

## **Werk**

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Niedersächsische Staats- und Universitätsbibliothek Göttingen  
Georg-August-Universität Göttingen  
Platz der Göttinger Sieben 1  
37073 Göttingen  
Germany  
Email: [gdz@sub.uni-goettingen.de](mailto:gdz@sub.uni-goettingen.de)

*Springs, Polish Sulphur Springs, and Mountain Valley Springs*, each with a hotel. Good shooting and fishing are also obtainable.

409 M. *Daleville*; 426 M. *Gurdon*; 457 M. *Hope* (360 ft.).

490 M. *Texarkana* (300 ft.; *Benefield, Cosmopolitan*, \$ 2), a town with 6380 inhab., on the border of Texas and Arkansas, is an important railway-junction, from which connection can easily be made for all important points in Texas, viâ the Texas and Pacific and other railways (comp. p. 524).

## 93. From Kansas City to San Francisco.

### a. Viâ Union Pacific Railway System.

2094 M. UNION PACIFIC SYSTEM in 72-74 hrs. (fare \$50; sleeper \$13). Through-carriages. Dining-cars on the through-trains.

*Kansas City*, see p. 452. The train at first follows the *Kansas River* towards the W. (views to the left). — 39 M. *Lawrence* (760 ft.; *Eldridge Ho.*, \$2-2½), a pleasant little commercial city of 9997 inhab., situated on both banks of the *Kansas River*, is the seat of the *State University* (1000 students) and also contains the *Haskell Institute*, a government training-school for Indians (400 boys and 150 girls). We are here joined by the line from (34 M.) *Leavenworth* (see below).

*Leavenworth* (750 ft.; *National*, \$2-2½, R. from \$1; *Imperial*, \$2), on the W. bank of the *Missouri*, is a busy industrial and commercial city with 19,768 inhabitants. A colossal bronze statue of *Gen. U. S. Grant* was erected here in 1889. To the N. is *Fort Leavenworth*, an important military post.

We now traverse the great prairies of Kansas, an excellent farming and grazing country. — 67 M. *Topeka* (820 ft.; *Throop*, well spoken of, \$2-3; *Copeland*, \$2-3; *National*, \$2; *Depot Hotel*; *Rail. Restaurant*), the capital of Kansas, is a flourishing city of 31,007 inhab., also situated on both sides of the *Kansas River*. The chief buildings include the *State Capitol*, the *Post Office and Custom House*, the *State Insane Asylum*, the *Reform School*, the *Free Library* (15,000 vols.), *Grace Church Cathedral*, *Washburn College*, and *Bethany College*. *Topeka* has large mills (value of products in 1890, \$7,000,000) and a brisk trade. — 104 M. *Wamego* (930 ft.). We cross the *Blue River*. — 118 M. *Manhattan* (960 ft.), with the *State Agricultural College*. — 135 M. *Fort Riley*, an army post with an important military school. The *Ogden Monument* marks the geographical centre of the United States (excl. Alaska). — 139 M. *Junction City* (1020 ft.), for a line to *Clay Centre* and *Belleville*, etc. The *Smoky Hill River* now flows to the left. — 163 M. *Abilene* (1095 ft.; *Rail. Restaurant*). Large crops of wheat and other grains are raised here. — 186 M. *Salina* (p. 455). We now cross the river. 223 M. *Ellsworth* (1470 ft.); 289 M. *Hays*, with *Fort Hays*. At (303 M.) *Ellis* (2055 ft.; *Rail. Restaurant*) we change to 'Mountain'-time (p. xviii). 377 M. *Oakley* (2980 ft.); 420 M. *Wallace* (3285 ft.; *Rail. Restaurant*). We now begin to pass from an agricultural to a grazing district, where the

useful 'bunch-grass' of the W. affords food, both summer and winter, to millions of cattle. Beyond (452 M.) *Arapahoe* we enter *Colorado* (the 'Silver State'). 462 M. *Cheyenne Wells* (4260 ft.; Rail. Restaurant). — At (473 M.) *First View* we obtain the first view of the *Rocky Mts.*, still about 170 M. distant. *Pike's Peak* (p. 470) is conspicuous, nearly due W. — Beyond (487 M.) *Kit Carson* (4275 ft.), named after a well-known trapper, we follow the *Big Sandy Creek* (left) towards the N.W. 535 M. *Hugo* (5025 ft.), on the middle fork of the *Republican River*. At (550 M.) *Limon* we cross the *Rock Island Railway*. 563 M. *Cedar Point* (5695 ft.) is the highest point on this part of the line. 618 M. *Watkins* (5515 ft.).

639 M. **Denver.** — **Hotels.** — BROWN PALACE (Pl. a; C, 3), \$3-5, R. from \$1½; METROPOLE (Pl. b; C, D, 3), ROOMS ONLY, from \$1½; WINDSOR (Pl. c; C, 2), \$2-3½; ALBANY (Pl. d; C, 3), \$2-3½, R. \$1-2; ST. JAMES (Pl. e, C, 3), BROADWAY; COLFAX, \$2-3; ALBERT; IMPERIAL (Pl. f; C, 3, 4), \$2-4; OXFORD (Pl. g; B, 2); AMERICAN HO (Pl. h; B, 2), \$2  
British Vice-Consul, *Mr. Richard Pearce.*

*Denver* (5270 ft.), the capital and largest city of Colorado, lies on the S. bank of the *South Platte River*, about 15 M. from the E. base of the *Rocky Mts.*, of which it commands a superb view. *Denver*, the 'Queen City of the Plains', was founded in 1858 and is a striking example of the marvellous growth of western cities, reaching a total of 35,630 inhab. in 1880 and no fewer than 126,713 in 1890 (in 1898 estimated at 165,000). Many of its buildings are large, handsome, and substantial, and the private residences and gardens are often very tasteful. The business-streets are paved with asphalt. It owes its prosperity to its position in the heart of a rich mining district and as the centre of numerous important railways (comp. pp. 467, 455, etc.); while in 1890 its manufactures, including cotton and woollen goods, flour, machinery, and carriages, were valued at \$30,500,000 (\$43,450,000 in 1897).

