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CALIFORNIA, THE PACIFIC NORTHWEST,

* **ALASKA** *

AND THE

WORLD'S COLUMBIAN EXPOSITION.

FOUR SPRING TOURS

LEAVING BOSTON APRIL 24 AND MAY 24, 1893.

RAYMOND & WHITCOMB, 296 Washington Street (opp. School Street), Boston, Mass.



SEASON OF 1893 . . .

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FOUR SPRING AND EARLY SUMMER TOURS.

Colorado, California, the Pacific Northwest, ALASKA, the Yellowstone National Park, and the World's Columbian Exposition—an 82-days' Trip. (See pages 11-117.)

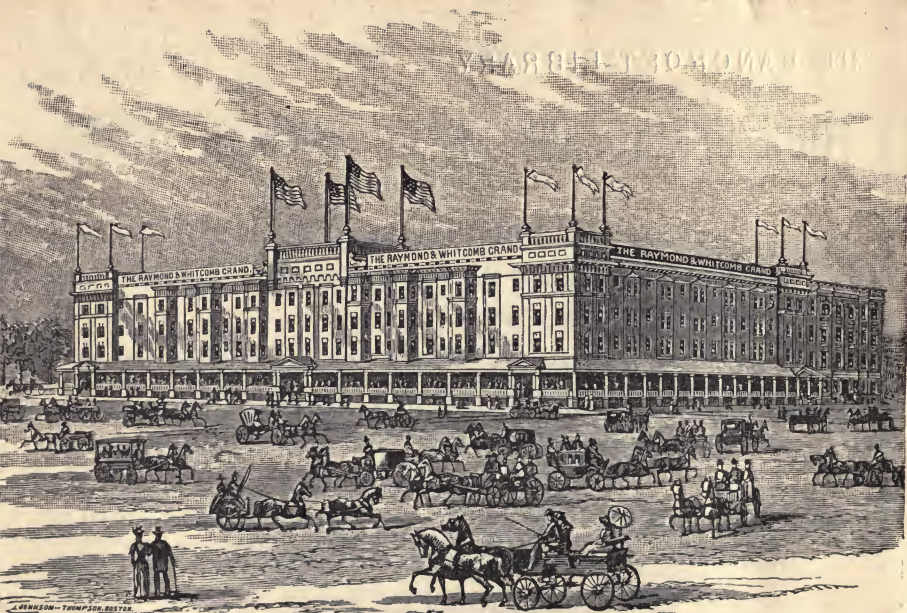
The Same, Omitting Alaska—a 75-days' Trip. (See pages 119-143.)

California, the Sierra Nevada and Rocky Mountains, Colorado, and the Columbian Exposition—a 69 days' Trip. (See pages 145-173.)

The Canadian Pacific Railway, Alaska, the Northwest, the Yellowstone Park, and the Exposition—a 52-days' Trip. (See pages 179-191.)

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston.



THE RAYMOND & WHITCOMB GRAND,

RAYMOND & WHITCOMB, Proprietors.

OSCAR G. BARRON, Manager.

located on 59th St., between Madison and Washington Avenues, facing the Midway Plaisance of the World's Fair Grounds, Chicago. Built especially for the accommodation of the Raymond & Whitcomb Excursion Parties during the World's Fair.

TOURS ACROSS THE CONTINENT.

General Information Relating to all Raymond & Whitcomb
Excursions to the Pacific Coast.

Suggestions in Regard to Joining a Party.

PERSONS desiring to join a Raymond & Whitcomb excursion party should send their names to be registered at as early a date as convenient. A name is registered as soon as an intention to go is expressed, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. No payment of money is required in this connection, and no responsibility is incurred. If circumstances prevent the person from going, notice of the fact should be sent to us, and the name will be taken from the list, and the next applicant permitted to fill the vacancy. Tickets can be taken and paid for at the convenience of the passenger any time to within about one week of the date of departure; and should the passenger then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen. In all cases the parties are limited in numbers, and it frequently occurs that parties are filled long before the dates of departure.

Persons are not compelled to come to Boston for the purpose of joining an excursion, but may connect with the train at any convenient point along the route. The sleeping-car berths are assigned previous to the date of starting, and those belonging to passengers who join at points on the route are invariably held for them until they are required.

How Our Parties Travel.

Two features of our various transcontinental excursions are of special importance. One is the employment of Pullman vestibuled sleeping and composite cars of the latest pattern; the other, the use of dining-cars. The vestibuled train is the latest and greatest development of the idea put forth by George M. Pullman in the sleeping-car—that of providing the most comfortable, the most luxurious, and the safest transit for the railway passenger. We were the first to run vestibuled trains through to the Pacific coast, and also the first to establish a dining-car service between the East and California. In the belief that our patrons demand everything possible in the way of first-class and elaborate service, we have made contracts with the Pullman Palace Car Company to provide these luxurious appointments—vestibuled trains of the newest and most elegant design, with palace sleeping-cars and dining-cars—for all our outward California excursions, and also for our returning parties, whenever practicable.

In all cases the dining-cars will be supplied with everything afforded by the best markets of the country, as it is intended to make the table equal to that of the leading hotels. By the use of the dining-car three meals a day *at regular hours* are insured. This is an important consideration to many travelers, to whom delays and detentions may mean not only discomfort, but illness.

The composite cars are also a valuable innovation, each one containing, besides a commodious smoking-room, a bath-room, a barber's shop, and a well-selected library.

Only two persons are placed in a section of the sleeping-cars (every passenger being entitled to an entire double berth, half a section) and only two persons in each state-room on the Alaska steamer.

The advantages of a special train service to be enjoyed by our parties under personal escort need not be urged, as they will be readily perceived. In New Mexico, California, Colorado, and elsewhere, facilities for leisurely sight-seeing are gained thereby. In fact, the schedules are arranged expressly for the purpose of affording superior facilities for sight-seeing and for visiting points of note. Ordinary travelers going alone have no such opportunities, often passing the most interesting places in the night. Another consideration, which has much to do with the comfort of a passenger on a long railway ride, is this: Our trains are always run at a safe and moderate rate of speed, thus enhancing the pleasures of sight-seeing and insuring an agreeable journey.

Our parties are always under the charge of competent conductors, who devote their entire time and attention to the welfare and comfort of the passengers, and who superintend all business arrangements. Hotel accommodations are arranged in advance, checked baggage is at all times cared for, and in other particulars the members of the party are relieved of many petty cares and annoyances inseparable from ordinary travel. Thus the tourist is left to the fullest enjoyment of the journey, while appointed agents attend to the task of arranging its details.

Hints About Clothing.

Although the excursions described in this book are to be made in the pleasantest part of the year, and at a time when a mild temperature is likely to prevail, provision should be made to guard against sudden changes. Warm clothing, with light over-

coats, shawls, or convenient wraps, which may be brought into service or discarded, as required, is an essential part of the outfit. In the outward journey through New Mexico, Arizona, and Southern California, and the homeward one by the Northern Pacific or Ogden route, the temperature may be warm, and clothing should be provided accordingly, but wraps should always be at hand for evening use in case of necessity.

