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p. 462). It is one of the chief centres of the cattle industry of the N.W. Fort Russell lies 4 M. to the N. of Cheyenne. — The snow-clad peaks of the *Rocky Mts.* now come into sight on the left, including *Long's Peak* (p. 460) and the distant *Spanish Peaks* (p. 471). To the N. (right) are the *Black Hills*. The train ascends rapidly, passing (538 M.) *Granite Cañon* (7310 ft.), and at (552 M.) *Sherman* (8245 ft.) reaches the culminating point of the line, where we cross the main ridge of the **Rocky Mts.**, the great 'Continental Divide'. To the left is the *Ames Monument*, 65 ft. high, erected to Oakes and Oliver Ames, to whom the completion of the U. P. Railway was mainly due. Farther on we cross the *Dale Creek* by a bridge 650 ft. long (in a single span) and 127 ft. high. To the left may be descried *Pike's Peak* (p. 470), 165 M. off. To the right are the *Red Buttes*. — 576 M. *Laramie* (7150 ft.; *Markel's Union Pacific*, *Kuster*, \$2-2½), a city of 6388 inhab., lies on the *Big Laramie River*, in the midst of the so-called *Laramie Plains*, one of the best grazing districts in the United States. It is a wool-market of considerable importance.

In summer stages ply from Laramie to 'North Park, which lies about 60 M. to the S. North Park is one of the great natural parks of Colorado, which consist of large elevated plains or upland valleys surrounded by lofty mountains. They offer considerable attractions to the adventurous traveller and to the sportsman in search of large game, but are somewhat beyond the range of the ordinary tourist. North Park has an area of 2000-2500 sq. M., with a mean elevation of 8-9000 ft. It may also be reached from Denver viâ *Fort Collins* (see p. 460). The other natural parks of Colorado are *Middle Park* (p. 460), *Estes Park* (p. 460), *Southern Park* (p. 461), and *San Luis Park* (p. 471).

Beyond Laramie the train continues to descend through rugged hilly scenery. To the right of (618 M.) *Miser* rises *Laramie Peak* (9000 ft.), to the left *Elk Peak* (11,510 ft.). the N. outpost of the *Medicine Bow Mts.* 626 M. *Rock Creek* (6700 ft.; Rail. Restaurant); 659 M. *Carbon* (6820 ft.). Beyond (697 M.) *Fort Steele* we cross the *North Platte*, which re-appears here, 300 M. from the point we last saw it (p. 442). We now begin to ascend again. 712 M. *Rawlins* (6745 ft.), 740 M. *Creston* (7050 ft.), beyond which the train descends to the plains; 808 M. *Point of Rocks* (6505 ft.). At (848 M.) *Green River* (6080 ft.) we cross the river of that name, and the scenery again improves.

878 M. **Granger** (6280 ft.) is the point at which the Portland line (*Oregon Short Line*) diverges to the right from the main San Francisco line described in the following route. — Our train now runs towards the N.W., at first on a level and then gradually descending. Stations few and unimportant. At (970 M.) *Border* (6080 ft.) we enter *Idaho* ('Gem of the Mountains'). 993 M. *Montpelier* (5945 ft.), near *Bear Lake* (left); 1024 M. *Soda Springs* (5780 ft.; Stock Exchange, Idaho, Lau, \$2), a favourite summer-resort, with numerous powerful springs.

1093 M. **Pocatello** (4465 ft.; *American Ho.*, \$2), a town of

2330 inhab., in the *Fort Hall Indian Reservation*, is the junction of lines running S. to (134 M.) *Ogden* (comp. p. 447) and (171 M.) *Salt Lake City* (see p. 477), and N. to *Butte* and (336 M.) *Helena* (see p. 422). Circular tickets are issued by the Railway for tours from *Pocatello* to the *Shoshoné Falls* (see below), the *Yellowstone Park* (p. 427), *Butte*, *Helena* (p. 422), etc.