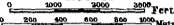
The *Union Depot* (Pl. B, 2) lies at the foot of SEVENTEENTH STREET, one of the chief business-thoroughfares, and tramways start here for all parts of the city. The traveller is recommended to ascend 17th St. and 17th Ave. by cable car to the *City Park* (Pl. F, 2, 3; 320 acres) and then to walk across to Colfax or 15th Ave. and return by it. On the way out we pass the new *Equitable Building* (Pl. 4, C 3; cor. of Stout St.), the top of which affords a superb \*View.

The *Rocky Mts.* are seen to the W. in an unbroken line of about 170 M., extending from beyond *Long's Peak* (p. 460) on the N. to *Pike's Peak* (p. 470) on the S. Among the loftiest of the intervening summits are *Gray's Peak* (p. 460) and *Mts. Torrey* (14,335 ft.) and *Evans* (14,330 ft.). The bird's-eye view of the city at our feet includes the State Capitol (p. 459) and the fine residences of Capitol Hill to the E.

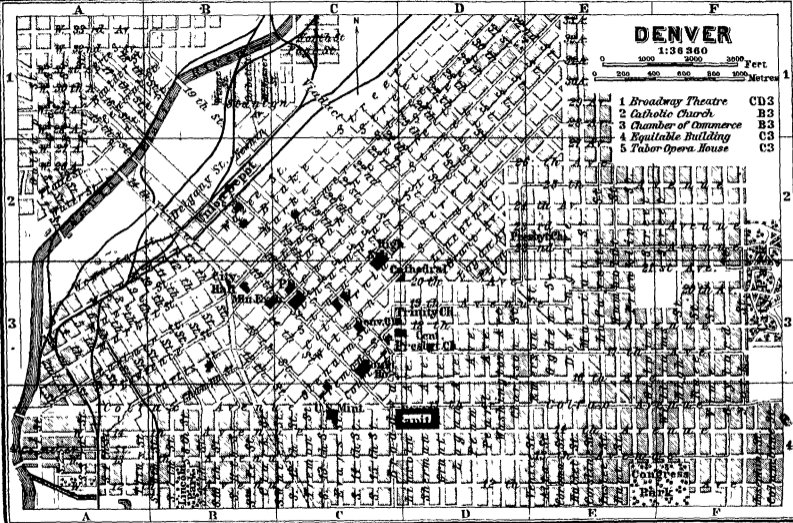
At the corner of 17th St. and Glenarm St is the \**Denver Club* (Pl. C, 3), and at the corner of Sherman Ave. are the *University Club* (r.) and the *Central Presbyterian Church* (l.; Pl. D, 3). — In returning through COLFAX (or 15TH AVE. we pass the STATE CAPITOL (Pl. D, 4), erected at a cost of \$2,500,000. The COUNTY COURT

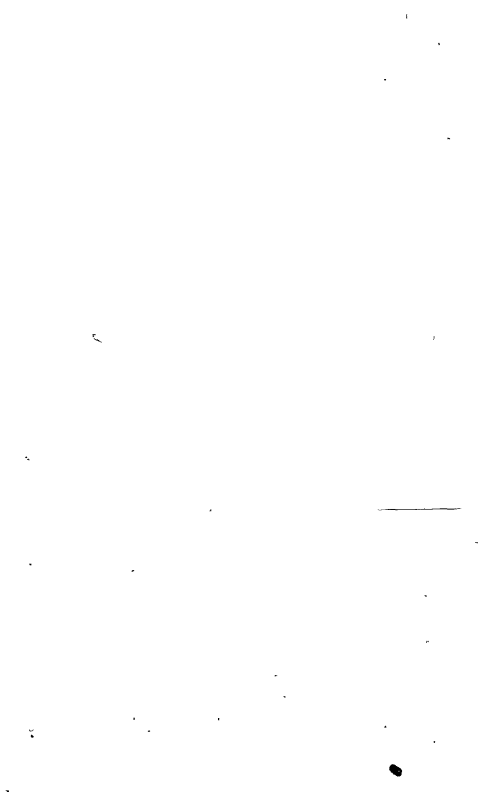
# DENVER

1:36 360



- |   |                            |     |
|---|----------------------------|-----|
| 1 | <i>Broadway Theatre</i>    | CD3 |
| 2 | <i>Catholic Church</i>     | B3  |
| 3 | <i>Chamber of Commerce</i> | B3  |
| 4 | <i>Equitable Building</i>  | C3  |
| 5 | <i>Tabor Opera House</i>   | C3  |





HOUSE (Pl. C, 3) occupies the block bounded by Court Place and 15th, 16th, and Tremont Sts. — The CUSTOM HOUSE AND POST OFFICE (Pl. C, 3), 16th St., is another imposing building. — A visit may also be paid to the *U. S. Mint* (Pl. C, 4), cor. of Colfax Ave. and Evans St.

The other important buildings of the city include the \**Denver High School* (Pl. C, 2, 3), Stout St., betw. 19th and 20th Sts.; the *City Hall* (Pl. B, 3), cor. 14th and Larimer Sts.; the *Mining Exchange* (Pl. C, 3), the *Chamber of Commerce* (Pl. 3, B 3; with the *Mercantile Library*); the *Baptist College* (Montclair); the *Tabor Opera House Block* (Pl. 5; C, 3); the *Broadway Theatre* (Pl. 1; C, D, 3); the *Bijou* (Curtis St.); the *Denver Athletic Club* (800 members); *Trinity Church* (Pl. C, D, 3), Broadway and 18th St.; *St. Mary's Cathedral* (R. C.; Stout St., between 15th and 16th Sts.); *St. John's Cathedral* (Epis.; Pl. C, D, 3), at the head of Broadway; the *Westminster University of Colorado*; *Jarvis Hall* (Episcopal); and the *Jesuit College of the Sacred Heart* (College Ave., cor. of Homer Ave.). — The *Art Museum*, in Montclair (see below), contains a collection of paintings and other objects of art.

A visit should also be paid to one of the great SMELTING WORKS of Denver, among which may be mentioned the *Colorado & Boston* (at *Argo*, see below), the *Omaha & Grant* (Larimer St.), and the *Globe*, all to the N. of the city. The value of the ores reduced here in 1897 amounted to \$18,000,000.

A good idea of Denver's suburban growth is obtained by taking the electric tramway at the end of the 17th Ave. cable-line and going to the E. over *Capitol Hill* (fine residences) and through *Montclair* to *Aurora*. — Visits may also be paid by electric or cable cars to *Elitch's Zoological Garden* (adm. 25 c.), *Berkeley Lake* and *Park*, and *Sloan Lake*.

