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Excursions. Among the favourite resorts of the New Orleaners is *Lake Pontchartrain*, which lies about 5 M. to the N. of the city and is 40 M. long and 25 M. wide. A fish or game dinner at one of the garden restaurants here is a regular item of a visit to New Orleans. *Spanish Fort Park*, at the mouth of the *Bayou St. John*, marks the site of a fort erected by the Spaniards to guard this approach to the city. It is reached by railway (station at the corner of Canal and Basin Sts.; Pl. E, 3) or by drive along the Shell Road. *West End* (West End Hotel), also reached by the Shell Road or by railway (cor. of Canal and Bourbon Sts.; Pl. F, 3), is a favourite boating and yachting resort. *Milneburg*, to the E. of Spanish Fort, is reached by railway from *Old Lake Station* (Pl. G, 2, 3), at the corner of the Elysian Fields and Chartres St., or from the Louisville & Nashville Station (p. 415). — The site of the **Battlefield of New Orleans** (see p. 416) is at *Chalmette*, on the Mississippi, about 5 M. to the S. of Canal St., and may be reached by tramway or carriage. On the way we pass the *U.S. Barracks*. The site of the battle is marked by a monument. The *National Cemetery* contains 12,000 graves. — The *Carrollton Gardens* lie to the N. of the city (tramway). — A visit to one of the *Sugar Plantations* on the Mississippi will be found interesting. Among the finest are the Ames, McCall, and Kernochan Plantations. — Good wild-fowl shooting and fishing are obtained all round New Orleans.

Longer excursions may be made to *Pass Christian* (p. 378), *Bay St. Louis* (p. 378), *Mobile* (p. 377), the *Eads Jetties* (p. 365), etc.

From New Orleans to *New York*, see RR. 69 a, 69 b; to *Pensacola* and *Jacksonville*, see R. 82; to *Mobile*, see p. 377; to points in *Texas* and *California*, see RR. 104, 105; to *Cincinnati*, see R. 63; to *St. Louis*, see R. 64; to *Louisville*, see R. 63; to *Chicago*, see R. 64.

84. From St. Paul to Tacoma, Seattle, and Portland.

2056 M. NORTHERN PACIFIC RAILWAY to (1912 M.) *Tacoma* in 65 hrs. (1st class fare for continuous passage \$50, available for 30 days \$60; 2nd class fare \$40; sleeper \$13.50), to (1932 M.) *Seattle* in 66 hrs. (same fares), and to (2056 M.) *Portland* in 72 hrs. (same fares). Passengers bound for *Portland* direct (1887 M.) change cars at *Pasco Junction* (p. 424) and proceed thence by the Oregon R. R. and Nav. Co. (R. 88). *Duluth* (p. 330) is also one of the E. termini of this line, the line thence uniting with the St. Paul line at *Staples* (see p. 420).

This important railway crosses a district of immense agricultural and mineral wealth and forms one of the main lines of communication between the E. and W. coasts of the United States, besides affording convenient access to *British Columbia*, *Vancouver Island*, and *Alaska*. Much of the scenery on the W. part of the line is very fine, and the branch-line from *Livingston* (see p. 421) affords the most direct route to the wonderful *Yellowstone Park* (R. 85).

For the Great Northern Railway route to *Seattle*, *Tacoma*, and *Portland*, see R. 55.

St. Paul, see p. 325. The train follows the E. bank of the *Mississippi* (views to the left), passing the *State Fair Buildings* (p. 327) and *Hamline University*. At (11 M.) *Minneapolis* (see p. 327) we cross and recross the river. 29 M. *Anoka* (p. 335); 41 M. *Elk River* (p. 335); 76 M. *St. Cloud* (p. 335). Our line now parts company with that of the G. N. R. (R. 55). 77 M. *Sauk Rapids*. From (108 M.) *Little Falls* (Buckman, \$2-21/2), where we leave the *Mississippi Valley*, a branch-line runs to (61 M.) *Brainerd* (1600 ft.), an industrial city with (1895) 7031 inhab. and the N. P. R. workshops, on the line to *Duluth* (p. 330).