On the line to *Helena*, 130 M. from *Pocatello*, is *Monida* (700 ft.), the starting-point of the daily stage-line to the *Yellowstone Park* (comp. p. 429). The coach starts at 8.30 a.m. and stops for the night at (60 M.) *Dwelle's Grayling Inn*, near the W. margin of the *Park*, which it reaches about 5.30 p.m. Next day it starts at 8 a.m. and runs through the *Firehole Basin* (p. 432) to (3½ hrs.; 26 M.) the *Fountain Hotel* (p. 432). The route traverses *Centennial Valley*, passes *Red Rock Lakes*, crosses the *Divide* by the *Red Rock Pass*, near *Lake Henry* (6440 ft.; view of the *Tetons*, p. 432), and again at the *Targhe* or *Tyghee Pass* (7060 ft.), and descends along the *Madison* (p. 432).

Beyond *Pocatello* the train traverses the *Great Snake River Lava Fields*, overgrown with sage-brush and greasewood; the snow-clad *Rocky Mts.* bound the distant horizon on the right. We cross the river at (1118 M.) *American Falls Station* (4340 ft.) by a bridge, 600 ft. long, affording a good view of the **Falls*. To the N. rise the *Three Buttes of Lost River* and (farther to the W.) the *Saw-Tooth Mts.* In front, to the left, appear the snow peaks of the *Washoe Range*. — 1200 M. *Shoshoné* (3970 ft.), the starting-point for the stage to the (25 M.) *Shoshoné Falls* (3½ hrs.).

The road to the falls runs to the S. across a sage-brush plain, passes some lava ridges, and suddenly reaches the deep ravine of the *Snake River*, 1200 ft. below it. We cross the river by a substantial ferry and soon reach the small *Shoshoné Falls Hotel*. The **Great Shoshoné Falls*, with a breadth of 950 ft., fall from a height of 210 ft. and deservedly rank with the waterfalls of the *Yosemite* or the *Yellowstone*. Just above the main cataract is the *Bridal Veil Fall* (80 ft.), and 3 M. higher are the *Twin Falls* (180 ft.). An area of, perhaps, 250,000 sq. M. in the states of *Washington*, *Oregon*, *California*, and *Idaho* is covered by the so-called 'Columbia Lava', a deposit ½-1 M. in thickness. Through this the *Snake River* has carved its mighty cañon, at places 4000 ft. deep and surpassed in grandeur by that of the *Colorado River* alone (p. 466). Towards the bottom of the cañon may be seen the ancient crystalline formations of the mountains covered by the lava-sheet. The soil of this lava district is peculiarly valuable for wheat-growing, and it is nearly all used for this purpose. About 5 M. below the falls, a little to the N. of the river, are the picturesque *Blue Lakes*, where boating and fishing may be enjoyed.

A branch-line runs to the N. from *Shoshoné* to (57 M.) *Hailey* (5340 ft.) and (70 M.) *Ketchum* (5820 ft.). The *Hailey Hot Springs* (hotel), 1½ M. from the station (temp. 150°), are efficacious in rheumatism, dyspepsia, and other ailments. Near *Ketchum* are the *Guyer Hot Springs* (hotel).

Near (1235 M.) *Ticeska* the railway again reaches the *Snake River*, the right bank of which we now skirt more or less closely. 1253 M. *Glenn's Ferry* (2565 ft.). Level plains give place to small rolling hills and bluffs, but the scenery continues to be uninteresting. 1337 M. *Nampa* (2490 ft.) is the junction of a branch-line to (20 M.) *Boisé City* (2885 ft.; *Capitol Hotel*, *Overland Hotel*, \$2-3), the capital of *Idaho*, a busy little mining city, with 2311 inhabitants. — 1346 M. *Caldwell* (2370 ft.). Between (1361 M.) *Parma* and

Huntington we cross the Snake River thrice, the last crossing bringing us into Oregon (p. 324). 1397 M. *Weiser* (2120 ft.) is the gateway of the district known as the '*Seven Devils*', named, apparently, from the hills seen to the right. Farther on the Snake River flows through a picturesque cañon (*View to right from the bridge).