Denver is a good centre for numerous fine excursions, a few of which are enumerated below. Comp. also p. 469 (Colorado Springs), p. 467 (Denver & Rio Grande R. R.), and p. 455.

FROM DENVER TO GOLDEN, CENTRAL CITY, AND GRAYMONT, 58 M., *Union Pacific, Denver, & Gulf Railway* (narrow-gauge) in 4 hrs. Observation-cars are attached to the trains. — Beyond (2 M.) *Argo* (5215 ft.) and (3 M.) *Argo Junction* we have a good retrospect of Denver, with Pike's Peak (p. 470) in the distance. To the E. is the *Platte River*, to the W. rise the *Rocky Mts.* Farther on we descend into the *Clear Creek Valley*. At (3 M.) *Arvada* we turn to the W. — 16 M. *Golden* (5655 ft.; *Babcock Ho.*, \$2), at the base of the *Table Mts.*, is a busy little industrial and mining city, with 2383 inhabitants. We now ascend the picturesque \**Clear Creek Cañon*, where the cliffs are sometimes 1000 ft. high. 24 M. *Elk Creek*. — 29 M. *Forks Creek* (6830 ft.; Rail. Rest.), at the confluence of the N. and S. branches of *Clear Creek*, is the junction of the line to *Central City* (p. 460). — The Graymont train follows the *South Clear*. 37 M. *Idaho Springs* (7540 ft.; *Beebe*, \$2½-3), in the midst of a gold and silver mining district, is frequented for its hot and cold mineral springs (large baths). An excursion may be made to (13 M.) \**Chicago Lakes* (11,000 ft.). — We continue to ascend rapidly.

50 M. *Georgetown* (8475 ft.; *Hôt. de Paris*, \$3), a silver-mining town with 1927 inhab., is also frequented as a summer-resort on account of its pure air and beautiful-environment. Excursions may be made to (3 M.) *Green Lake* (10,400 ft.; hotel), *Clear Lake* (3½ M.), *Elk Lake* (6 M.), etc. Four-horse coaches run thrice weekly from Georgetown, through the \**Berthoud Pass*, to (56 M.) *Grand Lake* hotel, and (47 M.) *Hot Sulphur Springs*

(Kinney Ho., \$2), in *Middle Park*, the second of the great Natural Parks of Colorado mentioned at p. 443. *Middle Park*, the only one on the W. side of the 'Continental Divide', has a mean elevation of about 7500 ft and an area of 3'00 sq. M. It is a fine resort for sportsmen in search of big game. The baths of Hot Sulphur Springs are efficacious in rheumatism, neuralgia, and cutaneous affections.

Above Georgetown the train threads the *Devil's Gate* and climbs up the mountains by means of the famous \**Loop*, where it bends back on itself and crosses the track just traversed by a lofty bridge. A little higher up it makes two other sweeping curves, which nearly bring it back upon itself. 54 M. *Silver Plume* (9175 ft.). — 58 M. *Graymont* (9770 ft.; *Gray's Peak Hotel*), the terminus of the line, lies at the foot of \**Gray's Peak* (14,440 ft.), one of the loftiest of the Rocky Mts., which is easily ascended hence on horseback in 3-4 hrs. (return-tickets issued by the Railway Co. at Denver, incl. horse and guide to the top). The \**View* is superb, including in clear weather *Long's Peak* (see below) and *Pike's Peak* (p. 470). Adjacent is *Torrey's Peak* (14,335 ft.), which may also be ascended.

[The line from Forks Creek to Central City (see p. 459) ascends the *North Clear Creek*, passing numerous quartz mines. Beyond (36 M. from Denver) *Black Hawk* (8030 ft) it overcomes the heavy gradient by long 'switchback' curves. From *Black Hawk* the *Gilpin County Tramway* (gauge 2 ft.), for the conveyance of ore, ascends rapidly to the *California Mine* (9480 ft.). — 40 M. *Central City* (8500 ft.; *Teller*, \$2½-3), a busy little mining city, with 2480 inhabitants. An ascent may be made of *James Peak* (13,280 ft.; \**View*), and a pleasant walk or ride may be taken to (6 M.) *Idaho Springs* (see p. 459) via *Bellevue Hill* (fine view of the Front Range.)

FROM DENVER TO BOULDER AND FORT COLLINS. 74 M., *Union Pacific, Denver, & Gulf Railway* in 2¾-3 hrs. Beyond (3 M.) *Argo Junction* (see p. 459) the train runs to the N. to (30 M.) *Boulder* (5335 ft.; *Brainerd*, \$2; *Bowen*, \$3), a small mining city and the site of the *University of Colorado* (600 students), at the mouth of \**Boulder Cañon*, which may be visited by carriage (to the *Falls*, 9 M., and back, \$5) A branch-line runs from *Boulder* to (13 M.) *Sunset* (7695 ft.). — Beyond *Boulder* our line ascends to (44 M.) *Longmont* (4935 ft.) and (61 M.) *Loveland* (4970 ft.; *Loveland Ho.*, \$2). From the latter a stage-coach runs to (24 M.) *Estes Park* (6810 ft.; *Estes Park Hotel*, \$2½; boarders taken at *James's* and other ranches), a smaller edition of the Great Natural Parks. (*Estes Park* is, perhaps, best reached from Denver by the *Burlington & Missouri River R. R.* to *Longmont* (see above) and (48 M.) *Lyons*, whence stages run to (20 M.) the Hotel.) *Long's Peak* (*Long's Peak Ho.*, \$2; 14,270 ft) rises on the S. side of the park and may be ascended from the hotel in 4-6 hrs. (guide necessary; fatiguing); the \**View* includes a large section of the Rocky Mts. For the ascents of other mountains round *Estes Park*, see *F. H. Chapin's* 'Mountaineering in Colorado.' Near the hotel is the cottage of the Earl of *Dunraven*, a member of a company that owns much of the park. — Beyond *Loveland* the train runs on to (74 M.) *Fort Collins* (4970 ft.; views), connected by railway with (25 M.) *Greeley* (p. 462) and with *Colorado Junction*.

