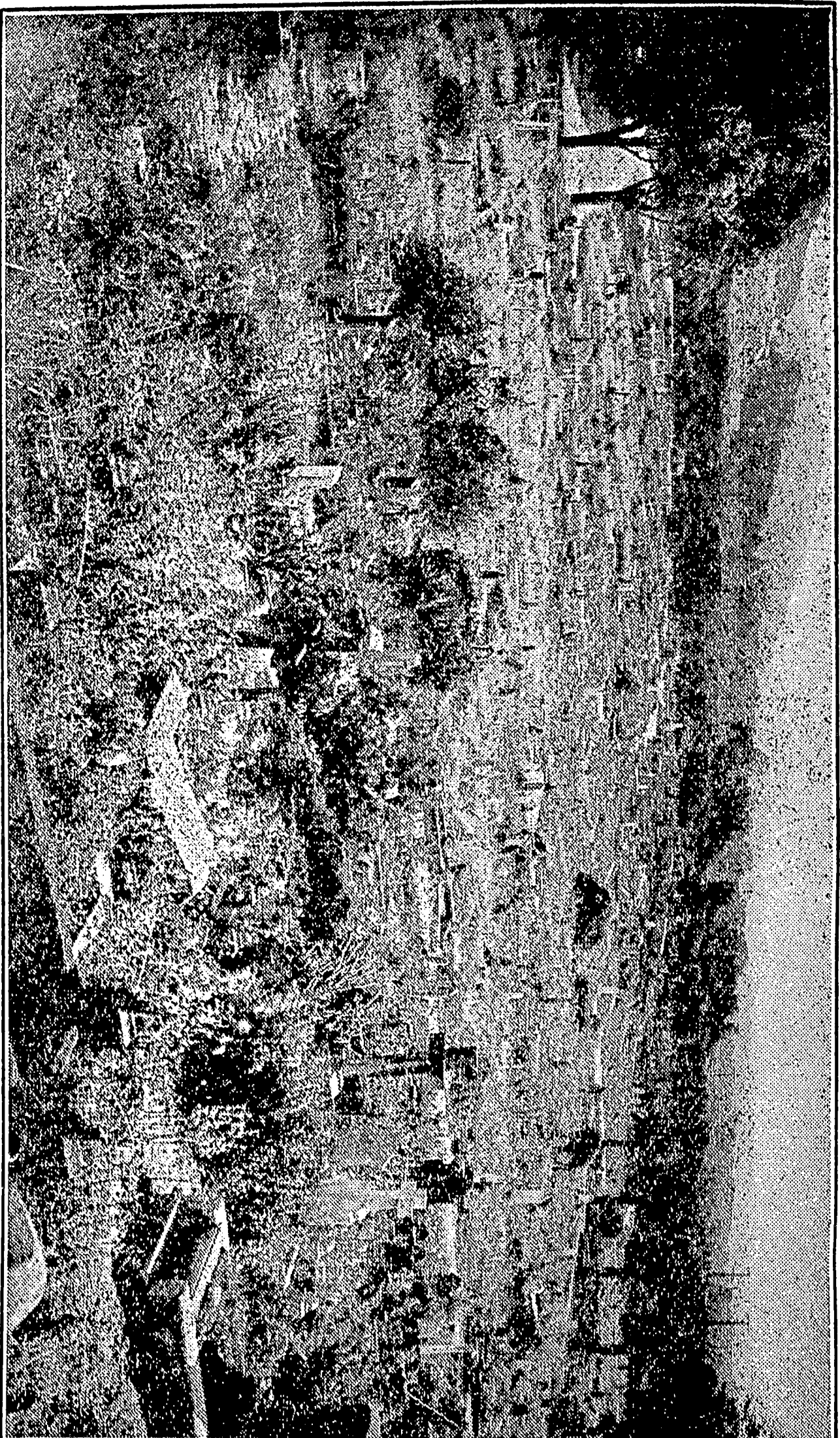
PRESIDIO HEIGHTS IMPROVEMENT ASS'N

By **DR. T. R. CREELY**, President

POINT LOBOS IMPROVEMENT CLUB

By **THOS. P. ROBINSON**, President

OVER--See Picture on Other Side



LAUREL HILL CEMETERY—A DESOLATE WILDERNESS

Nov. 3, 1925

44

The Trustees of Laurel Hill Cemetery Association oppose this Ordinance for the removal of Laurel Hill Cemetery.