From Brainerd the *Brainerd & Northern Minnesota Railway* runs to (59 M.) *Walker* (Pameda Hotel), on *Lake Leech* (37 M. long and 17 M. wide), in the midst of a fine shooting and fishing district.

The main line crosses the Mississippi and runs direct (N.W.) to (142 M.) *Stoples*, where the trains from *Duluth* come in (see p. 419). 159 M. *Wadena* is the junction of the Fergus and Black Hills branch. 172 M. *New York Mills*, with a large settlement of Finns. Many small lakes are passed. — 204 M. *Detroit* (Hotel Minnesota, Lake View Springs, Fair Haven, \$2), on a pretty lake, is a summer-resort, with mineral springs and excellent shooting and fishing. About 25 M. to the N. is the *White Earth Reservation* of the Chippewa or Ojibway Indians. — 225 M. *Winnipeg Junction*, for a line to (257 M.) *Winnipeg* (R. 54c). At (241 M.) *Glyndon* we cross the G. N. R. R.

250 M. *Moorhead* (840 ft.; *Columbia*, \$2-2½), a thriving flour-making city of (1895) 3290 inhab., lies on the E. bank of the *Red River of the North*, opposite (251 M.) *Fargo* (*Metropole*, \$2-3; *Martin*, *Webster*, from \$2), another busy grain-trading city (5664 inhab.), which lies in *North Dakota* ('Great Cereal State').

From Moorhead to *Winnipeg*, see R. 54.

In traversing N. Dakota we pass some of the huge prairie farms for which the 'Great North-West' is famous.

Some of these 'Bonanza' farms are 10-70 sq. M. in extent, and it is no unfrequent sight to see a row of 20 or more ploughs, harrows, seeders, or reapers at work at once. Continuous furrows have been ploughed for many miles in a straight line. Harvesting generally begins about Aug. 1st, and the vast expanses of yellow grain afford an extraordinary and very beautiful sight. A yield of 20-25 bushels per acre is often attained. North Dakota, in a good year, produces 60-65 million bushels of wheat.

Near (271 M.) *Cassellton* is the great *Dalrymple Farm*, with an area of 45,000 acres (70 sq. M.). 293 M. *Tower City*, with a mineral artesian well (fountain near the railway-station). 309 M. *Valley City*, on the *Sheyenne River*. — 344 M. *Jamestown* (1395 ft.; *Gladstone*, \$2-2½), a busy agricultural centre with 2296 inhab., the *N. Dakota Insane Hospital*, and a *Presbyterian College*, is prettily situated on the *James River*.

A branch-line runs hence to the N. to (90 M.) *Minnetaukan*, on *Devil's Lake* (p. 336), and (108 M.) *Leeds*.

The line now traverses the rolling district between the James and the Missouri known as the *Coteaux* (400 ft. above the rivers, 2000 ft. above the sea). Several small stations. — 445 M. *Bismarck* (1690 ft.; *Sheridan Ho.*, \$2), the capital of N. Dakota, lies on the E. bank of the *Missouri*, here about 400 yds. wide. It is the headquarters of navigation on the Upper Missouri and contains several U. S. institutions. The *State Capitol* was completed in 1894. — Pop. 2186.

The train crosses the river by a fine steel and iron truss-bridge, with three main spans of 400 ft. each, 50 ft. above high-water. 450 M. *Mandan* (Inter-Ocean, \$3-4), on the W. bank. We change here from 'central' to 'mountain' time (1 hr. slower; see p. xviii).