The railway rides through some sections — chiefly across the deserts — may be dusty, and dust is likely to be encountered in journeying about California. This fact should govern, to some extent, the selection of materials for traveling suits, and render “dusters” of special utility.

Warm underclothing should always be worn. However warm the days may be on the Pacific Coast, the evenings and nights are cool. The dryness of the atmosphere, too, renders a high temperature much less to be dreaded than in the East. As to the San Francisco climate, it is worthy of note that the residents of that city are accustomed to wear the same thickness of clothing the year through. The temperature in the northern regions we are to visit is delightful in spring and summer.

In the Yosemite trip strong and serviceable clothing and a pair of stout walking-shoes or boots will be best; and these will be useful, of course, in other parts of the excursions, especially in Colorado and the Yellowstone National Park. Visitors to the Yosemite should be content to leave finery behind, and baggage should also be discarded to as great an extent as possible. The same remarks will apply to the Yellowstone National Park, where the traveler should be prepared with clothing which dust cannot injure, good walking-shoes, and wraps for evening wear. There are few nights within the park, even in midsummer, without frosts. Rubbers or “gum” shoes and waterproof coverings will suggest themselves. A piece of mosquito

netting, which can be worn over the face and neck in certain parts of the park, will also be serviceable.

For the Alaska voyage one should dress as warmly as for an Atlantic Ocean voyage, but no warmer, since that should mean woolens and wraps. Strong and serviceable clothing and stout shoes are prime necessities for Alaska as well as for the National Park. Ladies should remember that the decks of a steamer are always washed down in the morning, and that trailing skirts are under such circumstances undesirable. A gossamer for ladies, a mackintosh for gentlemen, rubber shoes or boots, and umbrellas, are likely to suggest themselves. Most of the sight-seeing is from the steamer's deck, but it is better to be prepared for little land expeditions in all weathers. Rains come frequently and with little heralding, making rubber garments and an umbrella useful companions. Closely-fitting outer garments are of course more convenient on the breezy deck than loose cloaks or shawls.

Walking over the glaciers is difficult and in places dangerous. At the Muir Glacier, a landing may be desirable, but there is likely to be little traveling done except on the lateral moraines, and no special preparation is desirable for that kind of work beyond what has already been suggested. Alpenstocks and canes can be obtained of the baggage porter on the steamer. Steamer chairs, if desired, can be obtained generally of the deck stewards on the steamer; and also at Tacoma, Port Townsend, or Victoria. They can be leased for the voyage if returned in good condition.

“Stop-Over” Privileges.

Our tickets as a rule allow the holder the privilege of stopping over for about nine months from the date of issue in California, Oregon, or Washington, or at any point on the return trip between the Pacific Coast and Chicago. In the case of the parties

mentioned herein, the returning coupons (excepting, of course, those for the Yellowstone Park, which expire with the season, and for the World's Fair, which closes November 1), will be good until December 31, 1893.

Members of these parties who leave them at any point west of Chicago, afterward coming east independently, can proceed on the regular trains directly through to the Chicago, Rock Island & Pacific station in Chicago by the Albert Lea or Rock Island Route. In order to insure hotel accommodations at The Raymond & Whitcomb Grand, they must notify Carroll Hutchins, agent for Raymond & Whitcomb, at The Raymond & Whitcomb Grand, Midway Plaisance, Chicago, positively one week in advance of their arrival.

Persons returning eastward independently from Chicago, or any point west thereof, are required to exchange their passage and sleeping-car tickets in Chicago. This may be done either at the Chicago & Grand Trunk Railway ticket office, Blue Island Junction; at the ticket office in the Dearborn station (Polk street, head of Dearborn street), Chicago; at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent; or at the office of Raymond & Whitcomb, in the Raymond & Whitcomb Grand Hotel, Midway Plaisance, Chicago, Carroll Hutchins, agent. Applications for sleeping-car accommodations must be addressed to Mr. Hutchins or Mr. Hughes.

Stop-over privileges are allowed at Niagara Falls, but not elsewhere east of Chicago. In order to avail themselves of the stop at Niagara Falls, passengers can leave Chicago at 3.00 P. M., arrive at Niagara Falls in the morning, and remain there until afternoon.

Where no dining-cars are ordinarily run, passengers returning independently will be furnished with meals at dining-stations *en route*.

Persons remaining in San Francisco later than June 12, 1893, should apply, before leaving for the East, to our agent, Clinton Jones, No. 36 Montgomery street, San Francisco, for information and assistance in connection with the excursion ticket, securing sleeping-berths, etc. Persons returning independently can also apply for information or assistance to our Pacific-Northwest agent, A. D. Charlton, No. 121 First street, Portland, Or.

For any further desired information apply in person or by letter to

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston.



A GRAND TOUR FROM THE ATLANTIC TO THE PACIFIC

AND A VOYAGE TO

* ALASKA *

WITH VISITS TO

Many Picturesque Places in Colorado, New Mexico, Arizona, California, Oregon,
Washington, and ALONG THE BRITISH COLUMBIAN COAST, and
also in Idaho, Montana, etc., with a week in the

YELLOWSTONE NATIONAL PARK

And another week at the

WORLD'S COLUMBIAN EXPOSITION.

The Party to Leave Boston Monday, April 24, and to Return Friday, July 14.

Price of Tickets (all Traveling and Hotel Expenses included), \$725.00.

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston.

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SIXTH ANNUAL SPRING EXCURSION

— TO —

COLORADO, CALIFORNIA, the PACIFIC NORTHWEST,

ALASKA,

And the Yellowstone National Park, with a Visit to the

WORLD'S COLUMBIAN EXPOSITION,

April 24 to July 14, 1893.

FOUR complete tours across the continent are included in our excursion arrangements for the spring and early summer of 1893. In each instance a full week will be spent at the Columbian Exposition. We shall first describe a trip that is unexampled in extent and variety—a comprehensive journey through the length and breadth of our country, from the Atlantic to the Pacific, and from the Mexico line to Alaska. The Pacific Coast will be traversed for over 3,000 miles, and all its marvels may be seen—the luxuriant orchards and gardens of Southern California, the Yosemite Valley, the matchless mountain scenery of the Pacific Northwest, and the vast glaciers of Alaska. To these are added the wonderfully picturesque gorges of the Rocky Mountains, “life on the plains,” the quaint native life in the far Northwest, the Yellowstone National Park, and Niagara Falls.

No excursion ever planned has surpassed this one in its combination of American wonders. In fact, it would be impossible to bring together in a single tour of like duration—eighty-two days—a greater number of truly grand attractions.

A Complete Round of Sight-Seeing.