Vote against it.

It was filed before they could stop it.

The Trustees contemplate converting this Cemetery into a MEMORIAL PARK.

In August of this year, our Supreme Court ruled that the unoccupied land of the Cemetery can be sold. This will be done and the proceeds will enable the Trustees, under expert advice of landscape engineers, to create with necessary thoroughfares, a MEMORIAL PARK that will surround the historical and other beautiful monuments.

Vote against the Ordinance.

Its enforcement means a desecration of the remains of thousands of the unknown dead and a contempt for the remains of the known. Vote against the Ordinance and allow the Trustees to create in your midst a beautiful Park as a lasting Memorial to the Founders of this city whose graves are there.

Help us make true the eloquent words of Colonel E. D. Baker, spoken in May, 1854, upon the dedication of Laurel Hill Cemetery: "In this peaceful spot the pioneers will rest forever." Nor forget "the desire to honor the dead is one of the safeguards of morality."

**Trustees of Laurel Hill
Cemetery Association,**

Presidio Avenue, San Francisco.

September 29th, 1925.

Nov. 3, 1925

Vote NO on No. 4

TO THE VOTERS OF SAN FRANCISCO:

The Market Street Railway is offering to sell its street railway properties to the City for an exorbitant price.

This proposition will be No. 4 on the ballot, November 3d.

VOTE NO

For several years the Board of Supervisors, through Committees, believing that the transportation system in San Francisco should be unified and municipally owned and operated, sought to obtain a reasonable price for these properties. No agreement was reached with the owners of the Market Street Railway.

The proposition is on the ballot as an initiative ordinance to purchase the properties for \$36,000,000. If this were to carry the public would have to pay more than a six-cent fare and in addition a large burden of debt would be placed upon the city, which burden could only be paid by increasing the tax rate.

The franchises of the Market Street Railway Company begin to expire in three or four years, and in the interim a method must be found to acquire these properties at a reasonable price.

Subjoined hereto is a statement of facts on which the foregoing conclusions are based.

The Board of Supervisors unanimously urges the citizens to vote **NO** on No. 4 on the ballot.

JAMES ROLPH, JR., Mayor.

JOHN B. BADARACCO
EDWIN G. BATH
JESSE C. COLMAN
CORNELIUS J. DEASY
WM. H. HARRELSON
J. EMMET HAYDEN
PHILLIP C. KATZ
JOHN A. MCGREGOR
RALPH McLERAN

JAMES B. McSHEEHY
MARGARET MARY MORGAN
FRANK ROBB
ALFRED RONCOVIERI
ANGELO J. ROSSI
E. E. SCHMITZ
WARREN SHANNON
RICHARD J. WELCH
JOHN G. WETMORE

Supervisors.

The following tabulation indicates the estimated results of municipal operation of the Market St. Ry. Company's System for the 5 years prior to the time the annual payments of \$500,000 and \$700,000 would begin:

Year	Net Earnings 20% of Gross	Net Earnings After Depreciation	Interest on Indebtedness	Net Loss
1926.....	\$ 2,070,227	\$ 790,227	\$2,050,000	\$1,259,773
1927.....	2,121,982	841,982	2,015,000	1,173,018
1928.....	2,175,032	895,032	1,980,000	1,084,968
1929.....	2,229,407	949,407	1,945,000	995,593
1930.....	2,285,143	1,005,143	1,910,000	904,857
Total.....	\$10,881,791	\$4,481,791	\$9,900,000	\$5,418,209

Basis on which the above figures were compiled:

Fare

These figures are based on the continuance of a 5 cent fare.

Increase in Earnings

These figures are based on an annual increase in gross passenger fares of $2\frac{1}{2}\%$ although the actual increase for the year 1924 was only $\frac{1}{2}$ of 1% and the general average over a period of years is not high enough to justify the rate used.

Net Earnings

Net earnings are based on 20% of gross revenue. The ratio of net earnings to gross revenue on the Municipal Railway is 23%. On account of the larger amount of maintenance due to difference in age of properties and certain other expenses it is conservative to estimate that net earnings under public ownership will not exceed 20% of gross revenue.

Depreciation

Depreciation is figured on \$32,000,000 at the rate of 4%. The \$4,000,000 leeway between the purchase price of \$36,000,000 and the \$32,000,000 used is more than sufficient to cover nondepreciable assets.

