

Werk

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exhilarating, but bathers should be careful not to get any of the brine into their mouth or eyes. The lake contains several islands, the largest of which are *Antelope* and *Stansbury*. It is very shallow in places, and the tints of the water are often very beautiful. There is said to be a submarine volcano in the arm of the lake near Promontory (p. 448). The lake may be conveniently visited by taking the *Oregon Short Line R. R.* (p. 478) to (18 M.) *Garfield Beach* or (17 M.) *Saltair*, two well-equipped bathing resorts with comfortable hotels. A small steamer sometimes plies to *Lake Park* (p. 476).

The *Warm Sulphur Springs*, just to the N. of the city, and *Beck's Hot Springs*, 2 M. farther on, are frequented for their medicinal qualities.

Among the chief points of resort among the *Wahsatch Mts.* are the *Big Cottonwood Cañon*, a day's drive from the city; the *Little Cottonwood Cañon*; the *City Creek Cañon*, close to the city; the *Weber Cañon*, to the N.; and the *American Fork* and *Provo Cañons*, in Utah Valley, to the S.

95. San Francisco.

Arrival. *Railway Passengers* from the N., E., and S. leave the train at *Oakland* (see p. 451) and reach San Francisco at the *Ferry Station* (Pl. G, 2), at the foot of Market St., where cabs (50 c.), hotel-omnibuses (50 c.), and cable, electric, and horse cars (5 c.) meet the steamer. — Those arriving by *Steamer* also land in the same neighbourhood. — The only regular *Railway Station* in the city is that of the *Southern Pacific Co.* (Pl. G, 5), at the cor. of 3rd and Townsend Sts., for Menlo Park, Santa Clara, Santa Cruz, San José, Tres Piños, Monterey, Paso Robles, etc. (comp. p. 480).

Hotels. **PALACE* (Pl. a; F, 3), at the corner of Market St. and Montgomery St., a huge building (1200 beds) surrounding an internal court; front-room and board from \$5, court-room (undesirable) and board from \$3½, front-room without board \$3-4, court-room \$1½. — **CALIFORNIA* (Pl. b; F, 3), Bush St., E. from \$1; *BALDWIN* (Pl. c; F, 4), burned down in 1898; *GRAND* (Pl. d; F, 3), opposite the Palace, of which it is an annex, \$3-5, E. \$1-3; *LICK HOUSE* (Pl. e; F, 3), cor. of Montgomery and Sutter Sts.; **OCCIDENTAL* (Pl. f; F, 3), cor. of Montgomery and Bush Sts., \$3-5; *BERESFORD* (Pl. h; F, 3), cor. of Bush and Stockton Sts., \$2½-4; *RUSS HOUSE* (Pl. i; F, 3), cor. of Montgomery and Pine Sts., \$1½-2½; *PLEASANTON* (Pl. j; E, 3), cor. of Sutter and Jones Sts., \$3-5.

Restaurants. At the *Palace, California*, and other hotels (see above); *Tortoni*, 107 O'Farrell St.; **Marchand*, 115 Grant Ave.; *Delmonico*, 110 O'Farrell St.; *Maison Riche*, 104 Grant Ave. and 44 Geary St.; *Poodle Dog Rotisserie*, cor. Grant Ave. and Bush St.; **Viticulural Society*, 317 Pine St. (excellent Californian wines); *Wilson*, 114 Post St. (low prices); *Vienna Bakery*, 205 Kearny St. — *Chinese Restaurants*, see p. 485.

Tramways. An excellent system of **Cable Cars* (fare 5 c.) traverses all the main thoroughfares and neutralizes the steepness of most of the streets (comp. p. 482). An elaborate system of transfers makes it possible to go from almost any point in the city to any other point for a single fare. The stranger should visit one of the 'Cable Power-houses' (e.g. at the cor. of Sutter and Polk Sts., or at the cor. of Mason and Washington Sts.). — An *Electric Tramway*, communicating with the Sutter St. cable cars, runs to Sutro Heights and the Cliff House (p. 486; through fare 5 c., incl. transfer). — **Cabs.** With one horse, one pers., 1 M. 50 c., with two horses (hacks) \$1½, two pers. \$1, \$2½; per hr. \$1 (2 pers.), \$3 (4 pers.), each addit. hr. \$1, \$2. Heavy baggage is usually transported by the transfer companies. — **Ferries**, plying from the foot of Market St., see p. 486.

Places of Amusement. *Baldwin Theatre* (Pl. F, 4), burned down in 1898; *California Theatre* (Pl. F, 3), 414 Bush St. (very tastefully fitted up); *Grand Opera House* (Pl. F, 3, 4), Mission St., near 3rd St.; *Bush Street Theatre* (Pl. F, 3; varieties), between Montgomery and Kearny Sts.; *Columbia Theatre*, Eddy St., opposite the Baldwin; *Alcazar* (Pl. F, 3), 114 O'Farrell St.; *Orpheum* (Pl. F, 3, 4), opposite the last; *Tivoli Opera House* (Pl. F, 4), Eddy St., near Powell St. (cheap but fair performances of opera; beer-drinking and smoking allowed); *Chinese Theatres*, see p. 485. — *Panorama* at the cor. of Market

and 10th Sts. (Pl. E, 5). — *Race Course* (Pl. A, 5), near Golden Gate Park (meetings in spring, summer, and autumn); *Olympic Club Grounds*, for baseball, etc. — *San Francisco Art Association*, 430 Pine St. (picture-gallery). — *Sutro Heights*, see p. 486.