Great progress has been made within the past decade in rendering the remoter regions of our vast national domain accessible to the tourist, and united to this fact is the equally important one that our special excursion trains carry to the most distant points comforts and luxuries previously unknown. After a complete round of Colorado, New Mexico, California, and Oregon, the Alaskan voyage will be performed on the staunch and elegant steamship "Queen," the finest vessel in the fleet owned by the Pacific Coast Steamship Company. The steamer trip will occupy ten or eleven days. All the famous scenic points in Southern Alaska which have made the Alaska tour so famous will be visited, including Fort Wrangel, Juneau, the Douglas Island gold mines, Chilkah, Sitka, and the great Muir Glacier on Glacier Bay. There will be time for landing and sight-seeing at all the chief points of interest, and everywhere the tourists will have unsurpassed opportunities for scanning the wonderful scenery of our northernmost possessions, and for studying the quaint and primitive native life. The entire route from Puget Sound to the farthest northern point reached is lined with scenes of awe-inspiring character—mountains of great height, with almost fathomless depths at their very feet; cascades, which seem to tumble from the sky itself; densely wooded shores, whose solitudes have never yet been invaded by man; and vast fields of snow and ice, which glow in the sunlight like plains of gold and silver. Thousands of mountain peaks are seen that no man has ever visited, and that are as yet even unnamed. In Alaska great glaciers, many fold larger than the

grandest ice fields of Switzerland, flow down to the sea, mingling with the floods of the ocean and breaking off in huge masses of fantastical shapes. In no part of the world is there so much wild grandeur encompassed in a voyage of equal duration.

The earlier parts of the tour, embracing the finest Rocky Mountain scenery of Colorado, the ancient civilization of New Mexico, and the various interests of California from Coronado Beach to Shasta, will be, in their way, equally attractive; and so will the later weeks, crossing the continent homeward by the northern route, and visiting the matchless Yellowstone Park. The trip will culminate in an ample stay at the World's Fair at a very desirable season—the early summer. This is an exceptionally interesting feature of the tour.

The Raymond & Whitcomb Grand Hotel.

All previous international exhibitions are to be surpassed in extent and interest by the World's Columbian Exposition of 1893. The indications are that there will be a vast concourse of strangers from every part of America and Europe, and that even the increased hotel accommodations of Chicago will be taxed to the utmost. In view of this fact, and for the purpose of providing our patrons with the best possible facilities for visiting the great Fair, and with comfortable and luxurious accommodations while there, we have contracted with a well-known firm of Chicago architects and builders, Barry Brothers, to erect a commodious, first-class hotel, near the Exposition grounds. Work was begun on this building in the autumn, and it is now nearing completion. The site selected is upon three prominent boulevards (where heavy teams are not allowed) and fronting the Midway Plaisance, the main front of 300 feet upon Fifty-ninth street, with 250 feet on Washington avenue and 100 feet on Madison avenue. The hotel, in fact, has the largest street frontage of any private

edifice in Chicago. Though within less than 1,000 feet of one of the main entrances to Jackson Park (where the main part of the Exposition is centred) the situation is quiet and retired, being in the midst of a fashionable residence section. The Midway Plaisance, directly in front, will also form a part of the Exposition inclosure, having been set apart for special exhibits, the foreign bazaars, etc.

The Raymond & Whitcomb Grand, as the establishment is to be known, is of pressed brick, and only four stories in height. The building is fire-proof and of the most substantial character throughout. There are no less than 800 feet of outside exposure, and the courts have a width of 45 feet. There are 325 airy, well-ventilated, and well-lighted sleeping rooms, and between every two rooms is a bath-room and toilet-room, also thoroughly ventilated and well lighted. The bath-tubs are of porcelain, and the greatest care has been taken in connection with the plumbing and other appointments to secure the best sanitary results. No other hotel in Chicago is so liberally provided with bath-rooms. There are elevators, both for passengers and baggage, and, indeed, every concomitant of a first-class city hotel has been provided. The dining-room is 110 feet long and 76 feet wide, and the parlors, reception-rooms, hotel office, bazaar, Raymond & Whitcomb office, etc., are also of liberal proportions. The hotel will be conducted in the best manner, and with all due regard to the quiet, rest, and comfort of our patrons, for whose sole occupancy and use it is intended. It is to be under the experienced management of Oscar G. Barron, the well-known resident proprietor of the Fabyan House, White Mountains, N. H.

Two stations on the main line of the Illinois Central Railroad are within two squares of the hotel, and two lines of cable railway and an elevated railway are also near at hand, insuring ready means of communication with the city. For the accommodation of our special trains the Illinois Central Railroad Company will establish a station on

their Washington Park Branch, at the corner of Madison avenue and Sixty-first street, only two squares from the hotel. This will be known as Raymond & Whitcomb's Exposition station, and will be solely for the use of our parties.

The Raymond & Whitcomb Grand Hotel is to be the stopping place of the Alaska party for a full week upon their return from the transcontinental tour. The homeward journey will thus be pleasantly broken about midway between the Yellowstone National Park and the Eastern cities.

The time selected for the trip is seasonable, not only for the visit to the far North, but also for the journey across the continent and the tour through California. In June, when the party will reach the Northwest, long days prevail, and there are really only a few hours of darkness. Chicago is to be visited during the early days of July. This party, like all of our other California excursions, it is hardly necessary to say, will have the superior advantages of a special Pullman vestibuled train with a dining-car while crossing the continent.

Price of Tickets.

The price of tickets for the excursion, as described at length in the following pages, will be SEVEN HUNDRED AND TWENTY-FIVE DOLLARS. This sum will cover first-class travel over all railway and steamer routes going and returning, with double berths in Pullman sleeping-cars, and only two persons in each room on board the Alaska steamer; all stage rides to and through the Yellowstone National Park; hotel accommodations according to the itinerary, for the period of the regular tour (eighty-two days), with sojourns at Denver, Coronado Beach, Los Angeles, Redondo Beach, Santa Barbara, San Francisco, Monterey, San Jose, Portland, Tacoma, Seattle, the Yellowstone National Park (at Mammoth Hot Springs, Lower Geyser Basin, Upper Geyser Basin, Yellowstone Lake, and Yellowstone Grand Cañon), Minneapolis, St.

Paul, The Raymond & Whitcomb Grand in Chicago for one week, etc.; meals in dining-cars, at hotels, dining-stations, or on steamers *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (Denver, San Diego, Los Angeles, Santa Barbara, San Francisco, San Jose, Monterey, Portland, Tacoma, Seattle, Minneapolis, St. Paul, and Chicago); special carriage rides in Manitou, Denver, Pasadena, Santa Barbara, Portland, Minneapolis, and St. Paul; all expenses for transportation, transfer, and care of baggage (to the extent of 150 pounds for each person, all over that amount to be liable to excess charges at regular transportation rates), and the services of conductors—in short, EVERY NEEDED EXPENSE of the entire round trip from Boston back to Boston.

Price for children between the ages of five and twelve years, SIX HUNDRED AND FORTY DOLLARS. This includes a separate sleeping-berth throughout the entire journey, the same as for an adult. Where no separate berth is required, the price for children between the ages of five and twelve years will be FIVE HUNDRED AND EIGHTY-FIVE DOLLARS.

Price of tickets for the Yosemite Valley trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. See page 175.

Extra Sleeping-Car Accommodations.