Interest on Indebtedness

This is based on 5% on \$23,500,000 and 7% on \$12,500,000, subject to retirement of \$500,000 per annum. In computing interest on the present mortgage a flat decrease has been used and no account taken of premiums paid on bonds retired.

Advantages of Proposed Purchase

The only advantage which would result from the purchase would be universal transfers.

Disadvantages of Proposed Purchase

The plan is impractical because the above statement and tabulations made covering the entire period of the agreement prove conclusively that the property can not be purchased out of earnings.

The contract provides that in case earnings are not sufficient for payments of principal and interest, recourse must be had to the tax rate. Earnings will not be adequate, as is shown above.

Voting for the ordinance means voting for increased taxes.

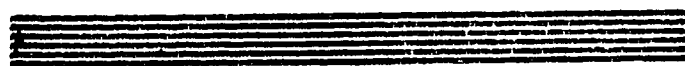
It must be remembered that the purchase of the Market St. Ry. Company's properties will not give the traveling public anything (except universal transfer privileges) that it does not now enjoy.

This purchase, if made, would not provide for any extensions whatsoever. Any such contemplated extensions (which must be made if estimates of increased earnings are to be realized) must be financed by a bond issue with a consequent increase in interest charges.

In addition to the deficits shown the City would be required to provide out of the tax rate an additional \$500,000 per annum for sinking fund purposes.

A survey of the properties indicates that over forty miles of track will have to be reconstructed within the next two or three years at an estimated expense in excess of \$2,250,000.

VOTE NO ON No. 4



**VOTE
NO**

—ON—

No. 4



Nov. 3, 1925

40

"4" Last on Ballot

Yes "4" Yes

for

**Better
Street Car
Service**

**Better for You
Vital for San Francisco**

**League for Railway Unification
849 Monadnock Building
San Francisco**

**"4" is Last on the Ballot
VOTE**

YES "4" YES

BETTER STREET CAR SERVICE

BY

Unification of Street Railway Systems

THROUGH

City Acquiring Market Street Railways

Payment to be Made Out of Earnings

Prevents Increased Car Fares

Prevents Increased Taxes

- "4"** IS AN INITIATIVE PETITION FOR THE UNIFICATION OF THE MUNICIPAL AND THE MARKET STREET RAILWAY SYSTEMS.
- "4"** WAS PUT ON BALLOT BY OVER 26,500 CITIZENS.
- "4"** HAS BEEN ENDORSED BY 47,700 CITIZENS.
- "4"** CARRIES OUT THE INTENTION OF THE PEOPLE EXPRESSED IN CITY CHARTER.
- "4"** CARRIES OUT THE FURTHER INTENTION OF THE PEOPLE EXPRESSED BY AN OVERWHELMING MAJORITY AND NEARLY 76,000 VOTES IN 1920 AND BY A STILL LARGER MAJORITY IN 1922.
- "4"** MEANS A UNIFIED TRACTION SYSTEM WHICH IS FAVORED BY EVERYBODY.
- "4"** GIVES UNIFICATION OF STREET RAILWAY SYSTEMS BY CITY ACQUIRING MARKET STREET RAILWAYS IN SAN FRANCISCO, ALSO SAN MATEO LINE AND SOUTH SAN FRANCISCO LINE.
- "4"** PAYMENT OF THE PURCHASE PRICE WILL BE MADE OUT OF THE EARNINGS OF THE MARKET STREET RAILWAYS, BY INSTALLMENTS THROUGH **40** YEARS. *No payment to Company on the principal is to be made until June, 1931—nearly 6 years. For 5 years thereafter only \$250,000 semi-annually, then only \$350,000 semi-annually, with interest. Existing bond issue can be refunded as stated below.*