At (1419 M.) **Huntington** (2110 ft.; *Union Pacific Hotel*, \$2½) we reach the line of the *Oregon Railroad & Navigation Co.* and change from 'Mountain' to 'Pacific' time (1 hr. slower; see p. xviii). We now leave the Snake River and ascend the picturesque **Burnt River Valley*, crossing the stream repeatedly and threading rock-cuttings and tunnels. Near (1439 M.) *Durkee* we leave the Burnt River. Beyond (1466 M.) *Baker City* (3440 ft.) we ascend across the *Blue Mts.* and then descend rapidly, passing several snow-sheds, into the fertile and beautiful ***Grande Ronde Valley**, watered by the river of that name. 1505 M. *Union* (2720 ft.), 1518 M. *La Grande* (2785 ft.); 1537 M. *Kamela* (2910 ft.); 1543 M. *Meacham* (*Rail. Restaurant); 1550 M. *Huron* (2918 ft.); 1592 M. *Pendleton* (1070 ft.), the junction of a branch-line to (47 M.) *Walla Walla* (p. 424); 1617 M. *Echo* (640 ft.). — 1636 M. *Umatilla* (300 ft.) is the junction of a branch-line to (262 M.) *Spokane* (p. 424). Our line is here joined by the direct Portland trains of the G. N. R. R. and the N. P. R. R. (comp. pp. 336, 424). Near (1661 M.) *Castle Rock* (250 ft.) the train reaches the wide **Columbia River** (700-800 yds. across), the left bank of which we now follow all the way to Portland. The object of the shields and barricades noticed here is to prevent the fine loose sand, here bordering the river, from accumulating on the tracks, a cause by which trains are occasionally derailed. 1681 M. *Arlington* (230 ft.); 1712 M. *Grant's* (180 ft.), with fine basaltic cliffs. Farther on we cross the *Des Chutes River* (view to left). — 1723 M. *Celilo* lies at the beginning of the narrow and rapid stretch of the river known as the ***Dalles of the Columbia**, extending to The Dalles (see below).

The name (derived from the sheets of lava well exhibited on or near the river here) is sometimes confined to the gorge just above The Dalles, where the river is compressed for about 2½ M. into a channel only 130 ft. wide. The river-valley here seems to have been obstructed during a recent geological period by a lava-flow, through which it has eroded this extraordinary channel. As we approach Dalles City we have a good view of *Mt. Hood* (p. 446), on the left front.

1735 M. **The Dalles** (105 ft.; *Cosmopolitan*, *Umatilla*, \$2-3) is a small place of 3029 inhab., with a considerable trade and some manufactures. It stands at the head of the finest scenery of the Lower Columbia, which pierces the *Cascade Mts.* a little lower down.

Passenger-steamers ply regularly between this point and Portland, and the traveller is advised to perform the rest of the journey by water (110 M.), as the scenery is seen to the best advantage from the deck of the steamer. The large 'fish-wheels' are interesting. Comp. p. 517.

The scenery for the remainder of the journey to Portland is very grand, including beautiful river-reaches, fine rocks and crags, pleas-

ant green straths, noble trees, romantic waterfalls, and lofty mountains. Beyond (1744 M.) *Rowena* we see (to the right) the island of *Memaloose*, the ancient burial-place of the Chinook Indians, with a tall shaft marking the grave of *Victor Trevet*, a pioneer and friend of the Indians. Beyond (1751 M.) *Mosier* (100 ft.) the railway and river pass through the gorge proper of the *Cascade Mts.* (p. 425). — 1757 M. *Hood River*.

From this station stages run in summer (return-fare \$7.50) to (27 M.) *Cloud Cap Inn* (6000 ft.), situated at the foot of the glaciers on the N side of *Mt. Hood* (11,225 ft.; comp. p. 517) and affording a fine *View. About 10 min. from the inn is the fine **Ellet Glacier*, and excursions may be made to many other glaciers and cascades. The ascent to the top of *Mt. Hood* takes 6-10 hrs. (there and back) and is somewhat trying, though often made by ladies. The *View from the top embraces the whole of the *Cascade Range*, including the snow-peaks *St. Helens*, *Adams*, *Rainier*, and (sometimes) *Baker* to the N., and *Jefferson*, the *Three Sisters*, *Diamond Peak*, and *Pitt* to the S. The *Blue Mts.*, on the E., and the *Pacific Oce.* n. on the W., are sometimes seen. The view also includes the *Coast Range* and the valleys of the *Columbia* and *Willamette*. *Mt. Shasta*, 250 M. to the S., is said to be visible with a good glass. The ascent may also be made on the S. side (carr. from *Portland*, ca. 60 M.).