The cost of an extra double berth (giving an entire section to one person), for the journey between Boston and San Bernardino or San Diego, is \$25; drawing-room for one occupant, \$67; for two occupants, \$42—\$21 for each passenger; for three occupants, entire extra charge, \$17.

The charges for extra sleeping-car accommodations between Los Angeles (or Santa Barbara) and San Francisco are as follows: Extra double berth, \$2.50; drawing-room

for one occupant, \$6.50; drawing-room for two occupants, \$4, or \$2 each; drawing-room for three occupants, entire extra charge, \$1.50.


The cost of an extra double berth from San Francisco to Tacoma or Seattle is \$7; drawing-room for one occupant, \$18; drawing-room for two occupants, \$11 — \$5.50 for each passenger; drawing-room for three occupants, entire extra charge, \$4.

For an extra double berth from Tacoma to Boston, \$21; drawing-room for one occupant, \$58; drawing-room for two occupants, \$37 — \$18.50 for each passenger; drawing-room for three occupants, entire extra charge, \$16.

The itinerary in full and a concise description of the places to be visited will be found in the pages which follow. As the accommodations to be furnished on certain parts of the route are limited, the party will necessarily be restricted in numbers. Persons desirous of becoming members are earnestly requested to enroll their names at as early a date as possible. Tickets must be taken on or before Wednesday, April 19, five days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston.

THE TOUR IN OUTLINE.

From Boston to the Missouri River.

THE party will leave Boston from the Fitchburg Railroad station, Causeway street, at 4.00 P. M., Monday, April 24, in a special Pullman vestibuled train with a dining-car. The early stage of the journey is over the popular Hoosac Tunnel route, and through a picturesque section of Northwestern Massachusetts. At a distance of 135 miles from Boston we enter the portals of the famous Hoosac Tunnel, which pierces the mountains for four and three-quarters miles. This is the longest railroad tunnel on the continent. Near Mechanicville, N. Y., the Hudson River is crossed, and at Rotterdam Junction the train passes from the tracks of the Fitchburg Railroad to those of the West Shore Railroad. This latter line ascends the Mohawk Valley, and traverses the great State of New York, passing through Utica, Syracuse, Rochester, Buffalo, and other important cities. As meals are to be served in the dining-car, there will be no prolonged stay at any station during the early part of the ride.

Passing through Buffalo, our train continues along the shores of Lake Erie and the Niagara River to Niagara Falls. We cross the Niagara River on the great Suspension Bridge, just above the terrible Whirlpool Rapids, and about two miles below the cataract. From this point westward through Canada the route lies over the Southern Division of the Grand Trunk Railway. The St. Clair River is crossed, just below Lake Huron, by means of the great tunnel, the longest work of its kind in the world. From the Canadian cutting to the river edge is 1,950 feet; from the American cutting to the river, 1,800 feet; the distance across the river is 2,300, making the total length of the tunnel 6,050 feet. The cost of this great work was about \$3,000,000. It not

only shortens the line at this point, but greatly facilitates traffic. The line west of the river leading direct to Chicago, 331 miles distant, is the Chicago & Grand Trunk. After traversing Michigan and a little corner of Indiana, we reach the boundary line of Illinois. At Blue Island Junction our train will be transferred to the tracks of the Chicago, Rock Island & Pacific Railway, on which we make our farther journey to Kansas City.

We cross the northern part of the great State of Illinois, reaching the Mississippi River at Rock Island. This route takes us through Joliet, Morris, Ottawa, La Salle, Peru, Geneseo, Moline, and other populous cities and towns. Rock Island is a handsome city, which stands on the east side of the lordly Mississippi, while Davenport, Ia., is on the opposite bank. Thus far we have followed quite closely the line of march taken by General Winfield Scott at the time of the Black Hawk War. Where the city of Morris stands was fought a sanguinary battle between the Black Hawk Indians and the white settlers, the latter having the assistance of the Pottawattamies. The island, which gave the city of Rock Island its name, is traversed by the railway. The island is owned by the United States Government; and the United States Arsenal, which was erected here after the destruction of the one at Harper's Ferry, Va., in the war of the Rebellion, is near the road. The grounds have been laid out by the government in a very handsome manner, and serve as a charming park for the three adjacent cities—Rock Island, Davenport, and Moline. Where the Kimball House in Davenport stands was signed the treaty with the Indians which opened up Western Illinois, Eastern Iowa, and Southern Wisconsin to white settlement. Black Hawk's village stood upon the site of the city of Rock Island.

On leaving Davenport our train continues down the west bank of the Mississippi River as far as the flourishing city of Muscatine. Our course is then across the

southeastern corner of Iowa; and at Lineville we enter the State of Missouri, traversing its northwestern section from thence to Kansas City, a distance of 139 miles. Princeton, Trenton, and Cameron are the chief towns on this part of the line. Just before entering Kansas City the road crosses the Missouri River on a high and substantial bridge.

Kansas City.

We shall reach Kansas City early Thursday morning, and spend several hours there. This city lies upon the boundary line of two States — Missouri and Kansas — with its chief population, public buildings, etc., in the former. Kansas City, Mo., contains 132,416 inhabitants, and the Kansas division of the city 38,271. Possessing peculiar advantages from being the junction point of a dozen great railroads, Kansas City has made rapid strides within two or three years past. It is the largest depot for agricultural implements in the world, the second great beef-packing centre, and the third place of importance in pork-packing.

The Atchison, Topeka & Santa Fe Railroad.

On leaving Kansas City Thursday forenoon, we enter upon the main line of the Atchison, Topeka & Santa Fe Railroad, over which we are to travel upwards of 2,300 miles in different stages of our western journey. With several eastern termini and a number of branches to tributary points, the main line of this road reaches out over the great State of Kansas, through a part of Colorado, and then diagonally across the Territory of New Mexico, to connections with the Pacific Coast and Old Mexico. The Santa Fe system comprises, in addition to the main line and its branches, the Atlantic & Pacific, through Arizona and California, the Southern California Railway Company's system, and other important lines.

Kansas and Colorado.

Our course from Kansas City to the Colorado State line takes us 486 miles within the borders of Kansas. The State embraces in alternation broad, level valleys and high, rolling prairies, with a gradual rise towards the Rocky Mountains. At Kansas City we are 765 feet above the sea, and at the borders of Colorado 3,418. The highest point in the State is the extreme northwest, which has an elevation of about 4,000 feet. The eastern section, through which we pass by daylight, is well watered, well settled, and is devoted largely to corn and wheat, of which the yield is enormous. The western section, with the neighboring parts of Colorado and Nebraska, is given up largely to cattle grazing.

Entering Colorado a little distance west of Coolidge, we find that the plains look dry and barren, but nevertheless they furnish good grazing. We are at times on what were once famous buffalo grounds. Antelopes are sometimes seen near the track; and villages of those queer little animals, the prairie dogs, are also common. Deer, like the buffalo, have been driven back from the railroads, and, indeed, the buffalo has been wholly exterminated from these regions.