Fine mounted heads and fur-rugs are sold at the station. About 6 M. to the S. lies *Fort Abraham Lincoln*. Near Mandan are numerous prehistoric mounds and other remains. We cross the *Heart River* several times in rapid succession. The district we now traverse is very sparsely populated. Large numbers of prairie-dogs (a kind of marmot) are seen. Sharp conical elevations known as 'buttes' (pron. butes) rise from the plain in all directions. Near (549 M.) *Gladstone* we again cross the *Heart River*. 560 M. *Dickinson*. At (586 M.) *Fryburg* we enter the district known as '**Bad Lands** or **Pyramid Park**, where the buttes have been carved by the action of fire and water into the most fantastic shapes. The colouring is also very variegated. The name 'Bad Lands' refers properly to the difficulty of travel and not to the soil, which affords excellent grazing. — From (599 M.) *Medora* (2265 ft.; hotel), on the E. bank of the *Little Missouri*, we may visit Pyramid Park and the great Burning Mine (7 M.). About 16 M. farther on the curious *Sentinel Butte* is conspicuous to the left, and in 12 M. more we enter *Montana* ('Bonanza State'), the third-largest state of the Union, in which cattle-raising and mining are the chief industries. The native 'bunch grass', which cures itself and stands as hay throughout the winter, forms excellent fodder. — 666 M. *Glendive* (2070 ft.) lies among picturesque scenery on the S. bank of the *Yellowstone River*, which the line now follows for a long distance. Numerous small tributaries of the *Yellowstone* are crossed. — 744 M. *Miles City* (2350 ft.; MacQueen, from \$3), a busy little place at the confluence of the *Yellowstone* and the *Tongue*. 747 M. *Fort Keogh*, an important U. S. military post (9 companies); 776 M. *Rosebud*, at the mouth of the *Rosebud River*; 832 M. *Big Horn* (2690 ft.), at the mouth of the *Big Horn River*, the largest affluent of the *Yellowstone*, which we cross by a long bridge. We then thread a tunnel 1100 ft. long. About 30 M. to the S. of (838 M.) *Custer* (coach) is *Fort Custer*, and 15 M. farther to the S. is the spot where Gen. Custer and his command of over 250 men were annihilated by the Sioux (the 'Custer Massacre') in 1876 (comp. p. 441). An extensive territory to the S. of this part of the *Yellowstone* has been set apart as a reservation for the Crow Indians (ca. 3000 in number). To the left, near Billings, is *Skull Butte*, so named from an Indian legend. Beyond (891 M.) *Billings* (3115 ft.; Grand, \$2) the scenery increases in grandeur, and snow-capped mountains appear in the distance. From Billings to *Lincoln*. see p. 441. — The train crosses the *Yellowstone* and skirts its N. bank to (932 M.) *Stillwater*, where it returns to the S. side. 972 M. *Big Timber*, near the mouth of the *Big Boulder Creek* (good fishing). To the N. rise the snow-clad *Crazy Mts*. 987 M. *Springdale*, the station for (2½ M.) *Hunter's Hot Springs* (hotel; 148-168° Fahr.), at the foot of the *Crazy Mts*. Fine views of the *Little Belt Mts*. to the right and the *Yellowstone Range* to the left. 1007 M. *Livingston* (4485 ft.; *Albemarle*, \$3), a city of 2850 in-

hab., finely situated at the foot of the *Belt Range*, is the junction of the branch-railway to the *Yellowstone Park* (see p. 429). It is a good centre for shooting (elk, deer, antelope, bear, grouse, geese, ducks) and fishing (trout, grayling).

The train now crosses and leaves the *Yellowstone*, which we have followed for 340 M. The line mounts rapidly (116 ft. per mile) to the *Bozeman Tunnel*, 1170 yds. long, which crosses the **Belt Mts.**, an outlying range of the *Rocky Mts.*, at a height of 5570 ft. Beyond the tunnel we descend through the wild **Rocky Cañon* into the wide valley of the *Gallatin*. 1031 M. *Bozeman* (4750 ft.; Hotel *Bozeman*, \$2½), a busy little city of 2143 inhab., on the *East Gallatin*. Large coal-fields lie within 8 M., and deposits of gold, silver, iron, and copper are also worked. — At (1056 M.) *Logan* (4100 ft.) the line forks, the right or main branch running via *Helena* and the left branch via *Butte*. The two lines reunite at *Garrison* (p. 423).