Clubs. *Pacific Union* (Pl. F, 3), cor. of Union Sq. and Stockton St.; *Bohemian* (Pl. F, 3), cor. of Sutter and Mason Sts. (literary men, actors, etc.); *Cosmos*, 317 Powell St.; *Olympic* (Pl. E, F, 3; athletic), Post St., near Mason St.; *University*, 722 Sutter St.; *Press*, 128 Kearny St.; *Deutscher Verein*, Pioneer Building (p. 484); *San Francisco Verein* (German), 219 Sutter St.; *Ligue Nationale Française*, 305 Larkin St.; *Cercle Français*, 421 Post St. (these two French); *Concordia* (Hebrew), cor. of Van Ness Ave. and Post St.

Tourists Agents. *Raymond & Whitcomb*, 613 Market St. and Crocker Building, Room 88; *Thos. Cook & Son*, 621 Market St.

Post Office (Pl. F, 2), at the cor. of Washington and Battery Sts. (8-8; Sun. 9-10 a.m. and 2 p.m.); chief branch-office (Station D), at the foot of Market St. Letters may also be posted in the letter-boxes and postal cable cars. A new post-office is to be built at the corner of Mission and 7th Sts.

British Consul, *Mr. Joseph William Warburton*, 506 Battery St.

San Francisco, the largest city of California and the Pacific Coast and the seventh city of the United States, is grandly situated in 37° 47' N. lat., at the N. end of a peninsula 30 M. long, separating the Pacific Ocean from *San Francisco Bay* (see p. 486). The city lies mainly on the shore of the bay and on the steep hills rising from it, but is gradually extending across the peninsula (here 6 M. wide) to the ocean. On the N. it is bounded by the famous **Golden Gate*, the narrow entrance (1 M. across) to San Francisco Bay. The city is on the whole well and substantially built but contains fewer large buildings of architectural importance than any other city of its size in the country. In 1890 it contained 298,997 inhab., including about 15,000 Chinese (comp. p. 485).

The *Mission of San Francisco* (see p. 484) was founded by the Mexicans in 1776, but the modern city really sprang from the village of Yerba Buena ('good herb', i. e. wild mint), founded in 1835, about 3 M. to the E. In 1846 Yerba Buena came under the American flag, and in the following year its name was changed to *San Francisco*. In 1848, the year of the discovery of gold in California, its population was about 500. In 1850 it was about 25,000, and each subsequent decade has seen an extraordinary increase (56,802 in 1860; 149,473 in 1870; 233,956 in 1880). San Francisco received a city-charter in 1850, but its corrupt municipal government led in 1856 to the formation of a Vigilance Committee, which took the law into its own hands and made a very thorough reformation. — To make the present site of San Francisco suitable for a large city, an immense amount of work had to be done in cutting down hills and ridges, filling up gullies, and reclaiming the mud flats on the bay (comp. p. 84). The city, however, is still remarkably hilly; and one of its most characteristic sights is the cable-cars crawling up the steep inclines like flies on a window-pane.

The *Climate* of San Francisco is wonderfully equable. The mean annual temperature is about 57° Fahr., and no month varies to any great extent from this average. September has the highest average (about 61°), and a few hot days (80-90°) occur about midsummer. The mean temperature of January is about 50°. Visitors should always have warm wraps at hand, especially in the afternoon, when a strong wind usually blows in from the sea. The summer climate is not generally considered beneficial for persons of weak lungs, owing to the wind and the dust; but the man of ordinary health finds the air invigorating and stimulating all the year round. The annual rainfall is 25 inches. — *Earthquakes* occur occasionally in San Francisco but are never very destructive. The severest (1868) damaged some old and badly built structures and caused the loss of one life.

The Commerce of San Francisco is extensive, the value of its exports and imports amounting to about \$ 150,000,000. Among the chief exports are gold and silver, wine, fruit, wool, and bread-stuffs; the imports include coal, timber, rice, sugar, tea, and coffee. The Manufactures include iron, flour, silk and woollen goods, canned fruits and vegetables, leather, liquors, ship-building, meat-packing, carriages, silver-ware, sugar, glass, brass, machinery, cigars, cordage, etc., and had in 1890 a value of \$ 131,000,000.

The Population is very heterogeneous, every European nationality being represented here, to say nothing of the Mexicans, Chinese (p. 485), Japanese, Africans, and other non-European races.