FROM DENVER TO LEADVILLE. 151 M., *Denver, Leadville, & Gunnison Railway* in 9¼ hrs. — The line runs to the S., crossing the *Platte River*. 8 M. *Sheridan* (5285 ft.), with *Fort Logan*. About 12 M. farther on we reach the \**Platte Cañon* (5490 ft.) and begin to ascend rapidly. 29 M. *South Platte* (6035 ft.); 32 M. *Dome Rock* (6200 ft.); 42 M. *Pine Grove* (6740 ft.). The gorge contracts. 52 M. *Estabrook* (7550 ft.), a summer-resort; 69 M. *Webster* (8980 ft.). The line curves nearly back upon itself as we approach the summit at (76 M.) *Kenosha* (9970 ft.). As we begin to descend we have a fine \**View of South Park* (p. 461). — At (88 M.) *Como* (9775 ft.; Rail. Restaurant) the *Leadville* line diverges to the right from that to *Gunnison* (see p. 461). We now again ascend rapidly, passing several old placer-workings. 94 M. *Halfway* (10,590 ft.). At (99 M.) *Boreas* (11,470 ft.), at the summit of the *Breckenridge Pass*, we reach the culminating point of the line, on the Continental watershed of the Rocky Mts. The descent is abrupt and tortuous. 110 M. *Breckenridge* (9525 ft.; *Denver Hotel*, \$2½-3), on the *Blue*

River, with Prof. Carter's interesting museum of Colorado animals. To the W. and S.W. rise *Mts. Fletcher, Quandary, Buckskin*, and other peaks; to the N., *Mts. Gray, Torrey, and Powell*. Gold-mining is actively carried on all along this part of the route. — Beyond Breckenridge the train descends to the N., along the Blue River. 116 M. *Dickey* (8980 ft.) is the junction of a branch-line to (7 M.) *Keystone*. Farther on we bend to the left and pass through the *Ten Mile Cañon* 135 M. *Robinson* (10,820 ft.), in a rich mining district. To the left towers *Mt. Fletcher* (14,265 ft.). To the N.W. rises the famous *Mt. of the Holy Cross* (14,175 ft.), so called from the cruciform appearance presented by two snow-filled ravines which cross each other at right angles (best seen from a point on the road to the W. of Robinson). — At (137 M.) *Climax* (11,290 ft.) we reach the top of Fremont's Pass and begin to descend. 144 M. *Bird's Eye* (10,635 ft.). — 151 M. *Leadville* (10,185 ft.), see p. 477. Leadville is also reached from Denver via the D. & R. G. and Col. Midland R. R. (comp. pp. 474, 476).

FROM DENVER TO GUNNISON, 202 M., *Denver, Leadville, & Gunnison Railway* in 20 hrs. — From Denver to (88 M.) *Como*, see p. 460. Our line continues to run towards the S.W., through *South Park*, surrounding or flanking the rocky spurs sent out by the loftier mountains. 105 M. *Garos* (9170 ft.) is the junction of a branch-line to (10 M.) *Fairplay* (9885 ft.) and (16 M.) *Alma* (10,230 ft.), both near the centre of *South Park* (see below) — The valley widens. 114 M. *Platte River* (8935 ft.). From (120 M.) *Bath or Hill Top* (9460 ft.) we obtain a view of the *Sawatch or Saguache Range*, separating the Gunnison and San Juan country from the valley of the Arkansas and culminating in *Mt. Blanca* (14,465 ft.), the highest of the Rockies. We descend rapidly. 127 M. *McGee's* (8650 ft.). — 133 M. *Schwanders* (7815 ft.) is the junction of a line to (4 M.) *Buena Vista* (7945 ft.). About 8-10 M. to the W. of Buena Vista are the three 'Collegiate' peaks of the Saguache Range: *Mts. Yale* (14,185 ft.), *Princeton* (14,190 ft.), and *Harvard* (14,375 ft.). Near their base are *Cottonwood Hot Springs* (6 M. from Buena Vista; stage) — Beyond Schwanders we cross the Denver & Rio Grande R. R. (p. 474). 142 M. *Mt. Princeton Hot Springs* (8170 ft.; hotel, well spoken of; mountain to the right); 149 M. *Alpine* (9245 ft.); 153 M. *St. Elmo* (10,040 ft.). About 6 M. beyond (156 M.) *Romley* (11,520 ft.) we reach the \**Alpine Tunnel* (11,660 ft.), 590 yds long, one of the highest pieces of railway in the world. We cross the Continental Divide in the middle of the tunnel and begin to descend towards the Pacific. The \**View on emerging from the tunnel* includes the *San Juan Mts.* (150 M. to the S.W.), the *Uncompaghre Range* (p. 475), the valley of the *Gunnison*, the *Elk Mts.* (right), and (in the foreground) *Mt. Gothic* and *Crested Butte*. The line runs along a narrow ledge, with perpendicular rocky walls on the one side and the deep valley on the other. The descent is very abrupt. 175 M. *Pitkin* (9180 ft.); 190 M. *Parlin's* (7910 ft.). — 202 M. *Gunnison* (7650 ft.), see p. 474. For other routes to the Gunnison district, comp. p. 474.

[\**South Park* (see above), separated from Middle Park (p. 460) by a range of lofty mountains, has a mean elevation of about 9000 ft. and an area of 2000 sq. M. Its climate is milder than that of the Parks to the N., and the railways make it more accessible. Numerous excursions may be made from *Fairplay* (see above), one of the finest of which is the ascent of \**Mt. Lincoln* (14,295 ft.), easily accomplished (carriages available nearly to the top). The mountain-view is very grand and extensive. The beautiful \**Twin Lakes* (9330 ft.), at the E. base of the Saguache Range, are most easily reached from *Granite* (p. 474).]

One of the finest excursions that can be made from Denver is that arranged by the *Denver & Rio Grande Railroad* under the name of AROUND THE CIRCLE, OR 1000 M. THROUGH THE ROCKY MTS. (fare \$28; tickets available for 60 days). On this round we cross and recross the Great Divide, thread four wonderful cañons, surmount four mountain-passes (one by coach), reach a height of 11,000 ft., and pass through some of the finest scenery in America. The round may be accomplished in 4 days, with halts for the night at Durango, Silverton, and Ouray; but it is better to spend a much longer time on it and make various side-trips. — The



different sections of this circular tour are described elsewhere. From Denver to *Colorado Springs*, *Pueblo*, and (170 M.) *Cuchara Junction*, see B. 94 a; from Cuchara Junction to *Durango*, *Silverton*, and (345 M.) *Ironton*, see p. 471; from Ironton to (8 M.) *Ouray* (stage), see p. 472; from Ouray to (35 M.) *Montrose* and back to (353 M.) *Denver*, see pp 475-467.