Butte (5435 ft.; *McDermott*, from \$3; *The Butte*, \$3), 71 M. from *Logan*, may be described as a huge and bustling mining camp of 10,723 people, dating only from 1864, but already possessing many of the attributes of a large city. Including the settlements that are practically suburbs of *Butte*, the population is nearly 40,000. It is the seat of the great *Anaconda Copper and Silver Mine* (sold in 1898 for \$45,000,000) and other gold, silver, and copper mining companies, producing ore to the annual value of at least \$25,000,000 (5,000,000*l.*). The annual output of copper is now about 250 million pounds. A visit to one of the chief mines is very interesting (introduction desirable and in some cases necessary). — The smelting works at *Anaconda* (*Montana Hotel*, from \$3½), 27 M. to the W., are said to be the largest in the world. The public fountain throws a jet 220 ft. high. — The line from *Butte* to (51 M.) *Garrison* (see p. 423) runs through the picturesque *Deer Lodge Valley*, passing (40 M.) *Deer Lodge City* (4545 ft.; 1463 inhab.).

Beyond *Logan* the main line soon reaches (1060 M.) *Gallatin* (4030 ft.), the station for *Three Forks*, at the confluence of the *Madison*, *Jefferson*, and *Gallatin*, which unite to form the *Missouri*. Farther on we thread a wild cañon, with the *Missouri* to the left and precipitous walls of rock to the right. 1125 M. *Prickly Pear Junction*.

1130 M. **Helena** (3930 ft.; **Broadwater Hotel*, 3 M. from *Helena*, see below; *Helena*, from \$3; *Grandon*, \$2½; *Grand Central*, \$2-2½), the capital of *Montana*, is a mining city of 13,834 inhab., finely situated in the fertile *Prickly Pear Valley*, near the E. base of the main range of the *Rocky Mts.* The *State House* and some of the other official and commercial buildings are large and substantial, and the streets are lighted by electricity and traversed by electric tramways. A visit to the *U. S. Assay Office* is interesting.

Helena lies in the heart of one of the richest mining districts in the world and claims to be the wealthiest city of its size in the world. It is said that gold to the value of at least \$30,000,000 has been taken from the *Last Chance Gulch*, which runs through the city; and all round the city are valuable gold and silver bearing veins of quartz, besides deposits of copper, iron, and galena.

About 3 M. to the W. of *Helena* (reached by steam or electric tramway; fare 10 c.) are the *Broadwater Hotel* (\$45) and a huge **Natatorium* (400 ft.

long and 150 ft. wide; adm. 50 c.), fed by a hot spring, the temperature of which at its source is about 160° (in bath about 100°). The waters are good for rheumatism. — A visit to one of the *Gold* or *Silver Mines* in the vicinity is of great interest. The nearest are those at *Grizzly Gulch*, 4 M. to the S.W. One of the most famous is the *Drum-Lummon Mine*, 20 M. to the N., which has yielded \$2,000,000 worth of gold and silver in a single year. Another important group of mines lies near *Jefferson City* and *Wickes*, about 20 M. to the S. (railway).

Helena is also a station on the Great Northern Railway (see R. 75) and a fine excursion may be made by taking the Montana Central Division of this line to (99 M.) *Great Falls* (p. 336).

