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103. From San Francisco to Portland.

772 M. SOUTHERN PACIFIC RAILWAY in 36 hrs. (fare \$ 25; sleeper \$ 5). This line traverses some fine scenery and affords good views of *Mt. Shasta* (see below); some of the engineering difficulties were very great.

STEAMERS of the *Pacific Coast Steamship Co.* (agents, Goodall, Perkins, & Co., 10 Market St.) and of the *Oregon R. R. & Navigation Co.* leave San Francisco every 5 days for Portland (2 days; fare \$ 16, incl. berth and meals). The voyage is a pleasant one and usually calm in summer.

From *San Francisco* to (90 M.) *Sacramento* and (108 M.) *Roseville Junction*, see pp. 451-449. Our line here diverges to the left from that to *Ogden* and runs to the N., ascending the valley of the *Sacramento*, which flows at some distance to the left. 142 M. *Marysville* (65 ft.), a city of 3991 inhab., at the confluence of the *Feather* and *Yuba Rivers*. To the left rise the *Marysville Buttes* (1800-2100 ft.). At (163 M.) *Biggs* (100 ft.) we cross the *Feather River*. 186 M. *Chico* (195 ft.; 2894 inhab.). A fine fruit-growing country is traversed. Near (213 M.) *Tehama* (220 ft.) we cross the *Sacramento*.

Beyond (260 M.) *Redding* (555 ft.), near the head of the Lower *Sacramento Valley*, we enter upon a stretch of very picturesque scenery (observation-car), where the train crosses the winding *Sacramento* 18 times and threads 12 or more tunnels in 80 M. At (269 M.) *Copley* (600 ft.) the Indians spear salmon. Between (277 M.) *Kennet* (670 ft.) and (282 M.) *Morley* (720 ft.) the *Sacramento* is joined by the *Pitt River*. To the right rise the *McCloud Mts.* The *McCloud River*, which flows into the *Pitt River*, is one of the finest trout-streams in California. 298 M. *Delta* (1140 ft.), a good fishing-station. Near (306 M.) *Gibson* (1390 ft.) we pass through fine pine-forest. To the left, near (320 M.) *Castle Crag* (2085 ft.; **Castle Crag Tavern*, \$ 2 $\frac{1}{2}$ -3 $\frac{1}{2}$), rise the imposing **Castle Crags*, towering to a height of 4000 ft. above the river and forming one of the most striking pieces of scenery in the United States. Near (323 M.) *Chestnut* (2195 ft.) we obtain our first view of the huge snow-clad dome of *Mt. Shasta* (in front, to the right). To the right, near the (325 M.) *Upper Soda Springs* (2360 ft.), are the pretty *Mossbrae Falls*. A little farther on we cross the *Sacramento* for the last time and ascend rapidly, round the **Great Bend*, to (335 M.) *McCloud* (3350 ft.). — At (338 M.) *Sisson* (3555 ft.; **Hotel Sisson*, \$ 2; *Depot Hotel*, \$ 1 $\frac{1}{2}$), in *Strauberry Valley*, we enjoy a grand, unimpeded view of *Mt. Shasta*. To the left rise the *Scott Mts.* (*Mt. Eddy*, 9150 ft.).

The top of **Mt. Shasta* (14,440 ft.) is 12 M. from *Sisson* and may be ascended thence (there and back) in 30-36 hrs. (guides, horses, etc., at *Sisson's Hotel*; total expense \$ 15-20 each). The night is spent at *Sisson's Camp* (9000 ft.), just above the timber-line. There is a Geodetic Monument on the main peak. *Mt. Shasta* is a huge extinct volcano, and its volcanic character is clearly discernible in the *Crater* or *W. Peak* (12,900 ft.), where there is a crater $\frac{3}{4}$ M. in diameter and 2500 ft. deep. Hot springs and solfataric action are also visible near the top of the main peak. The
*View from the summit is very extensive.

At (345 M.) *Black Butte Summit* (3900 ft.) the train reaches the summit of the pass across the N. part of the Sierra Nevada and begins its descent. To the right we obtain views of the five distinct cones of *Muir's Peak* or *Black Butte* (6500 ft.). The trees through which we run include the sugar pine (*Pinus Lambertiana*; with cones 12-18 inches long), the yellow pine (*P. ponderosa*), the contorted pine (*P. contorta*), the cembra pine (*P. flexilis*), and the nut pine (*P. Sabiniana*; cones 12 inches long and 6 inches thick). 355 M. *Edgewood* (2955 ft.) commands a good retrospect of Mt. Shasta. We now ascend the *Shasta Valley*, with the *Shasta River* at some distance to the right. From (377 M.) *Montague* (2540 ft.) the *Siskiyou Mts.* (7660 ft.) are visible to the left. Near (395 M.) *Hornbrook* (2155 ft.) we cross the *Klamath River* and begin to ascend the *Siskiyou Mts.* (gradient 4 : 100). Beyond (404 M.) *Coles* (2905 ft.) we enter *Oregon* ('Webfoot State'). The line passes through a long tunnel just before reaching the summit at (414 M.) *Siskiyou* (4130 ft.). To the right is *Pilot Rock* (6430 ft.), the S. outpost of the *Cascade Mts.* (p. 425). — The train now descends rapidly, through tunnels and round curves, into *Rogue River Valley*. — 431 M. *Ashland* (1900 ft.; 1784 inhab.). *Mt. Pitt* (9760 ft.) rises to the right. — 446 M. *Medford* (1400 ft.) is the nearest station to (85 M.) the curious *Crater Lake*.

