

## **Werk**

**Titel:** The United States with an excursion into Mexico

**Verlag:** Baedeker [u.a.]

**Ort:** Leipzig [u.a.]

**Jahr:** 1899

**Kollektion:** Itineraria

**Werk Id:** PPN242370497

**PURL:** <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG\_0285

**OPAC:** <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

## **Terms and Conditions**

The Goettingen State and University Library provides access to digitized documents strictly for noncommercial educational, research and private purposes and makes no warranty with regard to their use for other purposes. Some of our collections are protected by copyright. Publication and/or broadcast in any form (including electronic) requires prior written permission from the Goettingen State- and University Library.

Each copy of any part of this document must contain these Terms and Conditions. With the usage of the library's online system to access or download a digitized document you accept the Terms and Conditions.

Reproductions of material on the web site may not be made for or donated to other repositories, nor may be further reproduced without written permission from the Goettingen State- and University Library.

For reproduction requests and permissions, please contact us. If citing materials, please give proper attribution of the source.

## **Contact**

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).

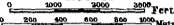
The *Union Depot* (Pl. B, 2) lies at the foot of SEVENTEENTH STREET, one of the chief business-thoroughfares, and tramways start here for all parts of the city. The traveller is recommended to ascend 17th St. and 17th Ave. by cable car to the *City Park* (Pl. F, 2, 3; 320 acres) and then to walk across 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.

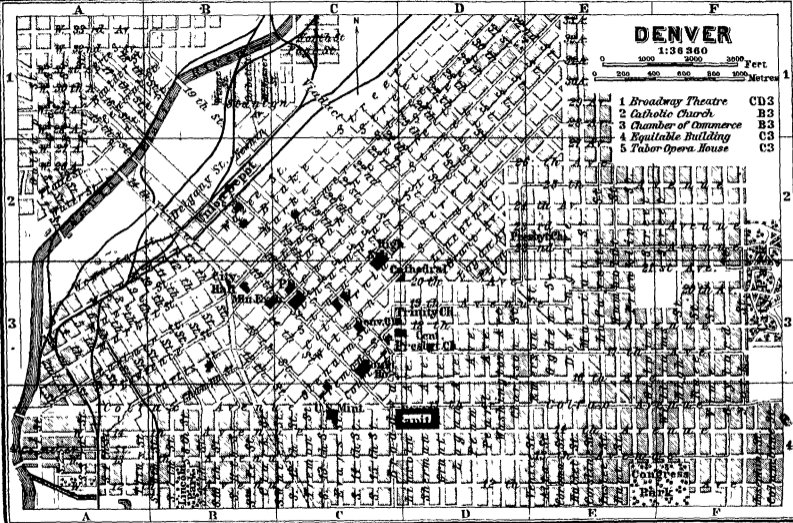
At the corner of 17th St. and Glenarm St is the \**Denver Club* (Pl. C, 3), and at the corner of Sherman Ave. are the *University Club* (r.) and the *Central Presbyterian Church* (l.; Pl. D, 3). — In returning through COLFAX (or 15TH AVE. we pass the STATE CAPITOL (Pl. D, 4), erected at a cost of \$2,500,000.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

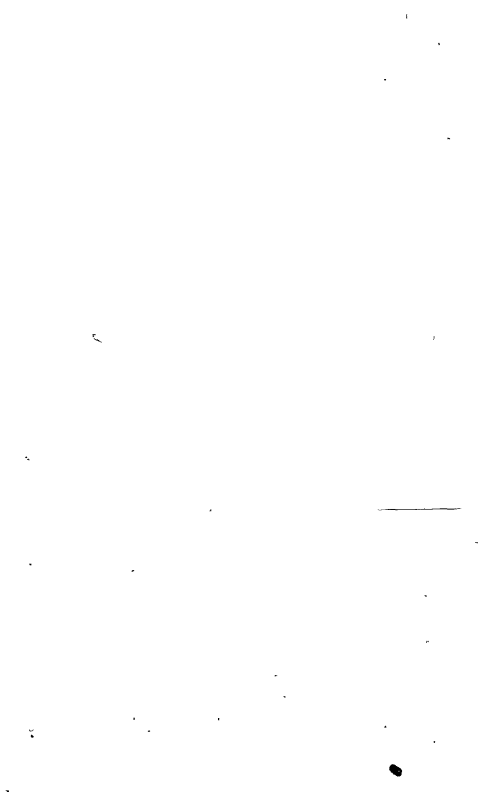
# DENVER

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 (21 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