MARKET STREET (Pl. G-C, 2-7), the chief business-thoroughfare, extends to the S.W. from the *Ferry Depot* (Pl. G, 2), a handsome structure with a tower 250 ft. high, to a point near the twin *Mission Peaks* (935 ft.), a distance of about $3\frac{1}{2}$ M. The visitor should begin his inspection of the city by ascending to the top of the *Spreckels Building* (300 ft. high), at the corner of Market St. and 3rd St., or to that of the tower of the *Chronicle Building* (Pl. F, 3), in Market St., nearly opposite the *Palace Hotel* (p. 481), which affords a good bird's-eye view of the city from a central point. He may then supplement this by following *KEARNY STREET* (Pl. F, 1-3), with many of the best shops, to **Telegraph Hill* (Pl. F, 1; 295 ft.), which commands a good view of the Golden Gate (p. 482), the waterfront of the City, the Bay, Mt. Tamalpais (N.W.; p. 487). Mt. Diablo (N.N.E.; p. 488), etc.

Following Market St. towards the S.W. from the *Chronicle Building*, we pass between the recently burned-down *Baldwin Theatre* (Pl. F, 4; right) and the *Academy of Sciences* (Pl. F, 4; left), the latter with a fine inside staircase of gray Californian marble. Adjacent is the huge granite building of the *Emporium*, the 'Whiteley's' of San Francisco. A little farther on, at 8th St., a few steps to the right bring us to the large *City Hall* (Pl. E, 4, 5), a handsome and original structure in *Yerba Buena Park*, just to the N. of Market St., erected in 1892-96 at a cost of over \$ 4,000,000 (800,000l.). It contains a *Free Library*, with 85,000 volumes. Near it are the large *St. Ignatius Church and College* (Pl. E, 5) and the *Mechanics' Pavilion* (Pl. E, 5; the property of the *Mechanics' Institute*, 31 Post St., with a library of 75,000 volumes).

The *U. S. Branch Mint* (Pl. F, 4), in Fifth St., at the corner of Mission St., contains interesting machinery and a collection of coins and relics (adm. 9-12). In 1891 it coined bullion to the value of \$ 32,115,007; in 1854-91, \$ 951,000,000.

Among the other chief buildings in the business-quarter are the *Post Office* (Pl. F, G, 2), at the corner of Battery and Washington Sts.; the *Stock Exchange* (Pl. F, 3), 327 Pine St.; the *Merchants' Exchange* (Pl. F, 3) and the *Bank of California* (Pl. F, 3), California St.; the *First National Bank* (Pl. F, 3), at the corner of Bush and Sansome Sts.; the *Crocker Building*; the lofty *Mills Building*; and the *Odd Fellows Hall* (Pl. E, 4), cor. Market and 7th Sts. — The **California Market* (Pl. F, 3), extending from California St. to Pine St., presents

a wonderful show of fruits and vegetables (best in the early morning). — The *Mercantile Library* (Pl. E, 4), at the cor. of Van Ness and Golden Gate Avenues, is a handsome and well-equipped building, with an excellent collection of 70,000 volumes. — The *California State Mining Bureau*, in the building of the *Society of Californian Pioneers* (Pl. F, 4), 24 Fourth St., contains interesting collections of Californian minerals and relics (10-5). The *California Academy of Sciences* (see p. 483; Market St., near 4th St.), the *California Historical Society*, and the *Geographical Society of the Pacific* offer much that is of interest to the scholarly visitor, and the historical student should also inspect some of the old Spanish grants in the *Surveyor General's Office* (610 Commercial St.). The *California Eye & Ear Hospital* (Pl. E, 3) is in Sutter St. — In Portsmouth Sq., bounded by Kearny, Washington, Montgomery, and Clay Sts. (Pl. F, 2), is a monument to *Robert Louis Stevenson* (1850-94), in the form of a Spanish galleon.

One of the most interesting historical relics of San Francisco is the old *Mission Dolores* (Pl. D, 7; see p. 482), at the corner of Dolores and 16th St. (Valencia St. cable-cars pass within two blocks). The old church, dating from about 1778, is built of adobé ('adóbý'), and is adjoined by a tangled and neglected little churchyard. Adjacent is a new church of no special interest.

Among the educational institutions of San Francisco may be mentioned the *Cooper Medical College* (Pl. C, D, 3); the handsome new buildings of the *Medical and Legal Departments of the University of California*, near Golden Gate Park (Pl. A, 7; comp. p. 451), the *Cogswell Polytechnic* (cor. Folsom and 26th Sts.); the *California School of Mechanical Arts* (Utah St.; founded by Mr. James Lick, p. 492); the *Boys' High School* (Pl. D, 3), and the *Girls' High School* (cor. Geary and Scott Sts.). San Francisco possesses 24 free *Kindergartens*, attended by over 2000 children.

The *Presidio* (Pl. A, 1, 2), or *Government Military Reservation* (approached by the California St., Union St., or Jackson St. cable cars), garrisoned by two regiments of U. S. troops, has an area of 1500 acres and stretches along the **Golden Gate* for about 4 M. Its walks and drives afford beautiful views, the finest, perhaps, being that from *Fort Point* or *Winfield Scott*. A military band plays at the Presidio every afternoon, Thurs. & Sat. excepted. — There is another small military reservation at *Black Point* or *Point San José* (Pl. D, 1; reached by Union St. cars), with *Fort Mason*.