From *Hood River* we may also drive to (27 M.) *Trout Lake* (good fishing), near which are fine ice and lava caves. From the lake a trail leads to (40 M.) *Mt. Adams* (12,470 ft.), the ascent of which (from and to the timber-line) takes 8-12 hrs. The glaciers of *Mt. Adams* are very fine and have been little explored.

At (1778 M.) *Cascade Locks* the river descends 25 ft. in a series of picturesque rapids.

To avoid this obstruction the U. S. Government has constructed a canal (1 M. long) and two locks on the S. or *Oregon* shore, at a cost of about \$4,000,000. The locks are the largest in the country after those at *Sault-Ste-Marie* (p. 333).

Among the numerous small waterfalls at this part of the line the most picturesque are the *Horse Tail*, the **Multnomah* (635 ft. high), the *Latourelle*, the *Bridal Veil*, and the *Oneonta*, all near the stations of (1790 M.) *Oneonta* and (1794 M.) *Bridal Veil*. The towering crags passed above or below this include the *Castle Rock* (rising 1000 ft. from the river), *Rooster Rock* (in the river), *Cape Horn* (500 ft. high), and the **Pillars of Hercules*, forming a noble gateway for the railroad. Beyond (1820 M.) *East Portland* and (1821 M.) *Albina* the train crosses the *Willamette* (p. 515), a broad tributary of the *Columbia*. A fine view is obtained of *Mts. Hood* and *St. Helens* to the S. and *Mts. Adams* and *Rainier* to the N.

1823 M. *Portland* (35 ft.), see p. 516.

89. From Council Bluffs and Omaha to San Francisco.

1867 M. UNION PACIFIC RAILWAY to (1034 M.) *Ogden* in 30-32 hrs. and SOUTHERN PACIFIC RAILROAD thence to (1867 M.) *San Francisco* in 32 hrs (through fare \$50; sleeper \$13). Through-carriages. Dining-cars attached to through-trains (meals \$1). Passengers from *New York* to *San Francisco* by this route (4 days 22 hrs.; fare \$80) change carriages at *Chicago*.

The opening of the *Union Pacific* and *Central Pacific* Railways (the latter now absorbed in the *Southern Pacific* system) in 1869 completed the

first railway route from the Atlantic to the Pacific. The undertaking was performed with the aid of large subsidies in money and land from the U. S. Government. Though the Rockies and several other mountain-ranges are crossed, the gradients are seldom severer than 1·50, and no tunnels were necessary except in Utah and the Sierra Nevada

From *Council Bluffs* to (878 M.) *Granger*, see R. 88.

The main line continues to run towards the W. through a somewhat monotonous country. Good views of the snow-clad *Uintah Mts.* to the left. 906 M. *Carter* (6510 ft.). We now ascend to the ridge of the *Wahsatch Mts.*, which we cross a little beyond (941 M.) *Aspen* (7395 ft.). At (945 M.) *Hilliard* (7245 ft.) we pass under a so-called 'V-flume', used for conveying timber from the mountains. 958 M. *Evanston* (6760 ft.). Beyond (960 M.) *Almy Junction* we enter the *Territory of Utah* ('Deseret'; sign to the S. of the track). The *Utah Enclosed Basin*, which we now traverse, is remarkable for the fact that its waters have no outlet to the sea, but flow into salt lakes which in summer get rid of their surplus by evaporation. At (978 M.) *Castle Rock* (6240 ft.), where an observation car is attached to the train, we enter the wild **Echo Cañon*, with its wonderful rock and mountain scenery. We emerge from this near (994 M.) *Echo* (5470 ft.), and a little farther on reach the **Weber Cañon*, wider and less confined than *Echo Cañon* but in its way equally imposing. Tunnels. One of the minor points of interest is the *One Thousand Mile Tree* (reckoned from Omaha; to the right). The *Devil's Slide* resembles that described at p. 430. Beyond (1017 M.) *Peterson* (4895 ft.) we descend into the *Valley of Salt Lake*.

1034 M. *Ogden* (4300 ft.; *Reed Ho.*, \$2-3; *Depot Hotel*, with rail. restaurant, \$3, meals 75 c.; *Broom House*, \$1½-2), the W. terminus of the Union Pacific R. R. and the E. terminus of this section of the Southern Pacific R. R., is a prosperous industrial city of (1895) 15,828 inhab., situated on a lofty plateau surrounded by mountains. It is also the terminus of the *Rio Grande Western Railway* (see R. 94a). *Salt Lake City* lies 37 M. to the S. (see p. 477).