Colorado embraces 103,645 square miles. Of the United States, Texas (262,292 square miles), California (158,000 square miles), Montana (143,776 square miles), and Nevada (109,740 square miles), only exceed it in area; and of the Territories only New Mexico, Arizona, and Alaska. Upon first entering Colorado, little change will be noticed in the physical aspect of the landscape, except that the prairie gradually becomes more rolling. Las Animas is a thriving cattle centre. At La Junta we diverge from the main line of the Atchison, Topeka & Santa Fe Railroad, for a detour amid some of the great scenic wonders of the Rocky Mountains, and a brief visit to Denver, the "Queen City of the Plains." We proceed first to Pueblo. Our stay

here will be long enough for the party to see something of this busy and progressive young city.

The Royal Gorge.

Leaving Pueblo Friday noon, we shall proceed over the main line of the Denver & Rio Grande Railroad westward in order to visit the famous Royal Gorge. Our course lies through the narrow valley of the Arkansas River. At Florence, thirty-three miles from Pueblo, we are in the centre of the Colorado petroleum district, and above this place are extensive coal deposits. Cañon City (forty-one miles) is a large and growing town. The State Penitentiary is near the railroad track on the right, and just beyond are several fine mineral springs. The cañon begins just above this point, and for ten miles the scenery is of the wildest and grandest description. Mountains of rock running up almost perpendicularly nearly half a mile in height, and terminating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the rapid stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrow limits, brawlingly disputes the right of way with the iron steed; and new pictures of wildness and grandeur greet the eye at every turn. Every feature of the scenery is on a stupendous scale.

Manitou Springs.

Returning to Pueblo after our inspection of the Royal Gorge, we shall continue northward over the main line of the Denver & Rio Grande Railroad to Manitou, where the train will arrive at an early morning hour on Saturday. The forenoon will be passed in this delightful place and there will be a carriage ride to aid the visitors in making a sight-seeing round. The principal springs and the large bathing estab-

ishment are in the heart of the village. The Garden of the Gods lies between Manitou Springs and Colorado Springs; and Pike's Peak, which has an elevation of 14,147 feet (7,850 feet higher than the town itself), rises in solitary beauty only a few miles away. The Manitou & Pike's Peak Railway, which climbs to the very summit of the mountain, was opened two years ago. The Manitou Grand Caverns are within a short distance of the village, as are also Rainbow Falls.

Denver.

Returning to the train Saturday noon we shall continue on still farther northward to Denver, the capital of the Centennial State. Our headquarters while here will be at the new and elegant Brown's Palace Hotel. Omnibus transfers both to and from the hotel are provided, the party arriving in Denver Saturday afternoon, and remaining over Sunday. There will be a carriage ride immediately upon arrival. Denver has a population of 126,186, according to the recent census, and is one of the most substantial and progressive cities of the West. Its streets are regularly and handsomely laid out; its public and business edifices and its private residences are elegant and substantial; schools, churches, and newspapers abound; and, in short, Denver has every sign of thrift, enterprise, wealth, and progress.

The Raton Pass.

We shall go on board the train Sunday night, and leave Denver at an early hour Monday morning, going southward over the Denver & Rio Grande Railroad to Pueblo, and the Atchison, Topeka & Santa Fe to La Junta, and thence to the Pacific coast.

Crossing the Raton Pass above Trinidad, at an elevation of 7,688 feet, we enter the Territory of New Mexico. Fisher's peak, a very prominent and picturesque elevation

which rises back of Trinidad and 3,628 feet above it, is 9,633 feet high. The railroad, six miles beyond Trinidad, passes through the mining town of Starkville, and ten miles above Starkville crosses the State line, just north of a long tunnel. Meanwhile occasional glimpses have been had of the gleaming Spanish Peaks, which are some thirty miles northwest of Trinidad. The railroad follows the general direction of the old "Sante Fe trail," and Dick Wootton's famous old toll-house is seen on the right just north of the summit. The descent on the New Mexico side is quite steep. Raton is situated on the plain, about 1,000 feet below the summit, and is an important trade centre.

New Mexico.

This Territory, which came into the possession of the United States after the Mexican war, together with Arizona, Colorado, Utah, and Nevada, comprises 121,201 square miles. Much of its surface is an arid waste, but the scenery in many parts of the Territory is very beautiful. Its tablelands are elevated from 5,000 to 7,500 feet above the sea, and snow-capped peaks rise to the height of 11,000 feet and upwards.

While commercial relations with the East have been established within the present century (though not fully provided for until the opening of the Atchison, Topeka & Santa Fe Railroad), New Mexico and Arizona, together with the southern part of Colorado, are unquestionably the oldest-settled portions of our country. This region was the home of an ancient civilization for centuries before the first Pilgrim footfall was heard on Plymouth Rock, and before St. Augustine and Jamestown were colonized. The *pueblos*, or villages of these prehistoric races, are scattered through the valleys of Southern Colorado and Northern New Mexico, and through a large part of Arizona. There are ruins of ancient cities miles in extent; and then there are the curious cliff

dwellings which abound in certain parts of Colorado and Arizona. The *pueblos* are now inhabited to a large extent by a strange aboriginal race called Pueblo Indians, but the cliff and cave dwellings have probably been in ruins for ages. Soon after the conquest of Mexico by Cortes in 1519, the Spaniards overran the country, and it is the old South European civilization that now permeates the life and customs of New Mexico and Arizona, the American element being a very recent importation. The present population of New Mexico is 144,862.

Near Raton are valuable coal mines. Gold, silver, copper, and other ores are also found in this vicinity. South of Raton lies a rich grazing country dotted with ranches. Springer, the county seat of Colfax, and Wagon Mound are the chief places of importance between Raton and the large and flourishing city of Las Vegas.

Las Vegas Hot Springs.

The celebrated Hot Springs of Las Vegas are situated six miles from the city of the same name, and we shall pay them a visit, our special train being taken thither over the Hot Springs Branch. The springs are forty in number, and are situated at the base of a foot-hill that slopes down to the Rio Gallinas. In their thermal properties they are divided into classes; one including springs of a temperature from 120 to 140 degrees Fahrenheit, and the other from 75 to 100 degrees. There are thirty of the former and ten of the latter. Of the whole number only about twenty-five of these springs have been required for the bath-house supply, a single spring furnishing no less than 30,000 gallons of water daily at a temperature of 140 degrees. The warm springs flow from basins, or reservoirs, direct to the bath-houses, while the cooler ones run into large tanks, and are thence conducted into the bath-houses to furnish cold water as desired.

The first improvements were made at the springs in 1846, when an *adobe* bath-house was erected, and a hospital established there by the United States Army. The first hotel was erected in 1879, and is still standing. The popularity of the resort has made greater demands than the old house was intended to supply, and the large and elegant Montezuma was erected. This establishment is situated on one of the heights above the river, at an elevation of about 6,900 feet above the level of the sea.

Westward from Las Vegas.