The part of CALIFORNIA STREET between Powell St. and Leavenworth St. (Pl. E, 3) is known as '*Nob Hill*', as containing many of the largest private residences in San Francisco. Most of these are of wood, and no expense has been spared to make them luxurious residences, but a great opportunity to develop something fine in timber architecture has been lost in an unfortunate attempt to reproduce forms that are suitable for stone buildings only.

Among the principal houses are the mansions of the *Stanford* (cor. of Powell St.), *Hopkins-Searles* (cor. of Mason St.; now the *Mark Hopkins Institute of Art*, belonging to the University of California), *Crocker* (cor. of Taylor St.), *Huntington* (cor. Taylor St.), and *Flood* families (cor. of Mason St.; stone). Other large houses are found in Van Ness Avenue (*Spreckels House*, cor. of Clay St.), Jackson St. (*Tevis House*, cor. of Taylor St.), etc.

The ***Chinese Quarter** is one of the most interesting and characteristic features of San Francisco, and no one should leave the city without visiting it. It may be roughly defined as lying between Stockton, Sacramento, Kearny, and Pacific Streets (comp. Pl. F, 2) and consists mainly of tall tenement buildings, divided by narrow alleys and swarming with occupants.

During the day strangers may visit *China Town* unattended without danger; but the most interesting time to visit it is at night, when everything is in full swing until after midnight, and it is then necessary to be accompanied by a regular guide. The guides, who are generally detectives, may be procured at the hotels and charge \$5 for a party of not more than 4-6 persons. One of the chief features of China Town is the *Theatres* (adm. 10-25c.; for white visitors, who are taken on to the stage, 50c.), remarkable for the length of the performances (a single play often extending over days or even weeks), the primitive scenery and absence of illusion, the discordant music, the curious-looking audience, the gorgeous costumes, and the seeming want of plot and action. No women appear on the stage, and the female parts are taken by men. Among the other points of interest usually visited by strangers are the *Joss Houses* (where visitors are expected to buy bundles of scented incense tapers), the *Opium Joints*, the *Drug Stores* (extraordinary remedies), the *Curiosity Shops*, etc. The visit is usually wound up at one of the *Chinese Restaurants* in Dupont St., where an excellent cup of tea and various Chinese delicacies may be enjoyed.

China Town contains about 15,000 inhabitants. A large proportion of these are men, and children are very scarce. There are several *Chinese Missions* with schools, etc.

The largest of the public parks of San Francisco is ***Golden Gate Park** (Pl. A, 5, 6; reached by several lines of tramway), which extends from Sanyan St. to (3 M.) the Pacific Ocean, with an area of 1013 acres and a width of $\frac{1}{2}$ M. The landward end of the park is tastefully laid out and planted with trees (eucalyptus, Monterey cypress, Monterey pine, etc.), but the seaward end is still in the condition of bare sand-dunes characteristic of the entire peninsula. The reclaimed portion of the park contains monuments to *Garfield*, *Francis Scott Key* (author of the 'Star-spangled Banner'; by W. W. Story), *Gen. Halleck*, *Thomas Starr King* (by Daniel C. French), and *Balboa* (by Linden; unveiled in 1898), a fine conservatory (with a specimen of the *Victoria Regia* lily), and a children's playhouse. Here, too, is the Art Gallery of the Midwinter Exhibition of 1894, now containing an interesting *Museum*. Good views are obtained of the Golden Gate and (from the W. end) of the surf rolling in on the ocean-beach. Band on Thurs., Sat., & Sun. afternoons. — The *Hill Park* (Pl. B, C, 6), $\frac{1}{2}$ M. from the E. end of Golden Gate Park, commands fine views (highest point 570 ft.).

Near the N.E. corner of Golden Gate Park is a group of cemeteries, the largest of which is the ***Laurel Hill Cemetery** (Pl. A, B, 4),

containing many fine monuments. The adjoining **Lone Mountain* (470 ft.), the top of which is marked by a large wooden cross, commands a splendid **View of the city, the Ocean, San Francisco Bay, the Golden Gate, Mt. Tamalpais, and Mt. Diablo.* The *Yerba Buena* (p. 482) grows on Lone Mt. — The *Presidio Reservoir* (p. 484) lies a little to the N. of Laurel Hill Cemetery.

EXCURSIONS. The most popular short excursion from San Francisco is that to (6 M.) *Point Lobos*, with *Sutro Heights*, the *Cliff House*, and the *Seal Rocks*, which may be reached by driving viâ the Golden Gate Park or Geary St. (Point Lobos Avenue), by the Ocean Beach Railway along the S. side of Golden Gate Park (reached by Haight St. cars), by electric car (see p. 481), or by the Cliff Railway from the N.E. corner of Laurel Hill Cemetery (Pl. B, 4; reached by Powell St. car, with transfer at Jackson St.) It is advisable to go one way and return another. The through-fare, incl. transfers, is 5c. The Cliff Railway skirts the rocks overhanging the *Golden Gate* (p. 482), of which it affords a magnificent **View*, and ends near the entrance to *Sutro Heights Park*, the beautifully laid-out grounds of Mr. Adolph Sutro (freely open to the public). The fine trees and plants here grow luxuriantly on the originally sandy but now well-watered site. The statuary could be dispensed with. Fine