FROM OGDEN TO POCATELLO, 134 M., *Oregon Short Line* in 5 hrs. — The line runs to the N., affording views of *Salt Lake* (p. 480) to the left. Beyond (9 M.) *Utah Hot Springs*, at the base of the *Wahsatch Mts.*, we see to the right some fine crag scenery with curious conical peaks. From (14 M.) *Willard* a visit may be paid to the (3 M.) *Willard Falls and Cañon*. Beyond this point the ancient bench-marks on the mountains are very conspicuous. Between (21 M.) *Brigham* and (30 M.) *Honeyville* we cross a small shallow lake. Farther on the scenery is very fine, with the deep **Bear River Cañon* to the left, while the rocky hills tower above us to the right. We cross two lateral gorges on trestles. On the other side of the cañon is an irrigating canal, a fine piece of engineering, tunnelled at several points through the rock. 49 M. *Cache Junction*; 71 M. *Dayton*; 111 M. *McCammon*. — 134 M. *Pocatello*, see p. 443.

Visitors may bathe in *Salt Lake* (see p. 480) by going by railway from Ogden to (15 M.) *Syracuse Beach*, a pleasant little lake-resort. — Another favourite point is the **Ogden River Cañon* (a drive of ½ hr.).

Beyond Ogden our line (the *Southern Pacific R. R.*) runs at first towards the N. parallel with the Pocatello line (see above), skirts *Bear River Bay*, the N.E. arm of *Salt Lake* (p. 480), then bends to

the left, runs to the N. of the lake, and crosses the *Bear River*. 1059 M. *Corinne* (4230 ft.), said to be the largest Gentile town in Utah. 1087 M. *Promontory* (4905 ft.). Beyond (1126 M.) *Kelton* we leave Salt Lake and bend towards the S. W., traversing the N. part of the '*Great American Desert*', with its arid brown hills and stretches of alkali and sage-brush (*Artemisia tridentata*). Some crops have been raised here by irrigation. 1158 M. *Terrace* (4550 ft.; Rail. Restaurant). To the S. W. rises *Pilot Peak* (10,900 ft.). Just before reaching (1191 M.) *Tecoma* (4810 ft.) we enter *Nevada* (the '*Sage Brush State*'), the boundary being marked by a stone monument. At (1227 M.) *Pequop* (6185 ft.) we cross the ridge of the *Pequop Mts.* We then descend into *Independence Valley* and re-ascend to (1244 M.) *Moors* (6165 ft.), in *Cedar Pass*. 1253 M. *Wells* (5630 ft.), with several springs, to some of which no bottom has been found; 1286 M. *Halleck* (5230 ft.); 1309 M. *Elko* (5065 ft.; Rail. Restaurant). *Elko Mt.* is seen first to the right and then to the left. Piute Indians now begin to show themselves. 1333 M. *Carlin* (4900 ft.). 1342 M. *Palisade* (4840 ft.), in a narrow cañon, is the junction of a narrow-gauge line to (90 M.) *Eureka*, in a rich mining district. Farther on we cross the *Humboldt River*, which we follow some time. To the N. are the *Cortex Mts.* 1393 M. *Battle Mountain* (4510 ft.); 1453 M. *Winnemucca* (4330 ft.). To the N. are the *Santa Rosa Mts.* 1493 M. *Humboldt* (4235 ft.), a little oasis in the desert. A little farther on we again cross the *Humboldt River*, which flows into the *Humboldt* or *Carson Sink*, to the S. of the line. — 1554 M. *White Plains* (3895 ft.), the lowest point on the line for 1300 M.; 1569 M. *Hot Springs*. — At (1589 M.) *Wadsworth* (4085 ft.) we begin the long ascent to the ridge of the *Sierra Nevada*, following the *Truckee River*. The scenery becomes picturesque. Numerous snow-sheds are passed. 1603 M. *Clark's* (4260 ft.). — 1623 M. *Reno* (4500 ft.; *Riverside, Arcade*, \$ 2-2½), a busy little town of 3563 inhab., with the State University (350 students), flour-mills, and smelting-mills.