Returning to Las Vegas, and then going westward, we traverse an undulating and broken country. Some twenty miles from Las Vegas is a picturesque hill known as Starvation Mountain. This is a flat-topped, rocky eminence, with almost perpendicular sides, where, tradition says, the Indians surrounded 140 Mexicans, who finally starved to death. Several crosses have been erected on the summit.

Nearly fifty miles southwest of Las Vegas, in the Pecos Valley, are the ruins of the old Pecos Church, which was established by the Spaniards soon after 1529. The railroad runs within about a mile of the spot. A short distance from the church are the ruins of a great city which far antedated that edifice. The faint traces of walls, now gradually being reduced to dust, are all that remain. From the Pecos River there is an ascent by a steep grade to the summit of Glorieta Pass, which has an elevation of 7,537 feet.

Santa Fe.

Santa Fe, the capital of New Mexico, will be reached Monday evening by a branch road from Lamy, a distance of eighteen miles, and there will be a halt here until noon of the ensuing day.

San Francisco street is the chief business thoroughfare of the ancient capital. The old buildings are constructed of *adobe*, and in the Mexican style. The *burro*, a diminutive donkey, is made the chief carrier of burdens; and many of these patient, hard-working little animals are driven into town with packs of wood much larger than themselves. In the centre of the city is the Plaza, or public square, a well-ordered little park, bordered by business houses on three sides and by the old *adobe* palace on the fourth or north side. In the inclosure is a monument erected in honor of the soldiers who fell at Glorieta and Valverde. The old palace has been the seat of government for at least two and a half centuries. It was occupied by a long line of Spanish governors, and, under United States rule, the ancient edifice has still been used as the governor's residence. The interesting collections of the New Mexican Historical Society have been placed in this edifice. In front of the Exposition Building, near the United States Military Post, is a monument erected in honor of Kit Carson. Old Fort Marcy, on the hill above the hotel, was established by General Kearney in 1846. Upon the same site De Vargas encamped in 1693.

The old San Miguel Church, on the south side of the river, is supposed to be the oldest place of worship on American soil, having a recorded history as far back as 1580. Near this edifice is St. Michael's College for boys, erected a few years ago, from the tower of which a very fine view of the city and surrounding country is commanded. Near the ancient church is an old house, the walls of which are supposed to have great antiquity. They are thought to be the remains of a prehistoric edifice. Just across the creek, returning, are the spacious and highly improved grounds of the "Academy of Our Lady of Light," conducted by the Sisters of Loretto. Directly in the rear of these grounds are the residence and noted gardens of Archbishop Lamy. North, a short distance, is the Cathedral of Santa Fe, which has recently been

rebuilt. East of the Cathedral is located the St. Vincent asylum, or hospital, conducted by the Sisters of Charity. Another old church, that of Guadalupe, was, a few years ago, renovated and modernized for the use of the English-speaking Roman Catholics. There are also several Protestant places of worship.

The Ramona School, situated in the outskirts of the town, is a noble institution for the education of Indian youth, under the direction of Rev. H. O. Ladd.

From Santa Fe Southward.

We shall leave Santa Fe Tuesday noon, proceeding first to Lamy, where we again join the main line of railway. Near Wallace, thirty-one miles from Lamy, we reach the banks of the Rio Grande del Norte, the chief artery of the water system of the Territory. At this point is the *pueblo* of Santo Domingo, which is situated upon the bank of the river, within plain sight from the cars. A little farther on is the *pueblo* of San Felipe. The former tribe numbers nearly 1,000 and the latter between 500 and 600. The station at Wallace is upon the reservation of the Santo Domingo tribe. The *pueblo* is two miles distant. Three other Indian *pueblos* will be passed in the course of the journey, viz.: Sandia, twenty-five miles beyond Wallace; Isleta, about twelve miles beyond Albuquerque, and Laguna, on the Atlantic & Pacific Railroad, sixty-six miles from Albuquerque. Bernalillo, twenty miles beyond Wallace and sixteen miles north of Albuquerque, is an old Mexican town that has seen but little change since the railroad invaded its precincts.

The approach to Albuquerque is picturesque, the Sandia Mountains, which lie at no great distance northeast, adding to the beauty of the scenery. Albuquerque was a populous Mexican town long before the railroad came, having been christened in honor of the Duke of Albuquerque in the days of Spanish rule. The busy, bustling city of today has sprung into existence within the past five years beside the railroad, and is a

typical American town ; while the old town, three miles distant, is almost distinctly Mexican. The headquarters of the operating department of the Atlantic & Pacific Railroad are at Albuquerque, although the actual junction of that road with the Atchison, Topeka & Santa Fe Railroad is thirteen miles south.

Leaving Albuquerque by the Atlantic & Pacific Railroad, one of the great extensions of the "Santa Fe" system, over which we travel 747 miles, we shall cross the continental divide, 130 miles west of that city and 2,291 feet above it, the greatest elevation being 7,297 feet. There is little at the summit to indicate that one is at the top of a mountain range. At Gallup are extensive coal mines.

Arizona.

The line between New Mexico and Arizona is crossed between Manuelito and Allantown. The road here runs in proximity to some curiously shaped buttes, while peculiar red cliffs are seen north of the road. A great mass of rock, with cathedral-like pinnacles, seen near Wingate, is known as the Navajo Church.

Arizona comprises 113,916 square miles, and is the next largest Territory to New Mexico. It is three times the size of the great State of New York, and, like California, possesses within its wide domain nearly every climate. There is much desert and waste land, but some sections are very productive. The Atlantic & Pacific Railroad passes through a large part of the best lands in the Territory, although it also crosses great desert sections, where water is had only by running water-trains from the most convenient springs. There are many thousands of square miles of good grazing lands, and the raising of cattle, sheep, and horses is an important and growing industry. There are great tracts of pine timber, which is said to be equal to any found in the East. The mining interests of this region have been extensive for more than 300

years. Gold, silver, and copper are found in various sections of the Territory. In the northern part of Arizona, at a considerable distance from the railroad, is that great wonder of the world — the Grand Cañon of the Colorado.

The famous petrified forests of Arizona are situated twenty-six miles from Holbrook and some ten miles from the railroad. Holbrook is also the point of departure for the Moqui Indian towns, from ninety to one hundred miles distant.

The Cañon Diablo and the San Francisco Mountains.

The Rio Puerco, a small stream along which we have journeyed for some distance before reaching Holbrook, joins the Little Colorado near that place, and the road crosses the latter thirty-two miles farther on, near the lively little town of Winslow. Twenty-six miles beyond Winslow the road crosses the Cañon Diablo, an immense, zigzag, yawning chasm in the white and yellow magnesian limestone. The bridge is 541 feet long and $222\frac{1}{2}$ feet in height, or higher than Bunker Hill Monument. It is an iron structure, a model in its way, and cost \$250,000.

