

Agbosálósa Tilgor MENU

MID=DAY

Relishes	
Tomato Juice 15; Double Portion Spring Onions and Radishes 25 Ripe or Green Olives Fruit Cocktail	25
Soups	
(Cup) 20; Tureen	30
Fish	
Fresh Fish Available, fried or broiled	85
Sandwiches	
Club Sandwich 85 Chicken Sandwich Melted Cheese Sandwich 50 Bacon and Tomato Sandwich Sardine Sandwich 50 Cheese, Egg or Beef	50
Salads	
Sliced Tomatoes 30 Shrimp, Crab Meat or Lobster 5 Special Combination Salad 40 Fruit Salad Fruit Salad Chicken Salad, Mayonnaise	40
Bread & Toast	
Hot Bread 15 Assorted Bread Milk Toast 35 Cream Toast	50
Desserts	
Fruit Jell-O	20
Cheese Swiss, American or Philadelphia Cream, Toasted Wafers	35
Beverages Tea (pot) Iced or Hot	. 25
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Parents may share their portions with Children without extra charge.

Guests will please pay an presentation of check only.

Service by waiter outside of Dining Car, 25 cents extra for each person served.

Absorption of Sales Tax not permitted under State Laws.

A SELECT ASSORTMENT OF CIGARS AND CIGARETTES

Jos. G. Wheeler, General Passenger Agent, San Francisco, California H. G. Wyman, Supt., Dining Cars and Hotels, Oakland, California

[&]quot;Due to occasional food shortages all items on this menu may not always be available. We ask your cooperation in conserving rationed foods."

Exposition Flyer

WESTERN PACIFIC SPECIAL LUNCHEON

PRICE OF ENTREE INCLUDES ENTIRE LUNCHEON

... Chotce ...

Chicken Broth

Vegetable Juice Cocktail

. . or . .

Club Salad

Entrees

FRIED ENGLISH SOLE, LEMON 1.00 YANKEE POT ROAST WITH RICE 1.30 OMELETTE, WESTERN STYLE 1.15

Mashed Potatoes

Seasonal Vegetable

Hot Ginger Bread - Ry-Krisp - Assorted Bread

... Choice ...

Fruit Jell-O

Cherry Cobbler

Cheese and Toasted Wafers

Milk Buttermilk Decaffeinated Coffee Cocoa

Tea or Coffee (Iced or Hot)

TODAY'S LUNCHEON SPECIAL

= \$1.25 =

COLD ROAST PORK WITH MACARONI SALAD

Hot Ginger Bread and Butter

Dessert

Beverage

[&]quot;All prices listed are our ceiling prices or below. By Office of Price Administration regulation, our ceiling prices are our highest prices from February 1, 1943 to April 10, 1943, Records of these prices are available for your inspection at Western Pacific Commissary, Oakland, California."

CABLE CARS FRANCISCO

N SAN FRANCISCO, city of thrills for resident and visitor alike, no adventure can be more thrilling, more remantic, more informative, than a ride on one of its several cable car lines.

These little cable cars, really jaunting-cars with their side-wise seats, some enclosed and some open-air, are a unique attraction. San Francisco, first city to introduce them to the world, still operates 23 miles of cable lines for the use and pleasure of some 18,000, 600 passengers a year. Thousands of visitors who come to the City by the Golden Gate invariably exclaims "Oh, I had a ride on the cable car today!

the cable cars, with their jangling bells, often converted into the semblance of a tune, are more than a utility, more than a means of climbing up and down the storied hills of the city. They are a tradition of the olden, golden years . . . a beloved corry-over of vesterday, linking the present with the now distant past of clipper sliins and of the millionaires of the Comstock Lode and the railroads.

Ulysses S. Grant was president. when the first successful test of the grip car was made. The places Clay Street Hill. The date: August 1, 1873. The mechanical wizard who achieved this success and followed it through was Andrew Smith Hallidie, a Scotchman, born in London. As told by Edgar M. Kahn in his "Cable Car Days of San Francisco," the story of how Andrew S. Hallidie adapted wire rope first used in mine tramways to cable for practical street ratiway transportation is a veritable romance of invention and vision.

The next great personality to enter the cable car picture was Leland Stanford, railroad financier and founder of the university that bears the name of his son. To him must be given the credit for the California Street Cable Railroad undertaking. This line traverses the present financial district and ascends Nob Hil where Stanford, Hopkins, Hunington, Crocker and other railroad men built their

On the way, the line passes old St. Mary's Church at the gateway to Chinatown. From the earliest days the Chinese have been faithful patrons of the cable cars, "No pullee, no pusher, allee santce go," was the way the older Chinamen described them when the "hayburners" became obsolete.

Intimately connected with the cable cars are many features, incloding the antiquated turn-table at the Market Street terminus of the Powell Street line, the sharp turns, when the gripman shouts: "Look out for the curve!", and the car barns where the miles of endless cable wind and unwind on giant drums.

By riding the cable cars, which glide along in a citurely way, one gains matchless impressions of the color, life, beauty and historic flavor of the city. Then, from the hill tops, are vews of towering buildings, and sweeping vistas of San Francisco Bay and the two great bridges, with the Marin and East Bay hills forming a magnificent backdrop. The night ride, when the city is revealed in all its sparkling glory, a spectacular.