About 21 M. beyond Helena we cross the main ridge of the **Rocky Mts.** by *Mullan's Pass*, where the train passes through a tunnel $\frac{2}{3}$ M. long and 5545 ft. above sea-level (summit of mountain over tunnel 5870 ft.). This is from 1800 to 2500 ft. lower than the passes of the Santa Fe and Union Pacific Railroads (comp. pp. 465, 443). The contrast between the E. and the W. sides of the 'Great Divide' is very striking, as we at once pass from a scene of wild rocky grandeur to one of mild pastoral beauty. The line descends rapidly to the valley of the *Little Blackfoot River*. At (1180 M.) *Garrison* (4315 ft.), on the *Deer Lodge River*, we are joined by the line from *Butte* (see p. 422). Beyond *Garrison* we skirt the *Deer Lodge River*, which soon changes its name to *Hell Gate River*. The fine snow-clad pyramid of *Mt. Powell* (13,400 ft.) is seen to the left. Near (1189 M.) *Gold Creek* the last spike of the Northern Pacific Railroad was driven in 1883, the tracks advancing from the E. and the W. meeting here. Below (1214 M.) *Bearmouth* (3790 ft.) we pass through the *Hell Gate Cañon*, a picturesque mountain-flanked valley, 2-3 M. wide. At (1247 M.) *Bonner* the *Hell Gate River* is joined by the *Big Blackfoot River* (right), which we cross beyond the station. — 1254 M. **Missoula** (3195 ft.; *Florence*, \$ 2 $\frac{1}{2}$ -3 $\frac{1}{2}$; *Kennedy*, \$ 2), finely situated on the *Hell Gate* or *Missoula River*, near its confluence with the *Bitter Root River*, is a rising little city of 3426 inhab. and the junction of the *Bitter Root Valley* branch. *Fort Missoula* lies 4 M. to the S. — At (1261 M.) *De Smet* our line diverges to the right from the *Bitter Root Valley* line and follows the *Jocko River*, crossing the *Marent Gulch* by a bridge 226 ft. high. We then traverse the *Reservation of the Flathead Indians*, a peaceful tribe whose boast is that they never killed a white man; their huts and 'teepees' are seen on both sides of the railway. The Agency Buildings are visible at the foot of the *Mission Mts.*, 5 M. to the N. Near (1299 M.) *Jocko* the *Jocko* joins the *Flathead* or *Pend d'Oreille*, which we now follow. Beyond (1313 M.) *Perma* (2490 ft.) we cross the river by a truss-bridge. About 8 M. farther on the *Pend d'Oreille* is joined by the *Missoula*, and the combined rivers take the name of *Clark's Fork of the Columbia*. The valley here is narrow and rocky, but at (1325 M.) *Paradise* and (1331 M.) *Horse Plains* (2460 ft.) it widens into two pleasant little plains, used by the Indians as wintering-places for their ponies. The white

Coeur d'Alène Mts. rise to the left and the *Cabinet Mts.* to the E. 1357 M. *Thompson's Falls* (2435 ft.), at the falls of the Clark's Fork River. Picturesque scenery. Numerous bridges and cuttings. Near (1404 M.) *Heron* (2260 ft.) we enter *Idaho* ('Gem of the Mountains'), a mountainous state, the N. tip of which we now traverse. We cross the river and skirt the N. bank of its expansion, **Lake Pend d'Oreille*, a beautiful sheet of water 45-50 M. long and 3-15 M. wide. — At (1427 M.) *Hope* (2110 ft.; *Highland Ho.*, \$3; *Lakeside Hotel*, \$2), a railway division town and tourists' resort on the N. bank of the lake (boating and fishing), we pass from 'Mountain' to 'Pacific' time (1 hr. slower). 1438 M. *Kootenai*. At (1492 M.) *Sand Point* we cross an arm of the lake and then quit it. The scenery now becomes uninteresting. The line runs towards the S. as far as (1484 M.) *Rathdrum* (2210 ft.). 1491 M. *Hauser Junction*, for a line to (13 M.) *Coeur d'Alène City*, on the pretty lake of the same name. — We now enter *Washington* ('Evergreen State'), an important agricultural state, also remarkable for the splendid timber of its W. slopes. Beyond (1497 M.) *Otis* we cross the *Spokane River*.

1512 M. *Spokane* (pron. Spokán; 1910 ft.; *Spokane Hotel*, \$3-4; *Grand Central*, \$2-4; *Columbia*, \$2-2½; *Pacific Hotel*, E. P.), a thriving little city of 19,922 inhab., settled in 1878 and in great part rebuilt since a fire in 1889, lies on both banks of the *Spokane River*, in the centre of a district of great agricultural richness.

The two 'Falls, both within the city, are 150 ft in total height and furnish the water-power for numerous manufactories, for the electric lighting of the town, and for its system of cable and electric tramways. Visitors should descend to the foot of the lower falls and should also go to the bridge above the upper falls. Among the most conspicuous buildings, many of which are of extraordinary size and solidity for so small and young a city, is the *Opera House*, which has seats for 2000 people. The residence-quarter, on the hill above the railway (on the opposite side from the business-quarter), contains many houses of unusually good taste. The *High School*, in this quarter, is a handsome red building, with a tower. A fine *View of the city and valley is obtained from the *Cliff Heights* (reached by cable-cars and steam-tramway). — Several railways diverge from Spokane.