Long before this the magnificent San Francisco Mountains, a group of lofty, snow-clad peaks which rise a few miles north of the railroad at Flagstaff, have begun to attract attention. There are three sharp peaks of purest white, supported by dark shoulders of cedar and piñon-covered heights. The main peaks are Humphrey, Agassiz, and Humboldt. Mount Humphrey is 12,815 feet high, and Mount Agassiz is only 300 feet lower. The elevation of Flagstaff is 6,935 feet, and the Arizona divide (a spur of the San Francisco Mountains), a dozen miles beyond, is between 200 and 300 feet higher. Near Flagstaff the railroad enters the timber region, and the country assumes a beautiful park-like appearance. Extensive lumber mills are situated at Flagstaff. The Marble Cañon, the deepest portion of the Grand Cañon of the Colorado — 6,549

feet in depth — is sixty-five miles distant from this station, and north of the San Francisco Mountains.

Beyond the San Francisco Mountains there are several detached peaks which appear quite prominent as seen from the railroad. Not far from Ash Fork the railroad winds through a rocky pass known as Johnson's Cañon. At Peach Springs we are nearer the Grand Cañon of the Colorado than we were at Flagstaff, the distance being only twenty-three miles.

Entering California.

The Needles, situated on the California side of the Colorado River,— here a broad and rapid stream which is crossed by means of a long bridge,—is where we enter California. There is nothing but a sandy waste for a long distance on each side of the river, but within view at the north are some picturesque mountains which give to the station its name. The Needles is a place of considerable importance, and the Mojave Indians have a reservation near at hand. Proceeding westward the road crosses the great Mojave Desert of California, an elevated tract whereon little else than the yucca palm is seen growing. At Goff's, thirty-two miles west of The Needles, we are at an elevation of 2,580 feet, more than 2,100 feet above the Colorado River. There are numerous lava hills scattered about the eastern section of the desert.

The Southern California Railway Lines.

At Barstow Thursday morning we diverge from the main line of the Atlantic & Pacific Railroad, which extends on to Mojave, and continue southward over the Southern California Railway Company's lines, in order to make a detour through Southern California. The Southern California Railway Company's lines cover the

extensive system of the Atchison, Topeka & Santa Fe Railroad in Southern California, or, rather, all of it that is not included by the Atlantic & Pacific Railroad. This latter line of railway extends across Arizona and California, uniting with the Southern Pacific Company's road at Mojave. The Southern California lines reach Pasadena, Los Angeles, San Diego, Redlands, Riverside, Redondo Beach, and nearly all the important points in that section of the State.

Emerging from the Mojave Desert and following up for a time the Mojave River, which farther north disappears altogether in a desert "sink," our train climbs the slopes of the San Bernardino range towards the Cajon Pass, which pierces the mountain wall not far east of the snow-capped peak known as "Old Baldy." While approaching the pass, and while descending the steep grades on the other side, the traveler enjoys a succession of magnificent views. The summit of the pass is 3,819 feet above the sea, or 1,714 feet above Barstow.

Southern California.

From the scene of sandy waste and desolation presented by the Mojave Desert, we emerge into the garden of California, a region where the flowers and fruits of the semi-tropics grow in profusion. The transition is a welcome one. Luxuriant orange groves and vineyards take the place of desert sands. The air becomes fragrant with the sweet breath of orange blossoms. Snow-clad peaks rise behind us, and in front is spread out the broad and fruitful valley in which San Bernardino, Redlands, Colton, Riverside, and dozens of other towns are situated. We have meanwhile crossed a portion of San Bernardino county, which, with its 23,472 square miles of area, is larger than four of the New England States—Vermont, Massachusetts, Rhode

Island, and Connecticut combined. Besides oranges and grapes, which constitute the chief products of Southern California, lemons, limes, olives, citrons, figs, pomegranates, almonds, English walnuts, and other fruits and nuts, grow here, as do also the cactus, palm, pepper tree, acacia, and eucalyptus. On descending from the mountains we pass through the old town of San Bernardino. On a mountain-side at the left, as we approach this city, may be seen the famous Indian arrow-head, a huge discoloration of the slopes over a quarter of a mile long.

Riverside.

We shall first visit Riverside, nine miles from San Bernardino, and spend half a day there. This is one of the most beautiful towns in California. It is devoted largely to the culture of the orange, and immense quantities of the fruit are annually shipped East. Some of the finest orange groves in the country are in or near Riverside. The residents, largely Eastern people, have picturesque homes, surrounded by gardens and shrubbery. Magnolia avenue is a magnificent double driveway divided by a row of pepper trees, and lined for many miles with handsome villas and lovely gardens.

San Diego and the Hotel del Coronado.

On leaving Riverside we shall proceed southward over the Southern California line to San Diego. On our arrival at San Diego, Friday morning, May 5, we shall take omnibuses for the famous Hotel del Coronado, Coronado Beach, crossing the bay by ferry.

San Diego county, with its 14,969 square miles, a larger area than any of the New England States except Maine, and nearly twice the size of Massachusetts, is the southernmost county of California, and adjoins Mexico. The city of San Diego,

situated upon its southern sea-coast and only a few miles from the national boundary line, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769; but it owes its present importance to recent growth. The development of this section has followed the extension of the Santa Fe system into this region. The number of inhabitants is about 16,000. In 1880 the accredited population was 2,637. With a remarkably fine climate, unsurpassed on the whole globe for equability and salubrity, San Diego is naturally a favorite place of resort for Eastern visitors. The fruits of the temperate zone and the tropics here grow side by side; and the yield, both of vegetables and fruits, is immense.

The city of San Diego lies on the eastern shore of San Diego Bay. Between the bay and the Pacific Ocean there is a narrow tongue of land which has been converted into a magnificent seaside resort by a wealthy corporation called the Coronado Beach Company. With a matchless ocean beach on one side, stretching away for miles, and a quiet bay on the other, a charming town has arisen. There are broad avenues, parks, and walks, and 20,000 trees have been planted. The most important embellishment of all is the Hotel del Coronado, an immense establishment, which was thrown open to the public Feb. 15, 1888. With a frontage of 1,300 feet, and built in the form of a parallelogram around a grand open court 250 by 150 feet, the hotel covers seven and a half acres. The structure ranges from three to five stories in height, and there are 750 rooms, including many spacious public apartments. The dining-room — an especially handsome apartment — has a height of thirty-three feet, an area of 10,000 feet unbroken by either post or pillar, and will seat 1,000 persons. The theatre and ball-room is a lofty domed apartment with a surface of 11,000 feet. The rotunda, containing the office, covers 3,000 feet. The breakfast-room, which may be connected with the great dining-room, is nearly half as large, covering 4,800 feet. In addition to

these apartments there is a restaurant covering 2,500 feet, and a number of private dining-rooms. An observatory 150 feet high, a cistern capable of holding 500,000 gallons of water, an immense ice-plant and cold storage, a powerful electric light plant, thirty billiard tables, and four 85-foot bowling alleys are among the other appointments. It is necessary to use large figures in describing the fittings and appointments of this immense establishment, which is claimed to be unrivaled either in the United States or Europe in point of size. The ice machine has a capacity of twelve tons a day, or the equivalent of that in cold storage, and as the ice is formed from distilled Coronado water, it is purer than natural ice. The building is lighted by 2,500 incandescent electric lamps, besides a great number of arc lights about the grounds. All the electric wires and the pipes for heating the building, etc., are carried from the engine house through a tunnel 350 feet long, nine feet high, and eight feet wide. The water used in the hotel is from the Coronado Springs and is a natural mineral water, with acknowledged medical properties.