- "4" is necessary to maintain a 5-CENT CAR FARE. Two systems, as at present, are certain to cause increased car fare.
- "4" gives THROUGH CARS without change.
- "4" gives DIRECT AND SHORTER ROUTES.
- "4" gives ONE SYSTEM that CONNECTS—not disconnects various Districts.
- "4" gives FREE UNIVERSAL TRANSFERS throughout the city, making a real 5-cent fare instead of double fare as now under two systems.
- "4" is FIRST and NECESSARY step for co-ordinated CITY-WIDE PRACTICAL PLAN for STREET RAILWAY EXTENSIONS WITHOUT DUPLICATION and WASTE OF PEOPLE'S MONEY—which is not possible under two systems. IT WILL PROVIDE THE MONEY WITH WHICH TO BUILD EXTENSIONS.
- "4" is necessary for getting STREET RAILWAY EXTENSIONS, vital for the development of many Districts and the City as a whole, thereby making easier, more convenient and cheaper access to homes, places of business and amusements; improving vacant property and making possible the building of more homes, factories and shops, thus increasing our population, business and employment for all.
- "4" is necessary to REMEDY THE DANGEROUS CONDITIONS ON MARKET STREET due to two separately-owned and operated systems, as at present on our main thoroughfare.
- "4" would afford quicker and more convenient transportation on Market street cars and greater safety for those on foot and in vehicles on Market street than is possible under two systems.
- "4" is necessary to enable City to operate the San Mateo and South San Francisco lines and extensions thereof in conjunction with the lines in the City, thereby bringing more business into San Francisco and developing San Francisco down the Peninsula.
- "4" would give BETTER STREET CAR SERVICE on existing lines, for the greater CONVENIENCE and SAVING IN TIME and MONEY of the hundreds of thousands who ride daily in the street cars, BUSINESS and PROFESSIONAL PEOPLE, MECHANICS, WORKING MEN OF ALL CLASSES, WOMEN AND MEN WORKING IN STORES and OFFICES, SHOPPERS, THEATRE GOERS, SCHOOL CHILDREN, AND THE PUBLIC GENERALLY.
- "4" makes it possible for PAYMENT OF THE PURCHASE PRICE TO BE MADE OUT OF THE EARNINGS OF MARKET STREET RAILWAYS SYSTEM ON A 5-CENT FARE, as shown by the following:

Based on Reports in the State Railroad Commission files, under City ownership, the Market Street Railway system, during the first year, 1926, taking as

a basis its net operating revenue for 1924, viz: \$2,820,869, after Maintenance and Replacements, and allowing a moderate increase for 1926, would produce, after Maintenance and Replacements of approximately \$1,400,000, and allowing an additional \$260,000 (which is more than required by State Railroad Commission) as Reserve for Depreciation, the net operating revenue of \$2,674,832. This net operating revenue for the year 1926 would pay the interest on the purchase price for that year, (interest decreases as payments are made on principal,—City can replace the Company's 7 per cent bonds on October 1st, 1926, with its 5 per cent issue), and would also provide for the sinking fund requirements on the bonds for that year, thereby paying the total requirements for 1926, and after all these payments there would be left a large surplus Remainder Income for that year.

On the basis of the net operating revenue of the Market Street Railways for 1924 over 1919, a five-year period, the above net revenue is greatly increased in 1926.

In view of the ample provision of approximately \$1,400,000 for Maintenance and Replacements in 1926, the \$260,000 Reserve for Depreciation would undoubtedly not be expended in that year, and would be available with the surplus Remainder Income in 1926. The above income is on the basis of the City issuing its 5 per cent bonds at par; the City by selling its bonds on a $4\frac{1}{2}$ per cent basis will further increase the above surplus Remainder Income in 1926.

The 5 per cent bonds effect a large saving of interest and will refund the existing bond issue on the property and will include the retiring premium thereon of \$370,000.00 in excess of the first year's sinking fund payments as above provided. The City by selling its bonds on a $4\frac{1}{2}$ per cent basis can offset the retiring premium on the existing issue. The 5 per cent issue is put on a 40 year basis, principal payments commencing in 1935. All income computations are made however, on the sale of these bonds on a 5 per cent basis.

The surplus Remainder Income for 1926 increases under City ownership in 1927 after all of the above payments have been made with full provision for Maintenance, Replacements, and Reserve for Depreciation to about \$900,000. In each of the first 7 years, during which payments on principal are made to the Company, the surplus Remainder Income, after these and all other payments, exceeds the sum of \$668,000. Thereafter the surplus Remainder Income in each and every year exceeds \$900,000, increasing to from one to three million dollars during the purchase period to 1966, in which year it will be over \$4,000,000. These computations made on a conservative estimate of annual increase of net operating revenue of this system (at rates which produce a gradual and conservative increase, an average annual increase of about \$52,000 throughout the purchase period) are amply justified by experience, street railway conditions of the City, and San Francisco's future.