FROM RENO TO VIRGINIA CITY, 52 M., railway in 3 hrs. The chief intermediate station is (31 M.) *Carson* (*Arlington*, \$2; *Briggs Ho.*, \$1½), the capital of Nevada, a prosperous city of 3950 inhab., with substantial buildings and fine residences. Stages run hence daily (fare \$2) to (15 M.) *Glenbrook* (*Glenbrook Hotel*, \$2), on *Lake Tahoe* (6700 ft.), a beautifully clear and ice-cold sheet of water, 22 M. long, 10 M. wide, and 1500 ft. deep. Though surrounded by snow-clad mountains, it never freezes. Small steamers ply to various points on the lake.

52 M. *Virginia City* (6205 ft.; *International*, \$2½-3), a silver-mining city of 8511 inhab., will well repay a visit to all who are interested in mining. The famous *Comstock Lode* has produced (since 1859) gold and silver to the amount of \$450,000,000 (90,000,000 l.) and still yields \$4,000,000 annually. The *Sutro Tunnel*, which drains the lode, is nearly 4 M. long and cost \$4,500,000. *Mt. Davidson* (7825 ft.) commands an extensive view. Tourists may leave Reno in the morning, spend the greater part of the day at Virginia City, return for the night to Carson, drive to Lake Tahoe next day, cross it by steamer from Glenbrook to *Tahoe City* (*Tallai Ho.*, \$3-4½; *Tabere Hotel*, \$2½-4), and go thence by stage to (14 M.) *Truckee* (p. 449). Either Virginia City or Lake Tahoe may be visited from Reno in one day.

Beyond Reno the train enters *California* ('El Dorado State'). From (1658 M.) *Truckee* (5820 ft.) stages run to (14 M.) *Tahoe City* (see p. 448; fare \$2). About 3 M. to the W. is the pretty *Lake Donner*, the name of which is associated with a sad tale of suffering and death in the early annals of the pioneers of California (1846-47). The train continues to ascend, through imposing scenery, and reaches the highest point of the pass across the **Sierra Nevada** at (1672 M.) *Summit Station* (7015 ft.), where we thread a tunnel 530 yds. long. About 4 M. to the N. is *Mt. Stanford* or *Fremont's Peak* (9175 ft.; *View).

The **Sierra Nevada** ('Snowy Range') is the name given in California to the magnificent range the N. continuation of which, in Oregon and Washington, is known as the *Cascade Mts* (see p. 425). It forms the W. edge of the highest portion of the Cordillerean system (p. lxviii) and is, perhaps, on the whole the most conspicuous chain of mountains in the country. From Mt. San Jacinto to Mt. Shasta it is about 600 M. long; but some geographers consider that the Sierra proper ends at Lassen's Peak, 100 M. to the S. of Mt. Shasta. Its average elevation is 8-10,000 ft., and several of its peaks, such as *Mt. Whitney* (p. 495), *Mt. Shasta* (p. 514), and *Mt. Corcoran* (14,095 ft.), attain heights of over 14,000 ft. The *Yosemite Valley* (p. 506) and its enclosing peaks are, perhaps, the best-known part of the Sierra Nevada; but it abounds throughout in the grandest mountain-scenery and offers many opportunities for the Alpine explorer. There are some large glaciers in the N. part of the range.

As we descend on the Californian side of the range the scenery continues to be very picturesque, while the change in vegetation and the brilliance of the flowers announce the mild climate of the Pacific Slope. The descent is very rapid, and the transition from snow-wreaths to sub-tropical vegetation comes with startling swiftness.

At places the line runs along the face of precipices, on ledges barely wide enough to accommodate the tracks. Snow-sheds, built in 1869 at a cost of \$2,000,000 and covering about 37 M. of the track, cut off much of the view at first. 1694 M. *Emigrant Gap* (5220 ft.); 1699 M. *Blue Cañon* (4695 ft.); 1709 M. *Alta* (3605 ft.); 1711 M. *Dutch Flat* (3395 ft.). Before reaching (1723 M.) *Colfax* (2420 ft.) we pass the rocky promontory known as **Cape Horn*. 1741 M. *Auburn* (1360 ft.). Orchards and vineyards are now numerous. Oranges grow at (1746 M.) *Newcastle* (955 ft.). 1759 M. *Roseville Junction* (165 ft.; p. 514).