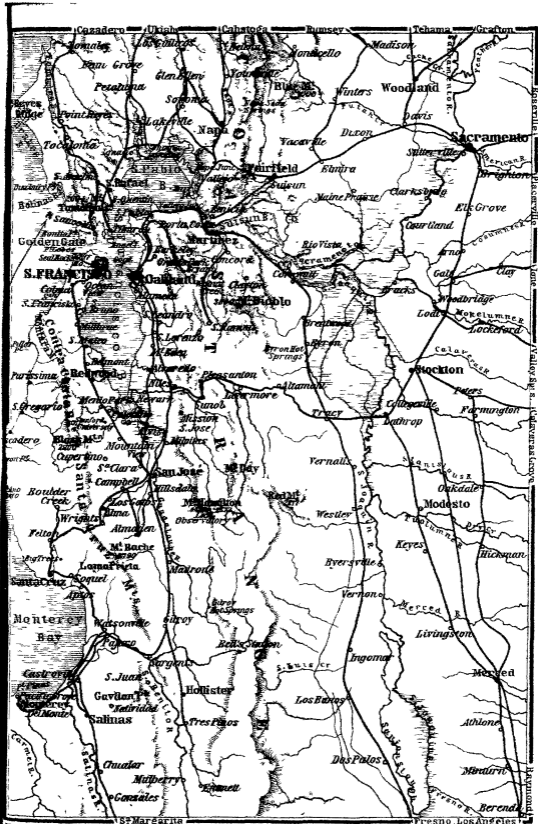
View from the terrace over the Pacific Ocean, with the Farrallone Islands 30 M. to the W. (lighthouse). At our feet lies the *Cliff House*, a hotel and restaurant. The chief attraction here is the view from the piazza of the *Seal Rocks*, a stone's throw from the land, which are covered with hundreds of huge sea-lions (Span. *lobos marinos*), basking in the sun. Some of the animals are 12-15 ft. long and weigh from 1000 lbs. upwards; and their evolutions in the water are very interesting. Their singular barking is easily audible amid the roar of the breakers. Near the Cliff House are the huge and magnificent **Sutro Public Baths*, with salt-water swimming pools, an aquarium, restaurants, and a theatre — The station of the *Ocean Beach Railway* (see above) lies on the beach, a little to the S. of the Cliff House. Drivers who have come by Geary St. or Golden Gate Park may vary the route in returning by following the beach for about 3 M. and then taking the San Miguel Toll or Mission Pass Road (comp. Plan; fine views). To the right, near the beginning of this road, lies *Lake Merced*.

Among the other short drives from San Francisco may be mentioned that to *Mt. San Bruno* (1325 ft.), 7 M. to the S. (2 M. from *Baden*, p. 490), a good point of view. — A drive along the water-front gives some idea of the commercial activity of San Francisco and may include visits to the large *Union Iron Works* (by permission obtained at city-office) at *Potrero Point* (Pl. H, 7; also accessible by tramway), where iron ships of war are built, and to the *Dry Dock* at *Hunter's Point* (Pl. H, 4).

The *Government Posts* in the Bay of San Francisco may be visited by the steamer 'General McDowell', which sails several times daily from the foot of Clay St. (Pl. G, 2) to Alcatraz, Angel Island, Fort Mason (Black Point), and the Presidio (permit at the Military Headquarters, cor. of Market St. and Grant Ave.). *Alcatraz Island* is strongly fortified and contains a military prison and a torpedo station. *Angel Island* is also fortified. The *Presidio* and *Fort Mason* are described at p. 484. — The largest naval station near San Francisco is at *Mare Island*, reached viâ *Vallejo Junction* and *Vallejo* (see p. 450). The island is the headquarters of the *U. S. Marine Corps* and contains a *Navy Yard*, with large dry docks and interesting machinery.

**San Francisco Bay*, a noble sheet of water 50 M. long and 10 M. wide, gives San Francisco one of the grandest harbours in the world and affords numerous charming excursions. The various *FERRIES* start from the foot of Market St. (Pl. G, 2). Excursion-steamers also ply sometimes through the Golden Gate to the Pacific Ocean, standing out to sea for a short distance and then returning.

(1). The steamer starting farthest to the N. plies to the N. across the Bay, affording a good view of the *Golden Gate* (left), to (6 M.) *Sausalito* or *Sausalito* (*Terrace Hotel*, \$ 2-2½), a pleasant little yachting, bathing,



Wagner & Debes Geog. Estab. Leipzig
 1875
 Statute Miles 1 : 1,700,000 0 10 20 30 Kilometres



and fishing resort, with fine laurels and other trees. A fine walk, affording good views of the Golden Gate, leads round the promontory via *Loma Point* to (4 M.) *Point Bonita*, the N. horn of the Golden Gate (lighthouse).