The *Accumulated* Remainder Income, after making all payments due on principal and interest on the purchase price, and after all expenses and operation under City's ownership, and Maintenance and Replacement charges have been

met and paid, and after Reserve for Depreciation, will in 1927 amount to over \$1,097,000. The Accumulated Remainder Income will increase at the rate from nearly one to three millions annually to 1966, in which year it will be over \$72,606,000. This is more than twice the principal of the purchase price. Within this period the properties will have more than paid the principal of the purchase price three times out of their earnings. If the annual Remainder Income were invested at 4 per cent per annum compounded from January 1st, 1926, to December 31st, 1966, the principal and interest would amount to approximately \$130,000,000.

Large savings will be made due to consolidated operation. The savings itemized by the City's Engineer in his report amount to \$1,745,000. One of these items is increased by the Chairman of the City's Committee \$150,000. The savings shown by the City's Engineer of \$1,745,000, due to the Unification of the systems under City ownership, will more than balance the increased wages under City ownership. The Chairman of the City's Committee said that the wage-increase would be 25 per cent of the Market Street Railway's payroll, this is approximately \$1,200,000. The above saving offsets this and leaves a surplus or net saving of about \$545,000. This amount, together with the surplus Remainder Income for 1926 and the above item of Reserve for Depreciation for 1926, makes an available surplus for the first year under City ownership of nearly \$1,000,000.

Even if 35 per cent were allowed for an increase in wages the above savings would still take care of the increase and leave a surplus or net saving to be added to the above-mentioned surplus Remainder Income for 1926. In addition to this net saving, the surplus Remainder Income in 1927 would, as above stated, be about \$900,000, and greatly increasing through the purchase period in the last year thereof it exceeds \$3,000,000.

The foregoing computations of estimated income were made by Haskins & Sells, Certified Public Accountants, and are based upon audited financial reports of the Company and its subsidiaries.

It is obvious from the above that the City has the *opportunity now* to secure the Market Street Railway system, have it pay for itself out of its earnings on a 5-cent fare, and accumulate an enormous surplus therefrom in addition to the inestimable benefits to be derived from unification.

The City has opportunity now to acquire the Market Street Railway System for \$36,000,000.00—\$23,500,000.00 in installments to the Company with interest at 5 per cent, the amount of which decreases semi-annually as payments on principal are made, and assuming \$12,500,000.00 existing bond issue, with interest as stated above. All franchises and operating permits are surrendered with deed to the properties without further or other payment.

The City's Engineer in 1921 reported that the reproduction cost new less depreciation of the physical properties, as at that time, *cannot be less than* \$35,000,000.00. Since that report, as stated by the Chairman of the City's Committee, about \$1,200,000.00 has been added to the physical properties—after deducting certain real estate in Humboldt and San Francisco Counties (valued

by the City's Engineer at less than \$625,000) not used for street railroad purposes. Taking into consideration the large subsequent expenditures of the Company for Maintenance and Replacements, appreciation of the included real properties, private rights of way, etc., the City Engineer's valuation of the physical properties alone is an adequate basis for the purchase price now available.

The State Railroad Commission in 1920 fixed the reproduction cost new less depreciation at that time at \$41,424,961.00. Since that report about \$1,200,000.00 has been added to the physical properties—after deducting the above mentioned real estate and stores and supplies—the State Railroad Commission's valuation is over \$4,000,000.00 greater than the proposed purchase price.

The Company valued the physical properties, less depreciation, at \$51,856,218.00. After making the above additions and deductions the Company's valuation is approximately \$14,000,000.00 greater than the proposed purchase price.

THE CITY'S ENGINEER IN HIS REPORT STATED THAT THE CITY COULD FAIRLY PAY FOR THE MARKET STREET RAILWAY SYSTEM \$40,000,000.00

"4" REQUIRES APPROVAL OF THE STATE RAILROAD COMMISSION OF CALIFORNIA. THE PURCHASE IS THEREBY FULLY SAFEGUARDED.

"4" WILL NOT INCREASE TAXES.

"4" WILL PREVENT AN INCREASE IN TAXES WHICH CANNOT OTHERWISE BE PREVENTED.