1778 M. **Sacramento** (30 ft.; *Golden Eagle*, \$2½-3; *Capitol*, \$2-2½), the capital of California, with 26,386 inhab., lies on the E. bank of the *Sacramento River*, just below its confluence with the *American River*. It is regularly laid out, with wide straight streets, shaded with trees and bordered by gardens. It is an important railway-centre and carries on an active trade. The most conspicuous building is the *State Capitol*, a large and handsome structure containing a library of 100,000 vols. (fine view from dome). Other important edifices are the *Court House*, the *City Hall*, the *Free Public Library* (28,000 vols.), the *Roman Catholic Cathedral*, and other churches. The *Crocker Art Gallery* contains pictures, Californian minerals, and a school of art. The *State Agricultural Society* has a large exhibition

building and spacious grounds. — A pleasant drive leads along the Sacramento to (4 M.) *Riverside*.

From Sacramento to *Portland*, see R. 103.

FROM SACRAMENTO TO LATHROP, 57 M., railway in 2¼ hrs. This line formed part of the old route from Sacramento to San Francisco. — 35 M. *Lodi* (55 ft.). — 43 M. *Stockton* (25 ft.; *Yosemite*, \$ 2½-3; *Imperial*, \$ 2½; *Grand Central*, \$ 2), a well-built and flourishing little city of 14,424 inhab., lies at the head of navigation on the *San Joaquin* ('Wahkeen') *River*. Among the most prominent buildings is the *State Insane Asylum*, seen to the right as we enter the station. From Stockton to the *Calaveras Grove*, see below. — At (57 M.) *Lathrop* we join the Southern Pacific line from San Francisco to the S. (comp. p. 495).

Stockton (see above) is the junction of a branch-line to (30 M.) *Milton*, whence stage-coaches run in 24 hrs (incl. overnight halt) to (50 M.) the *Calaveras Grove of Big Trees*. The night is spent at *Murphy's Camp* (Mitchler Ho., \$ 2) — The **Calaveras Grove (Mammoth Grove Hotel)* is the northernmost of the Californian groves of big trees, and it is the nearest to San Francisco. It is, however, comparatively seldom visited, as the *Mariposa Grove* (see p. 507) is conveniently included in the usual route to the Yosemite. The *Sequoia* or *Wellingtonia gigantea*, the 'big tree' of California, is found only on the W. slope of the Sierra, while the *Redwood* or *Sequoia sempervirens*, belonging to the same genus, is confined to the Coast Ranges (see p. 494). The *Calaveras Grove* (4750 ft. above the sea) covers an area about 1100 yds. long and 70 yds. wide and contains about 100 trees of large size, besides many smaller ones. The tallest now standing is the *Keystone State* (325 ft. high, 45 ft. in girth). The *Mother of the Forest* (denuded of its bark) is 315 ft. high and has a girth of 61 ft., while the prostrate *Father of the Forest* measures 112 ft. in circumference. Two other trees are over 300 ft. high and many exceed 250 ft. A house has been built over a stump with a diameter of 24 ft. The bark is sometimes 1-1½ ft. in thickness. — About 5 M. to the S is the *Stamslaus* or *South Grove*, also containing many fine trees, which may be visited on horseback. — *Milton* is the starting-point for one of the stage-routes to the *Yosemite Valley* (p. 506), which may also be reached from the *Calaveras Grove* via *Murphy's* (see above), *Senora* (34 M.), and *Chinese Camp* (45 M.; p. 506).