[From Sausalito the NORTH PACIFIC COAST RAILROAD (narrow-gauge) runs to the N. to (81 M.) *Cazadero*. — From (5 M.) *Mill Valley* (on a branch of this line) a winding mountain-railway (views) ascends to (8¼ M.) the top of *Mt. Tamalpais* (2606 ft.; 2 hrs. from San Francisco; through-fare \$1, return \$1.40). The railway terminates at the *Tavern of Tamalpais* (82½), about 200 ft. below the summit. The *View from the top includes the Pacific Ocean, the Cascade Mts., the Sierra Nevada, the Santa Cruz Mts., the Contra Costa Hills (overtopped by Mt. Hamilton), Mt. Diablo, San Francisco, and San Francisco Bay. A trail has been cut from the railway to *Bolinas Ridge*, etc. From *Mill Valley* excursions may also be made to the *Red Wood Cañon* and other points of interest. — 10 M. *San Anselmo*, the junction of a short line to *San Rafael* (see below); 24 M. *Camp Taylor*; 27 M. *Tocaloma*; 32 M. *Point Reyes*, a shooting and fishing preserve, at the head of *Tomales Bay*. Beyond (63 M.) *Howard's* (600 ft.) we pass through a fine red-wood district. — 81 M. *Cazadero* (**Cazadero Hotel*, \$ 1½-3), a favourite sporting and summer resort in the midst of the redwoods.]

(2). The second ferry plies to (6 M.) *Tiburon*, the starting-point of the railway to *San Rafael*, *Petaluma*, and *Ukiah* (see below)

[FROM TIBURON TO UKIAH, 107 M., *San Francisco & North Pacific Railway* in 5 hrs. — 9 M. *San Rafael* (generally pron. 'San Raféll'; **Hotel Rafael*, from \$ 3½; *Parisian*, \$ 1½-2½; *Mountain View*), a charming little resort, affording a pleasant and balmy relief to the dusty winds of San Francisco, should be visited by every tourist, especially in the time of roses. It is a favourite point for an ascent of (11 M.) *Mt. Tamalpais* (see above), of which it affords an excellent view (carriages to the top in 3 hrs., descent in 2 hrs.). The drive may include the *Lagunitas Reservoir*. *San Rafael* may be easily taken in in conjunction with Sausalito (see p. 486). — 30 M. *Petaluma* (*American Hotel*, \$ 2-3), with 3692 inhab., has a thriving trade in grain and fruit. 45 M. *Santa Rosa*; 50 M. *Fullton*, the junction of a branch-line to *Guerneville*; 51½ M. *Mark West*, with sulphur springs; 60 M. *Healdsburg*. From (68½ M.) *Geyserville* stages run to (8 M.) *Skaggs' Springs*, with a number of warm sulphur springs. — From (78 M.) *Cloverdale* (*United States Hotel*, \$ 2) a stage-coach runs to (16 M.) the **Geysers Springs* (2000 ft.; *Hotel*, \$ 3), a number of boiling springs in the *Devil's Cañon*, near the *Pluton River*. These springs vary greatly in temperature, appearance, and character, but there are no true geysers among them (comp. p. 423). The accepted theory ascribes them to chemical action. A guide is procured at the hotel to point out and name the most interesting features. The *Geysers Springs* may also be reached from *Calistoga* (p. 488). — Beyond *Cloverdale* the line continues to run towards the N., with *Russian River* at some distance to the right. From (96 M.) *Hopland* stages ply to various points in the picturesque *Clear Lake District* (numerous mineral springs). It is proposed to extend the line from (107 M.) *Ukiah*, the present terminus, to *Eureka*, on *Humboldt Bay*.]

(3) The third ferry is that to *Oakland*, already mentioned at p. 451. This is the route for the chief railways to the N., S., and E.

(4). Another line plies to (3 M.) *Alameda Mole*, whence a railway runs to (6 M.) *Alameda* (*Park Hotel*, \$ 2), a pleasant suburban town (11,165 inhab.), adjoining *Oakland* on the S. This route connects with the narrow-gauge railway to *San José* and *Santa Cruz* (see p. 494).

FROM SAN FRANCISCO TO CALISTOGA, 73 M., railway in 3¼-3½ hrs. — From San Francisco to (29 M.) *Vallejo Junction*, see p. 450. We then cross the strait by steamer to (31 M.) *South Vallejo*. 32 M. *North Vallejo* ('*Valleyho*'), a small town of 6343 inhab., opposite *Mare Island* (p. 486). The train now runs to the N. through the fertile **Napa Valley*, which is especially rich in grapes and other fruits. From (38 M.) *Napa Junction* a branch-line runs to (13 M.) *Suisun* (p. 450). From (46 M.) *Napa*, a busy little city of 4395 inhab., we may drive to the (6 M.) *Napa Soda Springs*. Beyond (55 M.) *Fountville* we traverse extensive vineyards. 64 M. *St. Helena*, with many fine vineyards, is the starting-point of stages to *White Sulphur Springs*,

Etna Springs, and *Howell Mountain*. — 73 M. *Calistoga* (*Magnolia*, \$2-2½), the terminus of the railway, is a pretty little town of 1200 inhab., with several warm mineral springs. About 5 M. to the W. is the curious *Petrified Forest*, a tract ¼ M. long and 1 M. wide, over which are scattered the remains of about 100 petrified trees. — About 12 M. to the N.W. of *Calistoga* rises *Mt. St. Helena* (1345 ft.), an extinct volcano, which may be ascended on horseback and affords an extensive view. From *Calistoga* stage-coaches run daily to (27 M.) the *Geyser Springs* (p. 487) and to points in *Clear Lake District* (p. 487).