**Crater Lake* (6240 ft.), not yet easily accessible to the ordinary tourist, lies on the summit of the *Cascade Mts.*, occupying the abyss formed by the subsidence of an extinct volcano of the size and height of *Shasta*. It is 6 M. long and 4 M. wide. Its most peculiar feature is the perpendicular enclosing wall of igneous rock, 1000-2000 ft. high, in which there are but one or two openings. There is no visible affluent or outflow, but the water, though destitute of animal life, is fresh and sweet and of a phenomenally clear ultramarine hue. The lake is 2000 ft. deep and thus the deepest body of fresh water on the continent. **Wizard Island*, in the centre of the lake, 845 ft. high, is an extinct volcanic cone and is a curious instance of a crater within a crater. The road to the lake is fair, and the descent to the water's edge may be made in about 1/2 hr. For a visit to the lake from *Ashland* or *Medford* 6-8 days should be allowed. Conveyances, camping outfits, and information may be obtained at both places. The district containing this lake has been set apart as the *Oregon National Park*. Government has recently placed some trout in *Crater Lake*. For an excellent account of the lake, see *Mazama* (p. 517), Vol. I, No. 2.

Beyond *Medford*, to the right, stands *Table Rock*. 476 M. *Grant's Pass* (960 ft.); 510 M. *Glendale* (965 ft.); 552 M. *Myrtle Creek* (635 ft.); 574 M. *Roseburg* (490 ft.; 1472 inhab.), on the *Umpqua River*. To the right is *Diamond Peak* (8807 ft.), and farther on, on the same side, are the *Three Sisters* (8500 ft.). Beyond (649 M.) *Eugene* (455 ft.) we descend the pretty and well-wooded valley of the *Willamette* (left). 667 M. *Harrisburg* (335 ft.). — 692 M. *Albany* (240 ft.) is the junction of a line to (11 M.) *Corvallis* and (83 M.) *Yaquina*, on *Yaquina Bay* (p. 517). — 720 M. *Salem* (190 ft.; *Willamette Hotel*, \$2-3), the capital of *Oregon*, a small city with 4515 inhab., the *State Capitol*, and various other State buildings and institutions. — 757 M. *Oregon City* (95 ft.), with 3062 inhab., possesses a fine water-power supplied by the *Falls of the Willamette* (40 ft.). — 771 M.

East Portland (55 ft.). The train then crosses the Willamette and reaches its destination.

772 M. **Portland** (**The Portland*, from \$3; *Imperial*, \$2-3, R. \$1-2; *Perkins*, on the European plan; *Grand Central*; Brit. Consul, Mr. James Laidlaw), the business capital of the Pacific North-West, is advantageously situated on the *Willamette*, 12 M. above its confluence with the *Columbia* (see p. 445). Pop. (1890) 46,385, or, including *East Portland* and *Albina*, now incorporated with the city, 62,046. These figures include about 3000 Chinese. Its position at the head of deep-sea navigation on the *Columbia* and *Willamette* and its extensive railway connections with the N., E., and S. have made Portland an important commercial centre, and it ranks among the wealthiest cities of its size in the country. The streets are well laid out and have a more substantial look than those of many western towns.

Portland was first settled in 1843, and its growth since then has been rapid and uninterrupted. The annual value of its exports now amounts to about \$15,000,000 (3,000,000 L.), the chief articles being wheat, flour, wool, fish (salmon, etc.), and timber. It manufactures pig iron, woollen goods, flour, furniture, beer, cordage, and other goods to the annual value of \$25,000,000 (5,000,000 L.). It has steamship lines to San Francisco and other ports on the Pacific Coast, Puget Sound, British Columbia, Alaska, China, and Japan, while its sailing vessels ply to Great Britain, China, South America, and New York. — The annual rainfall at Portland is 46 inches.