FROM DENVER TO LA JUNTA, 181 M., *Atchison*, *Topeka*, and *Santa Fé R. R.* in 6-7 hrs. Through-carriages run by this route to Kansas City, to Chicago, and to Californian and Mexican points — From Denver to (117 M.) *Pueblo* this line runs parallel with the Denver & Rio Grande Railway (see B. 94 a), passes the same stations, and enjoys the same scenery — Beyond Pueblo it strikes off towards the S.E. — 181 M. *La Junta*, see p. 463.

At Denver the San Francisco line turns sharply to the right and runs to the N., along the *S. Platte River* and parallel with the Rocky Mts., 30-40 M. to the W. (fine views to the left). — From (658 M.) *Brighton* (4970 ft.) a branch-line runs to *Boulder* (see p. 460). — 686 M. *La Salle* (4665 ft.), the junction of a line to *Julesburg* (p. 442); 691 M. *Greeley* (4635 ft.; Oasis Hotel), a thriving town of 2395 inhab., on the *Cache la Poudre River* (line to *Fort Collins*, see p. 460). Considerable quantities of 'alfalfa' or 'lucerne' (a kind of clover) and other crops are grown all along this line on land which is perfectly barren without irrigation.

746 M. *Cheyenne* (6050 ft.), and thence to —

2094 M. *San Francisco*, see p. 442.

### b. Viâ Atchison, Topeka, and Santa Fé Railway.

2118 M. *ATCHISON, TOPEKA, & SANTA FÉ RAILWAY* to (918 M.) *Albuquerque* in 33½ hrs.; *SANTA FÉ PACIFIC R. R.* thence to (818 M.) *Mojave* in 31 hrs.; *SOUTHERN PACIFIC R. R.* thence to (382 M.) *San Francisco* in 15 hrs. (79½ hrs. in all; fare \$50, sleeper \$13). Through-carriages run from Chicago to San Francisco by this route (2577 M.) in 91 hrs. (fare \$ 62 50; sleeper \$ 15.50). A large part of the district traversed is semi-arid, but some points of considerable interest are passed (see below), while the wonderful *Grand Cañon of the Colorado* is most easily reached from *Flagstaff* (p. 465).

*Kansas City*, see p. 452. The line runs to the W., along the S. side of the *Kansas River*, and ascends steadily. At (13 M.) *Holiday* (760 ft.) we are joined by the branch from *Leavenworth* (p. 457). 40 M. *Lawrence* (p. 457). At (67 M.) *Topeka* (885 ft.; see p. 457) we are joined by the branch from *Atchison* (p. 452). We now pass through a prosperous district with many small towns. 93 M. *Burlingame* (1040 ft.); 184 M. *Peabody* (1350 ft.). — 201 M. *Newton* (1440 ft.) is the junction of a line running S. to *Galveston*.

FROM NEWTON TO GALVESTON, 750 M., railway in 30 hrs. — Among the most important intermediate stations are (27 M.) *Wichita* (23,853 inhab.; Carey Hotel, \$ 2-3); 43 M. *Mulvane*; 65 M. *Winfield* (5184 inhab.; St. James, \$ 2); 79 M. *Arkansas City* (1065 ft.; Rail. Restaurant), a flourishing place with 8347 inhabitants. We now cross the *Arkansas River* and enter Indian Territory, a tract of about 21,000 sq. M., set apart for the Indian tribes to the E. of the Mississippi. The chief civilised tribes located here are the *Cherokees*, *Chickasaws*, *Seminoles*, *Creeks*, and *Choctaws*, and these 'Five Nations' enjoy a considerable measure of Home Rule and meet occasionally in an International Council. Most of the Indians in the Territory are engaged in farming, and, when uninterfered with by whites of a low class, are promising and progressive. The Territory contains 220 schools, supported mainly by the tribes named above, and there are numerous churches, public buildings, etc. In 1890 the population was 186,390, including 177,682 members

of the five civilised tribes and 8708 Reservation Indians. — The famous 'Cherokee Strip' extends from Arkansas City to Wharton. To the right is the reservation of the *Nez Percés*.

Beyond (136 M.) *Wharton* we enter the *Oklahoma Territory* (the 'Boomers' Paradise'), formerly part of Indian Territory, but purchased from the Creeks in 1859 and opened to white settlers. It has an area of 39,034 sq. M. and a population of 61,701 whites and 5659 Indians. The rush across the border as soon as the new territory was opened has become historical, tent towns with thousands of inhabitants springing up in a single day (see 'The West from a Car Window', by *Richard Harding Davis*). The greater part of Oklahoma is still occupied by tribes of uncivilised Indians. — 168 M. *Guthrie* (930 ft. *Hotel*), the capital of Oklahoma, is a busy little place (2788 inhab. in 1890, prob. 8000 now). 199 M. *Oklahoma* (4151 inhab.). Near (232 M.) *Purcell* we cross the *Canadian River*. We now pass through the lands of the Chickasaw Nation, crossing the *Washita* two or three times. 268 M. *Washita*. Beyond (325 M.) *Thackerville* we cross the *Red River* and enter *Texas* (p. 519). 339 M. *Gainesville*; 405 M. *Fort Worth* (see p. 524); 432 M. *Cleburne* (*Rail. Restaurant*), the junction of a line to *Dallas* (p. 524). From (493 M.) *McGregor* a line runs to (20 M.) *Waco* ('Geyser City'; *McClelland Ho.*), with 14,000 inhab., warm Artesian wells, and a large natatorium. 531 M. *Temple Junction* (*Rail. Restaurant*); 576 M. *Milano*, the junction of a line to *Austin* (p. 521). 608 M. *Somerville*; 684 M. *Rosenberg Junction*; 721 M. *Alvin*. — 750 M. *Galveston*, see p. 522.