FROM SPOKANE TO UMATILLA, 26½ M., *Oregon Railroad* in 18-22 hrs. This is the route followed by the through trains of the G. N. R. (comp. p. 336). — Chief stations: 49 M. *Tekoa*; 113 M. *Winona*; 156 M. *Starbuck*; 204 M. *Walla Walla*; 235 M. *Waiwala* (p. 425). At (262 M.) *Umatilla* we join the route described at p. 445.

Beyond Spokane the line runs to the S. W. At (1521 M.) *Marshall Junction* diverges a branch-line that runs through the fertile *Palouse District* to (113 M.) *Genesee*. — From (1528 M.) *Cheney* (2340 ft.) a line runs to (124 M.) *Coulee City*, passing (10 M.) *Medical Lake*, a favourite invalid resort. — Beyond (1553 M.) *Sprague* (1910 ft.) we pass *Colville Lake* (left). We now traverse an unattractive district, overgrown with sage-brush.

1657 M. *Pasco*, near the confluence of the *Columbia* and *Snake Rivers*, is the junction of the line followed by the direct trains to *Portland* (see next page)

This line crosses the Snake River by a long iron bridge and joins the Oregon R.R. and Nav. Co. at (16 M.) *Wallula Junction* (see p. 424). Following this line for 27 M. more, we reach *Umatilla*. Thence to (187 M.) *Portland*, see R. 88.

Our line (Cascade Division) crosses the Columbia and follows the valley of the *Yakima* (river to the right) towards the N.W. Beyond (1698 M.) *Prosser* we traverse the *Yakima* or *Simcoe Indian Reservation*. The white cap of *Mt. Adams* (12,400 ft.), one of the loftiest of the Cascade Mts. (see below), is seen to the left. — 1747 M. *North Yakima* (990 ft.), with 1535 inhab., is the entrepot of the *Yakima Basin*, a district in which considerable quantities of fruit, vegetables, hops, and tobacco are grown by dint of irrigation. We now cross the river and have it to our left. Farther on we pass through the fine **Yakima Cañon* (15 M. long) and enter the *Kittitas Basin*, another fertile valley, bounded on the W. by the green *Cascade Mts.*, with the white peak of *Mt. Rainier* or *Tacoma* (p. 426) rising beyond. 1784 M. *Ellensburg* (1510 ft.; Horton, \$ 2-2½) is a busy little city of 2768 inhab., with saw-mills and machine-shops. At (1822 M.) *Easton* the train begins to ascend the E. slope of the Cascade Mts. (see below) at a gradient of 116 ft. per mile. Five views. The crest is penetrated by the **Stampede Tunnel* (2810 ft.; height of summit above the tunnel 3980 ft.), nearly 2 M. long, a length exceeded in America at present by the *Hoosac Tunnel* (p. 148) only (comp., however, p. 337).

The *Cascade Mts.* (a continuation] of the *Sierra Nevada*; see p. 449) are a broad volcanic plateau, with many snow-peaks (9-11,000 ft.: average height 6000 ft.), running through Washington and Oregon from N. to S. and dividing the states into two regions differing widely in climate, surface, and vegetation. The region we now enter on the W. slope has a mild, moist climate (not unlike that of England) and is covered with dense forests, mainly of coniferous trees.

We now descend into the beautiful valley of the **Green River*, passing round winding curves, through tunnels, and over trestles, with numerous picturesque glimpses. 1847 M. *Hot Springs* (hotel), a small health-resort; 1867 M. *Palmer*. After leaving the *Green River* we pass into the valley of the *White River* and then into that of the *Puyallup*. Frequent **Views* of *Mt. Rainier* are obtained to the left, sometimes to the S., sometimes to the E. of the line. — 1900 M. *Meeker* is the junction of the line to (31 M.) *Seattle* (see p. 526). — 1901 M. *Puyallup* (70 ft.; *Puyallup*, \$ 2½), a town of 1732 inhab., is the centre of a rich hop-district, the numerous drying-kilns of which (very unlike the 'cows' of Kent) have been visible for some time. It is also the headquarters of the *Puyallup Indian Reservation*. Expert hop-pickers, many of whom are Indians, can earn \$ 1½-2 (6-8s.) per day (compared with 3-4s. in England).