The new UNION RAILWAY STATION, at the corner of N. 6th and Irving Sts., is a roomy and handsome building, with a tall clock-tower. About $\frac{3}{4}$ M. to the S. of it, in the block enclosed by Jefferson, Madison, 4th, and 5th Sts., is the new CITY HALL. Other important edifices in the business part of the city are the *Chamber of Commerce* (Stark St.), the *Post Office* and *Custom House* (5th St.), the *Court House* (4th St.), the *Opera House* (Morrison St.), the *Daily Oregonian Office* (cor. of 6th and Alder Sts.), and the *Marquam Block* (Morrison St.). The *Portland Library*, Stark St., is a tasteful Romanesque building. The *Portland Hotel* (see above), between 6th, 7th, Yamhill, and Morrison Sts., is a handsome structure. The *Portland Industrial Exposition Building*, in Washington St., is used for annual exhibitions. Some of the *Churches*, *Schools*, and *Charitable Institutions* are worthy representatives of the city's wealth. Among other objects of interest is the fine *Steel Bridge* over the *Willamette*.

The visitor to Portland will, however, best use his leisure by ascending the *Portland Heights* on the W. side of the city (easily reached on foot or by tramway) for the sake of the magnificent *MOUNTAIN VIEW they command. *Mt. Hood* (p. 517), 60 M. to the S.E., is the most prominent peak, but the rounded dome of *Mt. St. Helens* (p. 427; 50 M. to the N.), *Mt. Adams* (p. 425), and *Mt. Rainier* (p. 426) are visible, and the view also includes the *Coast Range* and the valleys of the *Columbia* and *Willamette*. The best point for this view is *Fairmount*, 1000 ft. above the city and about 1 hr.'s walk or $\frac{3}{4}$ hr.'s drive from its centre.

Portland is the headquarters of the *Mazamas*, an Alpine Club

(200 members) founded in 1894, which has done much to make the mountain-scenery of the Pacific North-West better known through its periodical the *Masama* and in other ways (annual dues \$3).

Excursions from Portland.

The favourite excursion from Portland is the voyage up the *Columbia River to (60 M.) the *Cascades* and to (110 M.) *The Dalles* (fare \$3½; return fare \$5; comp. p. 445; Or. R. R. & Nav. Co. Office, cor. of 3rd and Washington Sts.). The traveller may take the train to The Dalles, spend the night there, and return next morning by the steamer. If the trip is made only one way, the steamer should be preferred, as the scenery is not seen to the best advantage from the train. The boats leave early in the morning, but travellers can go on board the night before. On the way we pass (18 M.) *Vancouver*, the military headquarters of the Department of the Columbia.

Steamers (office as above) also descend the Lower Columbia to (106 M.) *Astoria* (ca. 8 hrs.), affording a good view of the wide estuary of a great river. A visit to a *Salmon Cannery* may be combined with the trip. — *Astoria* (*Occident Hotel*, \$2; Brit. vice-consul, *Mr. P. L. Cherry*), a small seaport with 6184 inhab., formerly famous for its fur-trade, has 3 M. of wharves on the Columbia. Excursions may be made hence to (16 M.) *Clatsop Beach* (hotel) and *North Beach* (in Washington; return-ticket from Portland to either of the Beaches, \$4½).

The Willamette affords another pleasant trip, steamers plying regularly to *Oregon City* (p. 515), *Dayton*, and *Corvallis* (p. 515).

**Mt. Hood* is conveniently ascended from Portland by taking the train to (66 M.) *Hood River* (comp. p. 446).

Mt. St. Helens (a more or less active volcano), *Mt. Adams*, *Mt. Jefferson*, and the *Three Sisters* may also be visited from Portland; but the trails are rough, and camping out is necessary in each case.

Among other points of interest visited from Portland are the *Multnomah Falls* (p. 446), *Crater Lake* (p. 515), and *Yaquina* (p. 515), *Newport* (Ocean House), and other places on *Yaquina Bay* (8 hrs. by train; return-fare \$6).

From Portland to *Tacoma* (for *Seattle*, *British Columbia*, *Alaska*, etc.), see R. 106; to *Omaha* and the *East*, see R. 88.

104. From San Francisco to New Orleans.

2490 M. SOUTHERN PACIFIC RAILWAY ('Sunset Route') in about 4 days (fare \$67.50; sleeper \$13). Through-carriages.

From *San Francisco* to (484 M.) *Los Angeles*, see R. 97, and from *Los Angeles* to (542 M.) *Colton*, see R. 100b.

542 M. *Colton* (965 ft.; *Trans-Continental Hotel*, \$1½-3; *Marlborough Ho.*, \$2), a town of 1315 inhab., is of importance as the junction of lines to *San Bernardino* (p. 502), on the N., and *San Diego* (p. 504), on the S. It grows large quantities of fruits of various kinds and is widely known for its excellent black and white marble (comp. p. 483). — The train now begins to ascend rapidly towards the ridge of the *San Bernardino Mts.*, which we cross, at (563 M.) *Beaumont*, by the *San Geronio Pass* (2560 ft.). On the other side we descend as rapidly towards the Colorado Desert (see below). To the right are the striking *San Jacinto Mts.* (highest summit 10,990 ft.), to the left the *San Bernardino Range*. — The *Colorado Desert*, which we now traverse for about 150 M., is a barren sandy wilderness, a great part of which actually lies below sea-level (see p. 518). Almost nothing grows on it except cactus and