211 M. *Halstead* (1385 ft.); 236 M. *Hutchinson* (1525 ft.). We now follow the general course of the *Arkansas River* (left), passing through a good agricultural and cattle-raising district. 276 M. *Ellinwood* (1780 ft.); 333 M. *Kinsley* (2160 ft.). At (369 M.) *Dodge City* (2475 ft.; 1763 inhab.) we change from 'Central' to 'Mountain' time (1 hr. slower; comp. p. xviii). 469 M. *Garden City* (2825 ft.). — Beyond (485 M.) *Coolidge* (3360 ft.) we enter *Colorado* (p. 458). 519 M. *Lamar* (3600 ft.). Farther on the *Rocky Mts.* begin to come into sight in front, to the right. — 571 M. *La Junta* (pron. 'La Hoonta'; 4060 ft.), a place of 1439 inhab., is the junction of the line from *Denver* described at p. 462. *Pike's Peak* (p. 470) is seen to the right. Our line runs towards the S.W. 599 M. *Iron Springs* (4675 ft.). — 652 M. *Trinidad* (5995 ft.; *Southern*, \$ 3-31/2), the industrial and commercial centre of S.E. Colorado, is a thriving city of 5523 inhab., in which the characteristics of old Mexico and young America are inextricably mixed (comp. p. 471).

At (663 M.) *Morley* (6745 ft.) we begin to ascend the *Raton Mts.*, which form a conspicuous feature in the views from *Trinidad*. The gradient is steep. Fine views, especially of the *Spanish Peaks* (p. 471; right). At the top of the pass (7620 ft.) we pass through a long tunnel and enter *New Mexico* (p. 471). The descent is also rapid. 686 M. *Raton* (6620 ft.). The line runs through the central valley of *New Mexico*, about 20 M. wide, which is traversed by the *Rio Grande del Norte* and several other streams, and flanked by mountains 6000-10,000 ft. high. Agriculture is carried on in the side-valleys and plains by careful irrigation, but the greater part of the Territory is better adapted for grazing. — 742 M. *Wagon Mound*. — From (786 M.) *Las Vegas* (6380 ft.; *Harvey Ho*, \$ 3; *Plaza*), an important wool-market with 2385 inhab., on a fork of the *Pecos River*, a branch-line runs to (6 M.) *Las Vegas Hot Springs*

**Las Vegas Hot Springs** (6770 ft.; \**Montezuma Hotel*, \$3½ 6; *Mountain Ho.*, \$2-2½), about 40 in number, lie on the S.E. slope of the Santa Fé range of the Rocky Mts. and vary in temperature from 75° to 140° Fahr. The water resembles that of the Arkansas Hot Springs (p. 456) and has similar results. It is used both for bathing and drinking. Mud-baths, similar to those of Carlsbad, are also used. Many fine excursions can be made in the vicinity. The mean annual temperature is 57° Fahr. (summer 73°).

Near (830 M.) *Rowe* we see the curious old *Pecos Church* (right), a relic of a Franciscan mission, dating from early in the 17th cent. and abandoned in 1840. Farther on we cross another ridge by the *Glorieta Pass* (7535 ft.) and descend to (851 M.) *Lamy Junction* (6460 ft.; hotel), where the line to (18 M.) *Santa Fé* diverges to the right.

**Santa Fé** (7040 ft.; *Palace Hotel*, \$4; *Clare*, \$3-3½), the capital of New Mexico, is, next to St Augustine (p. 401), the most ancient town in the United States, having been founded by the Spaniards in 1605, while the site was occupied long before this by a village of the Pueblo Indians (p. 1xv). It is in many ways a most quaint and interesting place, with its narrow streets, adobe houses, and curious mingling of American, Mexican, and Indian types. It lies in the centre of an important mining district and carries on a considerable trade. Pop. (1890) 6185. The focus of interest is the *Plaza*, or public square, with a *Soldiers' Monument*. On one side extends the *Governor's Palace*, a long low structure of adobe, which has been the abode of the Spanish, Mexican, and American governors for nearly 300 years. It harbours the *Museum of the New Mexico Historical Society*, containing old Spanish paintings, historical relics, and Indian curiosities. The *Cathedral of San Francisco*, a large stone building with two towers, incorporates parts of the old cathedral, dating from 1622. The *Church of San Miguel*, originally built about the middle of the 17th cent., was destroyed by Indians in 1680 and restored in 1740. Other points of interest are the new (now abandoned) and the old *Fort Marcy*, *San Miguel College*, and the *Ramona Industrial School for Indian Children*. Among the chief modern structures are the *State Capitol* and the *Federal Building*. A visit should be paid to the makers of Mexican silver filigree-work, whose shops are mainly in or near the Plaza. Gen. Lew Wallace wrote 'Ben-Hur' in the Palace, while Governor of New Mexico (1879-80). — About 9 M. to the N.W. of Santa Fé is the interesting pueblo of the *Tesuque Indians*, who visit the city daily, bringing firewood on their 'burros' (donkeys). From Santa Fé to *Española* and *Antomto*, see p. 471.

Near (882 M.) *Thornton* (5245 ft.), on the *Rio Grande*, are the pueblos of *Santo Domingo* (grand festival on Aug. 4th) and *San Felipe*. We now follow the bank of the large and rapid *Río Grande*.

918 M. **Albuquerque** (4930 ft.; *San Felipe Hotel*, \$3; *European*, \$2½-3), with 5518 inhab. and a brisk trade in wool and hides. This is the E. terminus of the *Santa Fé Pacific R. R.* and the connecting-point with the Santa Fé line to *El Paso* and *Mexico*, though the actual point of divergence is 13 M. farther on (see below).

FROM ALBUQUERQUE TO EL PASO, 254 M., railway in 9 10 hrs. Through-sleepers run viâ this route from Kansas City to El Paso, connecting with the Mexican Central Railway (comp. p. 519). — We diverge from the line to California at (13 M.) *Isleta Junction* (see below) and run towards the S. 30 M. *Belen* (4785 ft.). The mezquite (*Prosopis juliflora*) now begins to appear. 75 M. *Socorro*; 86 M. *San Antonio*; 102 M. *San Marcial* (Rail. Restaurant); 141 M. *Engle*. 177 M. *Rincon* (4015 ft.; Rail. Restaurant) is the junction of a line to *Deming* (p. 519). 240 M. *Las Cruces*. — 254 M. *El Paso*, see p. 519.