1912 M. *Tacoma* (30 ft.; *Tacoma Hotel*, \$ 3-5; *Grand Pacific*, *Chilberg*, E. P.; *Villard*, \$ 2), a bustling industrial city and seaport of (1890) 36,006 inhab. (now about 50,000) and the W. terminus of the N. Pacific Railway, is finely situated on a series of terraces

rising from the head of *Commencement Bay*, the S.E. arm of *Puget Sound* (p. 525). It commands fine views of the Sound, the Cascade Mts., and the grand white cone of Mt. Rainier (S.E.; see below). Though scarcely 25 years old (300 inhab. in 1875, and 760 in 1880), Tacoma possesses numerous substantial streets and buildings, but it contains few points of interest for the tourist. Its industrial establishments include large saw-mills, foundries, smelting works, railway-workshops, iron and stove works, breweries, flour mills, etc.; and it carries on a very extensive trade in grain, lumber, coal, tea, silk, and other articles. Among the principal buildings are the *Court House*, the *City Hall*, the *Opera House*, the *Chamber of Commerce*, the *Offices of the N. Pacific Railway*, and the *Annie Wright Seminary*. A line of electric tramways connects the *Railway Station*, at the end of *Pacific Avenue*, the main business-street, with the *Wharf*; and other electric, cable, or 'dummy' (steam) lines run to the suburbs, *Point Defiance*, *Puyallup* (p. 425), etc.

Tacoma is the starting-point of steamers to *Alaska* (see R. 106); to *Seattle* (p. 526), *Port Townsend* (p. 526), *Olympia* (see below), *Victoria* (p. 527), and other points in Puget Sound; to *San Francisco* (p. 481) and other Californian ports; to China and Japan, etc. — Trains run to *Seattle* (p. 526) at frequent intervals (41 M., in 1½ hr.).

A visit to *Mt. Rainier* or *Tacoma* (14,520 ft.) takes about 3 days. The train is taken to (32 M.) *Wilkeson*, whence a bridle-path leads to (25 M.) a point about 9500 ft. above the sea, where a good view is obtained of two of the 14 living glaciers on the mountain. The hazardous ascent thence to the summit should not be attempted except by experts. Mt. Rainier, like the other isolated mountains of the Cascade Range, is an extinct volcano; and the craters at the summit still give off heat and sulphurous fumes. Mountain-sheep, marmots, and ptarmigan are among its fauna. Enquiry as to guides and horses should be made at the hotels. — Another and perhaps finer trip may be made to *Paradise Park*, on the S. side of Mt. Rainier. We take the stage (return-fare \$8) to (65 M.) *Longmire's Springs* (2850 ft.), whence a trail leads to the (7 M.) *Camp of the Clouds* (6000 ft.); *Skinner's Hotel-Tent*, meals and blankets \$2). The Alpine flora of the Park is very fine. Close by is *Nisqually Glacier*, 7 M. long, the finest to the S. of Alaska; and many other glaciers and cascades may be reached within a day's walk. The ascent of Mt. Rainier from this side is much easier (2 days). Other good opportunities for the climber are afforded by the ten jagged peaks of the *Tatoosh Range* (ca. 7000 ft.). Information may be obtained from the *Tacoma Transfer Co.*

FROM TACOMA TO OLYMPIA, 32 M., *Northern Pacific Railway* in 1¼ hr. Some of the Portland trains run by this route, joining the route described below at (66 M.) *Centralia*. — *Olympia* (*Olympia*, from \$2), the capital of the State of Washington, is finely situated at the head of Puget Sound, in the midst of a thickly wooded district. Pop. (1890) 4698. It carries on a trade in agricultural produce, fruit, wool, and timber.