FROM SAN FRANCISCO TO MOUNT DIABLO. — We proceed by ferry and train to (36 M.) *Martinez*, as described at p. 495, and go on thence by stage to (2 M.) *Clayton* (*Clayton Hotel*, \$1½), whence the summit (6 M.) is easily reached on horseback or on foot. *Mt. Diablo* (3855 ft.), a conspicuous object for many miles round and well seen from *San Francisco* (28 M. distant as the crow flies), commands a very extensive view, including the valleys of the *Sacramento* to the N. and the *San Joaquin* to the S., the *Sierra Nevada* from *Lassen's Peak* on the N. to *Mt. Whitney* on the S. (325 M.), the *Coast Range*, and *San Francisco*.

Sonoma (*Union Hotel*, \$2), a city of 1200 inhab., in the *Sonoma Valley*, to the N. of *San Pablo Bay*, is interesting as one of the chief seats of the Californian vine-culture. The wine is kept in tunnels excavated in the hills of volcanic sandstone. *Sonoma* is reached by railway (43 M.) from *Tiburon* (p. 487) or by stage (15 M.), from *Napa* (p. 487).

Californian Wine (communicated). — Wine-making in California dates from an early period, the European vine having been brought here by the early missionaries. No record has been found of the date of the event, nor can the species introduced be identified with any known sort. It was probably brought from one of the *Balearic Isles*, the first missionaries having all been Catalans from *Majorca*, or it was, perhaps, a seedling raised on the spot. However this may be, it had attained a wide diffusion before the transfer of the country to the United States and was then found growing at almost all the *Missions*. Its fruit is abundant and quite palatable for the table, but makes a strong heady wine, not suited to the demands of commerce, though popular enough among a pastoral people, whose lives were spent out of doors and largely in the saddle. The first effort of the American emigration to improve the native wines did not meet with a distinguished success. They reasoned, justly enough, that California had within her borders every variety of soil and a climate decidedly superior to that of any part of Europe, because free from the unseasonable storms and inopportune frosts which so affect the viticulturists of the old world. They were, however, ignorant that besides soil and climate it was indispensable, in order to make a good wine, to have the proper sorts of grapes; for a fine wine can no more be made from a vulgar grape than the proverbial 'silk purse from a sow's ear'. In fact the most eminent French authority on the subject lays down the rule broadly that '*the brand of the wine is in the grape*'. The distinctive character of the wine of *Burgundy* is derived from the *Pinot* grape; and, in like manner, those of the *Rhine*, the *Moselle*, and the *Medoc* derive their essential characteristics from the particular sorts of grapes cultivated in those districts. But while the character of the wine depends on the grape from which it is made, its quality, within the range of that defined character, depends on soil, situation, exposure, and climate. All this is now recognized as elementary truth, but was little known even a decade ago.

The Germans were the first to improve the native wines. Finding the *Mission* grape did not make a wine suited to their national taste, they, at an early date, imported scions of the favourite stocks of their own country and propagated them. As a rule the Germans make white wine, and their choice of sorts was limited to those appropriate for such. Hence the white wines of California experienced a marked improvement twenty years ago, while her red wines continued to be still made of the mission

grape. The late Col. Harasthy introduced many years since the Zinfandel and some other European vines for the production of red wine, but they were all what the French term '*cépages d'abondance*', i. e. sorts which produced large crops. With the grape, however, as with many other things, quantity and quality go in inverse proportion. The Zinfandel grape was extensively propagated and became popular, for it was a decided improvement on the mission sort, had the advantage of being an early and abundant bearer, and made a wine which matured in two years. To the immigrants from the South of Europe — Frenchmen, Spaniards, Italians, Greeks, Dalmatians, etc., of whom such large numbers are to be found on the Pacific Coast — it was quite a boon, for it supplied them with their accustomed beverage, at a reasonable price, and it came just at the time when the devastations of the phyloxera in France rendered it almost impossible to obtain any ordinary claret of that country pure. Within the limits of the domestic demand, too, its production was profitable, by reason of its bountiful crops. But that limit was rigidly fixed. The product of the Zinfandel grape is essentially a peasant's wine; its consumption cannot be indefinitely extended by mere cheapness. No converts were ever made from whiskey or beer to wine by such a beverage, and those accustomed to the use of wine as a luxury — consumers of the better sorts of French wines — found it decidedly unpalatable. Hence production soon trod closely on the heels of consumption, and ere long outstripped it. For some years there has been no profit in the industry.

Meantime about 1880 and 1881 intelligent Americans had their attention directed to viticulture, and ere long learned, as the Germans had learned before them, with respect to white wines, that to make red wines, fit to compete with the products of the French vineyards, the first requirement was to have the proper sorts of grapes. They accordingly began about the date mentioned to import and propagate the sorts from which the great wines of France are made, and from that period dates the marked improvement of California red wines. A characteristic of these grapes, however, is the largely enhanced expense of cultivating them, the smallness of their crops, and the length of time necessary to bring their wine to maturity and render it fairly potable; so that the cost of the wine to the producer is enhanced in a degree quite proportioned to its increased value. The wine dealers who have become accustomed to the cheap blends made on a Zinfandel base are averse to the burden of carrying stocks for four or five years without an assured return for enlarged rents, quadrupled stocks of cooperage, and quadrupled care in handling. From this cause those in quest of the best California wines — especially red wines — have to seek them in the hands of the producers.