"4" THE PURCHASE SHOULD BE MADE AT ONCE TO PREVENT INCREASE IN TAXES. The franchises run to different years up to 1965. If the purchase is delayed until each franchise expires the City must then purchase the Company's properties, which will be owned by the Company then, just as they are now, at the Company's price, or buy new properties at perhaps a greater price, and tear up the streets at an additional cost; great damage and inconvenience to property owners, business men and the people generally in reconstructing the lines. If the City endeavors to condemn the physical properties piece meal as the franchises expire it is reasonable to say that the above appraisal of the Railroad Commission will be approximately the basis upon which the City will pay for them. The only means then for payment will be by issuing bonds and increasing taxes. Full payment must then be made of the entire value of the properties at the time they are purchased or reconstructed. There will be no opportunity for partial or deferred payment as is possible under this Initiative.

"4" Is necessary for CONTINUOUS SERVICE. The purchase should be made immediately for additional reasons. The franchises expire at different times, on different lines in widely different sections and do not

occur on continuing or connected lines of track. If the City waits to acquire each of the different lines until each franchise expires, there will result a chaotic condition of disconnected lines throughout the City, necessitating additional frequent changes of cars, and payments of many additional fares, due to changing from the City's cars to those of the Company and vice versa, all of which would be ruinous to San Francisco.

**"4" For better street car service.
For yourself. For San Francisco.**

Vote "YES" on "4"

"4" Is the Last on the Ballot.

League for Railway Unification

MRS. D. E. F. EASTON,
President.

P. J. HAGGERTY,
Secretary.

J. H. HARBOUR,
Vice-President.

OFFICERS

MRS. D. E. F. EASTON, President	J. H. HARBOUR, Vice-President	GODFREY EACRET, Vice-President	GEORGE DOHERTY, Vice-President
PHILIP J. FAY, Vice-President	S. E. FOLGER, Vice-President	P. J. HAGGERTY, Secretary	

Finance Committee

MARSHAL HALE	ANDREW G. MCCARTHY, Chairman	DR. JOHN H. GRAVES	J. J. TYNAN
HALSEY E. MANWARING	HORACE H. ALLEN	DR. MARIANA BERTOLA	CARL A. HENRY
	HARRY S. SCOTT		

Campaign Committee

W. V. STAFFORD	JOHN DANIEL	MRS. MINERVA N. SWAIN	PAUL T. CARROLL
MRS. A. W. STOKES	HOWARD F. McCANDLESS	ANGELO PUCCINI	DR. JOHN GALLWEY
JAS. G. CALLAGHER	HARRY VOWINKEL	WILLIAM M. GILL	

DIRECTORS

MRS. D. E. F. EASTON	HARRY S. SCOTT,	THOS. F. MULCAHY,	C. S. WILLS,
MARSHAL HALE,	General Steamship Co.	Contractor	Shoe Dept., City of Paris
A. CAMPODONICO,	SYLVESTER J. McATEE,	F. G. MACKAY,	H. MORTIMER SMITH,
San Francisco Soda	Contractor	Contractor	Broadway Garage
Water Works	W. V. STAFFORD,	A. J. DONALDSON,	G. E. ANTONINI,
J. H. HARBOUR,	Insurance	Great Western Tea Co.	Broadway Emporium
Shasta Water Co.	MRS. A. W. STOKES	JOHN F. O'LEARY	WM. SCHIRMER,
GODFREY EACRET,	JOHN DANIEL,	MRS. T. E. SHUCKING	Schirmer Elevating Co.
Shreve, Treat & Eacret	Daniel Contracting Co.	JOHN J. WIRTNER,	DR. JOHN GALLWEY,
GEORGE DOHERTY,	L. C. ORLANDI	Manufacturers' Agent	Physician
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THOMAS H. COMMINS	ANGELO PUCCINI,	Attorney	Decorations
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ANDREW G. MCCARTHY,	J. D. BROWN,	Starling Furniture Co.	Dentist
Sherman, Clay & Co.	Notary Public	D. W. McMICHAEL,	EDW. J. DOHERTY,
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DR. JOHN H. GRAVES,	Bethlehem Shipbuilding	JAMES A. SORENSEN,	C. B. HOPKINS,
Physician	Corporation	Sorenson Co.	Building Coast.
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Palace Hotel	CHARLES B. GILMORE,	Columbia Theatre	Electrical Supplies
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YES "4" YES

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CAR SERVICE**

BY

Unification of Street Railway Systems

THROUGH

City Acquiring Market Street Railways

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Prevents Increased Car Fares

Prevents Increased Taxes

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