The Pacific Division of the Northern Pacific Railway runs to the S. from Tacoma to Portland. Fine views of Mt. Rainier or Tacoma (40 M. distant) are obtained to the left, through breaks in the forest. 1920 M. *Lake View* (325 ft.) is the point of divergence of the above-mentioned line to Olympia. 1948 M. *Tenino* (315 ft.), the junction of another line to Olympia. 1960 M. *Centralia* (205 ft.; 2026 inhab.; see above) is the junction of a line to *Gray's Harbor*, on the Pacific Ocean. 1964 M. *Chehalis*, the junction of a line to *South Bend*. on

the Pacific Ocean. Farther on we descend along the *Cowlitz*, and glimpses of *Mt. Adams* (p. 425) are obtained to the left. At (2015 M.) *Kalama* (33 ft.) the train is transferred across the wide *Columbia River* by a large steamer. Beyond (2030 M.) *Warren* we skirt the *Willamette* (p. 515). In clear weather views are had of *Mt. St. Helens* (9750 ft.; to the N.E.), *Mt. Hood* (11,225 ft.), and *Mt. Jefferson* (10,567 ft.; to the S.E., more distant). The first of these was in eruption in 1898, emitting volumes of black smoke.

2056 M. Portland, see p. 516.

85. The Yellowstone National Park.

The *Yellowstone National Park*, which, by Act of Congress in 1872, was set apart as a public park or pleasure-ground for the benefit and enjoyment of the people, originally covered a tract 65 M. long from N. to S and 55 M. wide from E. to W., with an area of 3575 sq. M.; but to this has recently been added a forest-reservation of nearly 2000 sq. M. more on the S. and E., making a total area considerably larger than Connecticut or Inverness. The great bulk of the Park lies in *Wyoming*, but small portions of it are in *Montana* (N) and *Idaho* (W.) The central portion of the Park consists of a broad volcanic plateau, with an average elevation of 8000 ft. above sea-level. Surrounding this on all sides are mountains with peaks and ridges rising 2000-4000 ft. above the general level. To the S are the grand *Teton* and *Wind River Ranges*; to the E. the *Absaroka Mts.* To the N.E. a confused mass of mountains unites the Absarokas with the *Snowy Range*, which shuts in the Park on the N. The beautiful *Gallatin Range*, on the N. and N.W., lies partly within the national reservation. The whole district has been the scene of remarkable volcanic activity at a comparatively late geological epoch; and the traces of this activity, in the form of geysers, boiling springs, terrace and crater formations, cliffs of obsidian, deeply-cleft cañons, petrified trees, sulphur hills, and the like, are of the strangest and most startling description (see below). Its geysers are the largest in the world, excelling those of New Zealand or Iceland. Its lakes and waterfalls are also fine, and the marvellously coloured Cañon of the Yellowstone (p. 436) perhaps outstrips even the geysers as an attraction. A great part of the Park is covered with dense forests of yellow pine and Douglas spruce. An attempt has been made to make the Park a huge game-preserve, and large quantities of wild animals, including the last herd of buffaloes in America, elk, deer, bears, big-horn sheep, etc., are sheltered in its recesses. The ordinary tourist, however, will see little of these. No shooting is allowed within the Park precincts; but fishing is freely allowed, and excellent sport may be obtained in the Yellowstone, the Yellowstone Lake, and other waters (trout and grayling). The botanist will find much to interest him in the flora of the district, and it need scarcely be said that it is a peculiarly happy hunting ground for the geologist. — The Park is under the exclusive control of the Secretary of the Interior, and troops of U. S. cavalry are stationed here to protect the natural curiosities. The rules of the Park may be seen at the hotels, and any infringement of them is severely dealt with. — The Lower Geyser Basin was first explored by Capt. W. W. De Lacy in 1863, though trappers and hunters had previously brought home tales of its wonders. Since then the U. S. Government has sent various scientific topographical and geological expeditions into the Yellowstone, which has now been pretty thoroughly explored and mapped (comp. p. 429).

Geology of the Yellowstone Park (by *Arnold Hague*, U.S. Geological Survey). Geological evidence shows that the processes of mountain building were contemporaneous in all these ranges and took place near the close of Cretaceous time. By the upheaval of the mountains a depressed basin was formed, everywhere shut in by high land. Later, the pouring out