We now follow the *Santa Fé Pacific R. R.*, from which the line to *El Paso* diverges to the left at (1390 M.) *Isleta* (see above),

leave the Rio Grande, and run towards the W. through a semi-arid and monotonous country, which, however, makes some response to irrigation. The curious-looking *Yucca* is now seen; this and the *Artemisia* are often the only vegetation in the desert, though the foothills are dotted with groves of piñon and cedar. At (985 M.) *Laguna* (5765 ft.) the railway runs through an Indian pueblo, the houses of which are built in terraces two and three stories high.

Visitors to this pueblo find accommodation in the house of one or other of the four or five white families here. The Indians, some of whom have been educated at Carlisle (p. 256) and speak good English, welcome visitors and offer hand made pottery for sale. Their houses are of stone, plastered with adobé, and some of them are entered, with the aid of ladders, through the roofs. The Roman Catholic adobé church is nearly two centuries old. — About 16 M. to the S.W. of Laguna lies *Acoma*, another interesting pueblo, discovered by Coronado in 1540 (carr. there and back \$ 5, for 3 or more pers. \$ 2 each; blankets and light camp-outfit desirable).

Between Laguna and Acoma, 3 M. to the E. of the latter, rising precipitously 430 ft. above the valley, is the so-called *Mesa Encantada*, or 'Enchanted Table-land' (inaccessible except by ladders and ropes). This was scaled by *F. W. Hodge* in 1897 and found to bear evidence of former aboriginal occupancy, thus verifying a tradition of the Acomas that their ancestors lived on the height but were forced to abandon their village after a storm had destroyed the only trail and caused those left on the summit to perish.

Beyond Laguna Mt. *Taylor* or *San Mateo* (11,388 ft.), the loftiest mountain in New Mexico, is seen to the N. (left). Between (1002 M.) *McCarty's* and (1015 M.) *Grant's* the railway follows a stupendous flow of black lava. About 30 M. farther on we pass the Continental Divide (7300 ft.), but there is nothing in the surroundings to suggest that we have reached so high an elevation or are passing from the Atlantic to the Pacific slope. 1055 M. *Dewey*; 1065 M. *Wingate* (6715 ft.), 3 M. from *Fort Wingate*. — 1077 M. *Gallup* (6480 ft.; Rail. Restaurant), with large coal-mines, is the supply station for *Fort Defiance* (stage \$ 2½) and the Agency of the great *Navajo* ('Náhvaho') *Indian Reservation*, which lies at some distance to the N. of the line. Indians may be seen at the railway-stations, selling fine Navajo blankets, silver-work, and other home-made articles.

Gallup is also the usual starting-point for a visit to the famous pueblo of *Zuñi*, which lies about 40 M. to the S. (carr. there and back \$ 10, 2-4 pers. \$ 15).

Beyond (1093 M.) *Manuelito* (6230 ft.) we enter the *Territory of Arizona* (the 'Sunset Land'). — 1132 M. *Navajo-Springs*. — From (1152 M.) *Adamana* a visit may be paid to the extraordinary *Petrified* or *Chalcedony Forests of Arizona*, which lie about 7 M. to the S. (carr. there and back \$ 3. two or more pers. \$ 2½ each). These forests are also visited from (1172 M.) *Holbrook* (5050 ft.), a drive of 26 M. (round trip \$ 5, 2-3 pers. \$ 6, 4-5 pers. \$ 8). The seven *Moki* or *Hopi Villages*, the ancient 'Province of Tusayan', are also visited from Holbrook; the famous 'Snake Dances' occur in the latter half of August. — 1204 M. *Winslow* (4825 ft.; Rail. Restaurant). Farther on we cross a bridge, 540 ft. long and 222 ft. high, spanning the (1230 M.) *Cañon Diablo*.

1263 M. *Flagstaff* (6935 ft.; Bank Ho., \$ 2 $\frac{1}{2}$ ) is of importance as the starting-point of the main stage-route to (73 M.) the *Grand Cañon of the Colorado* (see below). To the N. rises *San Francisco Mt.* (12,800 ft.), a fine extinct volcano, surrounded by a district of cinder cones and lava beds, like the Phlegrean Fields of Italy. The *Lowell Observatory* is visible from the train, to the N.W. of the town.

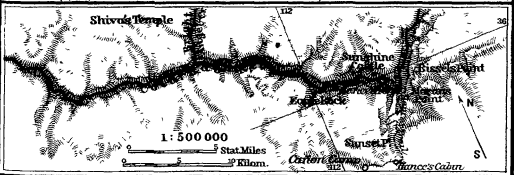
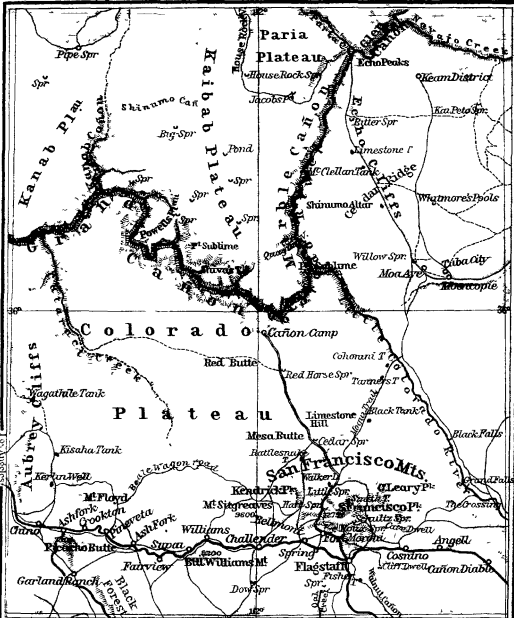
The stage-coaches from *Flagstaff* to the (73 M.) *Grand Cañon* (good road) run tri-weekly (except in winter) in 11 hrs. (return-fare \$ 15). Dinner (50 c.) is provided at a halfway house, and the road ends, near the cañon, at the *Cañon Camp-Hotel* (\$ 3). — The *Grand Cañon of the Colorado*, one of the most stupendous natural wonders of the world, is 250 M. long and 3000-5000 ft. deep. Its walls, which are terraced and carved into a myriad of pinnacles and towers, are tinted with various brilliant colours. Visitors from *Flagstaff* reach it at the deepest part of the whole and obtain a marvellous view into its depths, where the large and foaming river appears as a mere thread. The bottom of the cañon may be reached by a new and fatiguing trail (steady head necessary) beginning 1 M. from the hotel (guide \$ 5; horse or mule \$ 3 $\frac{1}{2}$ , for a ride along the upper edge of the cañon \$ 2 $\frac{1}{2}$ ). The cañon was first made specifically known to the world by Major Powell, late Chief of the U. S. Geological Survey, who in 1869 descended it by boat from the Green River (p. 475) to the *Virgin River*, a distance of 1000 M. He believes that the river was running here before the mountains were formed, and that the cañon was formed by the erosion of the water acting simultaneously with the slow upheaval of the rocks. The geological student has unfolded to him in the sides of the cañon all the strata from the carboniferous formations down to the Archæan granite. Travellers should remain some days at the cañon to visit various points on the rim (cliff-dwellings, etc.). Comp. Major J. W. Powell's 'Canyons of the Colorado' (1883) and Capt. Dutton's 'Tertiary History of the Grand Cañon District'. — Visits may also be made from *Flagstaff* to the *Cliff Dwellings* in *Walnut Cañon*, 8 M. to the S.E., and to the *Cave Dwellings*, artificially excavated in the volcanic agglomerate of the *Coconino Butte*, 9 M. to the N.E. Longer trips may be made to (65 M.) *Cataract Cañon* and the (75 M.) *Natural Bridge* (275 ft. high).