The principal districts of the state in which the vine has been extensively cultivated are: 1. The plain of which *Los Angeles* may be considered the centre and which was the centre of population in Spanish and Mexican days; 2. The *San Joaquin Valley*; 3. *Napa and Sonoma Counties*, to the N. of San Francisco Bay; 4. *Santa Clara County*, with the adjoining mountains of Santa Cruz to the S. of it. The Los Angeles and San Joaquin Valleys, from their great heat, are best able to produce wines of the Spanish and Portuguese types. From the proper sorts of grapes, grown in these districts, are made very fair ports and sherries, while brandy and very fine raisins are also produced there in considerable quantities. In Napa and Sonoma the vine is extensively cultivated, and excellent white wines of the Rhenish type are made. The prevailing use of the Zinfandel grape is, however, hostile to the production of red wines of any high quality, while the extensive diffusion of the phyloxera in both those counties threatens the extinction of the industry within a moderate time. The Santa Cruz mountains, and especially the adjoining foot-hills in Santa Clara County, are producing quite a considerable amount of excellent wine of the Bordeaux type, both red and white. Bordeaux stocks have been imported and extensively planted, and the local situation resembles so strikingly that of the Medoc as to suggest a natural correspondence in products. In fact Santa Clara and the S. part of San Mateo counties are thrust out between the waters of the Ocean and those

of the Bay of San Francisco just as the Medoc is between the Bay of Biscay and the estuary of the Garonne, and the tempering effects of these large bodies of water on the climate and vegetation of the intermediate tongue of land must constitute an important factor in the quality of the viticultural products.

The production of wine in the State, according to the reports of the State Viticultural Commission, rose from about 4,000,000 gallons in 1877 to 31,000,000 gallons in 1897.

96. From San Francisco to San José, Santa Cruz, and Monterey.

a. Viâ Standard-Gauge Railway.

SOUTHERN PACIFIC RAILWAY to (50 M.) *San José* in 1½-2 hrs. (fare \$1.25, parlor-car 25 c.); to (121 M.) *Santa Cruz* in 4-4½ hrs. (\$3); to (125 M.) *Monterey* in 4-4½ hrs. (\$3).

This excursion should not be omitted by any visitor to San Francisco. It is advisable to go one way and return the other; and in any case the section of the narrow-gauge railway between San José and Santa Cruz should be included. Perhaps the best plan is to go to *Monterey* (p. 493) by the standard-gauge railway, stopping off for visits to *Palo Alto* (see below), *San José* (p. 491), etc.; return viâ *Pajaro* (p. 492) to *Santa Cruz* (p. 494); drive thence to the *Big Trees* (p. 494); and thence take the narrow-gauge line back to San Francisco. The drives across the *Sierra Morena* (see below) are well worth taking.

San Francisco, see p. 481. The train starts from the station at the corner of 3rd and Townsend Sts. (p. 481), stops again at the corner of 26th and Valencia Sts., and soon leaves the city behind. At (7 M.) *Ocean View* (290 ft.) we see the *Pacific Ocean* to the right. About 3 M. beyond (9 M.) *Colma*, a small wayside station, *San Francisco Bay*, which we skirt for 30 M., comes into view on the left. 12 M. *Baden*; 14 M. *San Bruno*; 17 M. *Millbrae*, with the large country house of Mr. D. O. Mills (right). — 21 M. *San Mateo*, a pleasant little town, embosomed in live-oaks, is the starting-point of a stage line to (32 M.) *Pescadero* (through-fare \$3.10).

The road to *Pescadero* crosses the *Sierra Morena* (views), passing the interesting old village of *Spanishtown*. The *Cliffs at *Gordon's Landing* tower 250 ft. above the sea, recalling the Shakspeare Cliff at Dover. — *Pescadero* (*Swanton Ho.*, *Pescadero Ho.*, \$1½-2), a small village on the Pacific coast, at the mouth of *Pescadero Valley*, is famous for its *Pebble Beach*, on which agates, opals, jaspers, and other similar stones are found.

25 M. *Belmont*. — 28 M. *Redwood* (Price's Hotel, \$1½-2½), so named from the trees in the timber of which it does its principal trade. A fine road runs hence across the *Sierra Morena* to *San Gregorio*, traversing a splendid redwood forest (*Views). — 32 M. *Menlo Park* (*Menlo Park Hotel*, *Oak Grove Villa*, from \$1½) is a favourite residence of the wealthy merchants of San Francisco and contains many fine houses, surrounded by beautifully laid out grounds and noble trees. Beyond *Menlo Park* the red roofs of the *Stanford University* (see p. 491) may be seen to the right. — 33 M. *Palo Alto* (*Palo Alto Hotel*), taking its name ('tall tree') from a fine redwood to the left of the railway, is the nearest station to the (1 M.) *University*.