The train crosses the river at Sacramento and runs toward the W., passing (1791 M.) *Davis* and reaching at (1818 M.) *Suisun* ('Sooisoon') a swampy district overgrown with *tule*, a kind of reed. To the S. is *Suisun Bay*, with *Mt. Diablo* (3855 ft.) rising beyond it. — 1835 M. *Benicia*, with 2361 inhab., a *U. S. Arsenal*, and large wharves, lies on the N. side of the narrow *Straits of Carquinez* (½ M.), uniting the bays of *Suisun* and *San Pablo*. It is accessible for ships drawing 23 ft. of water. This was the home of Heenan, the 'Benicia Boy', and the forge-hammer he used is still kept here. — The train crosses the strait on the 'Solano', the largest ferry-boat in the world, 424 ft. long and accommodating a train of 24 passenger-coaches. — 1836 M. *Port Costa*, on the S. side of the strait, also has large wharves from which wheat is shipped direct to Europe. — We now follow the S. shore of *San Pablo Bay* (views to the right). 1839 M. *Vallejo Junction* ('Vallayho'), the starting-point of the ferry to *Vallejo* (see p. 487), on the opposite shore. Farther on we turn to the S. (left) and see the **Bay of San Francisco* (p. 486) to the W. (right), with *Mt. Tamalpais* (p. 487) rising beyond it. — 1856 M. *Berkeley*, named in honour of Bishop Berkeley (p. 78), with the Colleges of Letters and Science of the *University of California*, situated among trees to the left.

The **University of California**, founded in 1868, has played a very important part in the educational development of the Pacific Slope and will repay a visit. Its other departments are at San Francisco (see p. 484) and Mt. Hamilton (p. 492). The university is attended by about 2300 students, two-thirds of whom are at Berkeley and a large proportion women. Tuition is free except in some of the professional departments. The total endowments of the university amount to upwards of \$8,000,000. Some of the buildings at Berkeley are handsome, and the picturesque grounds, 250 acres in extent, command a splendid view of the Golden Gate (p. 482) and San Francisco. The experimental grounds have been of great service to the farmers of California. The museums, the *Bacon Art Gallery*, the library (70,000 vols.), and the laboratories also deserve attention — The *State Deaf and Dumb Asylum* is also at Berkeley.

1861 M. **Oakland** (*Juanita*, \$2-4; *Metropole*, from \$2), the 'Brooklyn' of San Francisco, is a flourishing city of 48,682 inhab., pleasantly situated on the E. shore of the Bay of San Francisco. It derives its name from the number of live-oaks in its streets and gardens. The value of its manufactures in 1890 was \$6,335,000. The steam-railways which traverse Oakland convey passengers free of charge within the city-limits.

Visitors to Oakland are recommended to take the cable-car to *Blair Park*, in order to enjoy the splendid view of San Francisco, the Bay, and the Golden Gate from *Inspiration Point* (especially fine at sunset). — Other points of interest near Oakland are *Lake Merritt* (boating), *Brush Peak* (1740 ft.), *Moraga Pass* (1400 ft.), *Alameda* (p. 487), and *San Leandro*.

The San Francisco train skirts the W. side of Oakland and runs out into San Francisco Bay on a mole $1\frac{1}{2}$ M. long, at the end of which we leave the train and enter the comfortable and capacious ferry-boat which carries us across (4 M., in 20 min.) the bay. In crossing we see *Goat*, *Alcatraz*, and *Angel* islands to the right, with the *Marin Peninsula* beyond them and the *Golden Gate* opening to the left of Alcatraz.

1867 M. **San Francisco**, see p. 484.

90. From Chicago to Kansas City.

a. Via Atchison, Topeka, and Santa Fé Railway.

458 M. RAILWAY in 13-16 hrs. (fare \$12.50; sleeper \$2.50; tourist car \$1). This line forms part of the through *Santa Fé Route* from Chicago to California (comp. p. 462).

From *Chicago* (Dearborn Station) to (41 M.) *Joliet* this line follows practically the same route as that described at p. 323. — Beyond (54 M.) *Blodgett* we cross the *Kankakee*. 63 M. *Coal City*. — 94 M. *Streator*, a city of 11,414 inhab. and a railway-centre of some importance. At (100 M.) *Ancona* the line forks, the left branch running to *St. Louis* (p. 349). At (134 M.) *Chillicothe* (Rail. Restaurant) we cross the *Illinois River* and the *Rock Island Railway* (R. 50 c). — 182 M. *Galesburg* (Rail. Restaurant), an important railway-centre (comp. p. 440). — At (229 M.) *Dallas* we reach the *Mississippi*, which we cross at (236 M.) *East Fort Madison*. — 237 M. **Fort Madison** (*Anthes*, *Montandon*, *Merchants*, \$2; *Rail. Restaurant*), on the W.