To the left of (1297 M.) *Williams* (6725 ft.) rises *Bill Williams Mt.* (9265 ft.), to the right (farther on) *Mt. Floyd*. — Near (1320 M.) *Ash Fork* (Rail. Restaurant) we thread the rocky *Johnson's Cañon*.

FROM ASH FORK TO PHOENIX, 197 M., *Santa Fé, Prescott, & Phoenix Railway* in 9 hrs. — 42 M. *Jerome Junction*, for *Jerome*, with the huge *United Verde Copper Mines*, said to be the largest in the world (annual profit about \$ 10,000,000); 60 M. *Prescott* (5300 ft.), in the midst of a rich mineral region; 126 M. *Congress Junction*, for *Congress*. — 197 M. **PHOENIX**, see p. 518.

At (1347 M.) *Seligman* the time changes to 'Mountain' standard. 1384 M. *Peach Springs* (4760 ft.; Rail. Restaurant) is only 23 M. from the *Grand Cañon of the Colorado* (stages), but the section reached hence is not so imposing as that reached from *Flagstaff* (see above). 1407 M. *Hackberry* (3520 ft.), in a mining district. From (1434 M.) *Kingman* (3300 ft.) stages run daily to (60 M.) *White Hills*, the principal town of a rich mining country to the N. 1458 M. *Yucca* (1775 ft.); 1484 M. *Powell* (420 ft.).

We reach and cross the wide **Colorado River**, by a fine cantilever bridge, 1110 ft. long, at (1497 M.) the **Needles** (480 ft.; Rail. Restaurant), so named from the curious pinnacles of purple porphyry and trachytic granite rising to the left. The train here enters *Calif-*





fornia (p. 449) and runs to the W. across the great **Mojave Desert** ('Mohahvé'), an elevated sandy plateau, interspersed with salt lakes and alkali tracts, with little vegetation except yucca-palms, small piñons (nut-pines, *Pinus monophylla*), junipers, and sage-brush. Mountains are seen to the N., in the distance. 1520 M. *Homer* (2120 ft.); 1545 M. *Edson* (1730 ft.); 1588 M. *Bagdad* (785 ft.; Rail. Restaurant); 1612 M. *Ludlow* (1780 ft.); 1657 M. *Daggett*.

1666 M. **Barstow** (2110 ft.; Rail. Restaurant) is the junction of the *Southern California R. R.* to *San Bernardino, Colton, Pasadena, Los Angeles, and San Diego* (see pp. 500-503). We change here from 'Mountain' to 'Pacific' time (1 hr. slower; comp. p. xviii). — 1676 M. *Hinckley* (2160 ft.). — 1699 M. *Kramer* (2480 ft.).

FROM KRAMER TO JOHANNESBURG, 28 M., *Randsburg Railway* in 1½ hr. — This line opens up an important new mining district, of which *Randsburg* is the principal town.

At (1737 M.) **Mojave** (2750 ft.) we join the *Southern Pacific Railway*. Hence to —

2118 M. **San Francisco**, see pp. 496, 495.

## 94. From Denver to Salt Lake City and Ogden.

### a. Viâ Denver and Rio Grande Railroad.

753 M. RAILWAY in 28 hrs. (fare \$18; sleeper \$5). Through-cars run on this line to *San Francisco viâ Leadville* (see p. 474), but lovers of the picturesque may choose the narrow-gauge route over *Marshall Pass*, uniting with the other line at *Grand Junction* (comp. pp. 473, 474).

The somewhat ambitious title of '*Scenic Line of the World*', adopted by this railway, is much more justified by facts than is usually the case with such assumptions, as the railway actually passes through part of the finest scenery in the United States (comp. also p. 461) and presents some features probably unequalled on any other railway.

*Denver*, see p. 458. The line runs towards the S., parallel with the *Atchison, Topeka, and Santa Fé R. R.* (p. 462). To the right flows the *Platte River*, while in the distance are the fine snowy peaks of the *Rocky Mts.* (comp. p. 458). 25 M. *Sedalia* (5835 ft.); 33 M. *Castle Rock* (6220 ft.), so named from a rock that rises from the plain to the left. *Pike's Peak* (p. 470) may now be seen in front, to the right. — 43 M. *Larkspur* is the station for *Perry Park*, with its fantastic rock formations. To the right, about 8 M. farther on, rises the *Casa Blanca*, a huge white rock 1000 ft. long and 200 ft. high. — 52 M. *Palmer Lake* (7240 ft.; Rail. Restaurant), on the watershed between the *Platte*, flowing N. to the *Missouri*, and the *Arkansas*, flowing S. to the *Mississippi*. *Glen Park* (hotel), '*Colorado's Chautauqua*', lies ½ M. to the S. A new road leads to the S.W. from *Palmer Lake* to (35 M.) *Manitou Park* (Hotel, \$3), another favourite resort (comp. p. 476). — The line traverses cattle and sheep ranches. The snowy mountains re-appear from their temporary concealment behind the foot-hills. — 62 M. *Husted* (6595 ft.). Several fantastic rocks are seen to the left. 67 M. *Edgerton* (6420 ft.) is the nearest station