The Hotel del Coronado is an "all the year round" resort, and has speedily attained great popularity on account of its solid merits. It is under the management and direct supervision of the energetic president of the Coronado Beach Company, Mr. E. S. Babcock.

From San Diego to Los Angeles.

We shall leave Coronado Beach and San Diego Monday morning, and retrace our way in daylight over a charming section of country previously traversed by night. For a considerable distance we are upon the shore of the ocean, along which are some charming views. On leaving the sea, we enter a region of orange orchards and vineyards. Near San Juan is the old Mission of San Juan Capistrano, in ruins, having been destroyed by an earthquake soon after its erection in 1776. It is visible

from the train. On arrival in Los Angeles, the next stopping-place, The Westminster and The Hollenbeck will be made the headquarters of the party.

Los Angeles.

Los Angeles, the metropolis of Southern California, or *La Puebla de la Reina de los Angeles* (literally the town of the Queen of the Angels, to give its old Spanish title in full), is situated in the great southern fruit belt, 482 miles south of San Francisco by railway. The town was founded in 1781. It had already attained considerable size at the time of the American conquest, although its chief increase in population, business importance, and wealth has been the result of recent growth. From a little collection of *adobe* huts it has become a handsome city. With less than 12,000 inhabitants in 1880, it had in 1890 increased in population to 50,394. The city has eighty miles of graded streets, and is very brilliantly lighted with electricity. The street-car system includes cable lines, electric railways, and horse-car lines. The city is spread over a large area, and extends far out over a level country beautifully shaded. The old section of the town was irregularly built of *adobe*; but the march of improvement has left but few relics of early Los Angeles, except the original church, which stands upon Main street, in the midst of all the life and bustle of the rejuvenated city—a quaint reminder of other days. The public buildings are spacious and elegant, and the business blocks in many instances imposing. Among the handsome edifices recently built are a Court House, which cost \$410,000; the Young Men's Christian Association Building, costing \$150,000; the Burbank Theatre, costing \$200,000; City Hall, costing \$208,000; a government building, costing \$250,000; and the Southern Pacific Company's new station, on Alameda street, foot of Fifth street, costing \$250,000. A ride about the city in any direction cannot fail to

delight the stranger. There are substantial evidences of wealth and prosperity on every hand.

Pasadena.

Leaving Los Angeles Wednesday morning the party will first make an excursion to include Pasadena and its beautiful surroundings. Pasadena, one of the most favored winter retreats on the Pacific Coast, is charmingly situated nine miles from Los Angeles. The Raymond at East Pasadena, of which Mr. Walter Raymond, of Raymond & Whitcomb, is the proprietor, is a mile nearer. Its situation in the higher part of the valley, over 500 feet above Los Angeles and nearly 1,000 feet above the sea, with the noble range of the Sierra Madre towering above it at no great distance in the north, and great stretches of orange orchards and vineyards adorning the gently rolling surface of the country south and east, gives it every advantage of picturesqueness, while no place on the entire Pacific Coast can surpass it for healthfulness. For miles around the fair surface of the valley and the mountain benches are dotted with handsome villas, each with its individual surrounding of garden and orchard. Although a place of gardens, vineyards, and groves, the city has a population of over 10,000, and is provided with all modern improvements. Carriages will be in waiting at the station on our arrival, and an extended ride will be taken through the handsome city and its environs. Raymond Hill, which commands a magnificent view, Raymond avenue, Orange Grove avenue, Colorado street, Lamanda Park, and other points in and about Pasadena will be visited.

Redondo Beach.

Returning from Pasadena the party will proceed at once by the Southern California Railway directly through Los Angeles to the Redondo Beach Hotel at Redondo Beach. The ride thither is through a pleasant region devoted largely to vineyards

and orange orchards. The beach is a charming spot, and the recent erection of an elegant hotel has enhanced its attractiveness. It is one of the most popular of Southern California's shore resorts. The afternoon and night will be pleasantly passed there.

We shall leave Redondo Beach Thursday morning, May 11, return to Los Angeles, and thence go at once northward and westward by the Southern Pacific Company's line to Santa Barbara. Twenty-six miles north of Los Angeles, and 1,200 feet above it, is the San Fernando Tunnel. From Saugus we descend through the picturesque Santa Clara Valley. At Camulos is the ranch where Ramona, the heroine of Helen Hunt Jackson's touching story, lived. From San Buenaventura to Santa Barbara the railroad follows the seashore, and many charming views are had, with the broad Pacific Ocean on one side and the mountains and picturesque valleys on the other.

Santa Barbara.

This beautiful city by the sea is one of the best known of all the Southern Pacific resorts. It is delightfully situated upon a gentle slope, with the blue waters of the Pacific on one side and the purple peaks of the Santa Inez Mountains, from 3,500 to 4,000 feet high, on the other. Santa Barbara has a population of about 6,000 people, whose homes are embowered in gardens of roses, and shaded by the eucalyptus, palm, pepper, and magnolia. The view oceanward embraces the hill-studded islands of Santa Cruz, Santa Rosa, San Miguel, and Anacapa. We shall make The Arlington and The San Marcos our headquarters during our stay. The surroundings of Santa Barbara are very romantic, and a carriage ride to some of the various points of interest will be a feature of our visit. State street, upon which The Arlington is situated, has been paved with concrete, and is now one of the finest avenues in America. The old

Franciscan Mission, established in 1782, the best preserved of all the old California churches, stands upon an elevated slope back of the town, forming a picturesque object in the outlook towards the rugged mountains. Montecito is a lovely suburb of Santa Barbara, and there are some hot springs on the heights beyond.

Parties to visit the Yosemite Valley will be made up during the stay in Santa Barbara, and will leave that city on different days. Those who proceed directly through to San Francisco will go with the last party, May 19. The dates of departure of the Yosemite excursionists will be made, as far as possible, to meet individual preferences. For particulars about the Yosemite trip see page 175.

From Santa Barbara to San Francisco.

The Southern Pacific Company's Santa Barbara branch brings us back to Saugus, where we resume our northward journey over the main line. During the early part of the trip we traverse the western section of the Mojave Desert, through the eastern part of which we journeyed on first entering California. The yucca palms are again found in great abundance, and relieve the desert expanse of its otherwise barren aspect. The fibre is used in the manufacture of paper.

About 120 miles north of Los Angeles is the famous Tehachapi Pass. The railroad here crosses a group of mountains belonging to the terminating southwestern spur of the Sierra Nevada, at an elevation of 3,964 feet above the sea. It was not so much the elevation as the broken country that presented difficulties in the way of engineering; and it was only by a series of bewildering curves, in one of which the road actually crosses its own line, that a practicable route was found across the mountains. The "loop" is 3,795 feet in length, and the lower track is 78 feet beneath the upper one. The actual point of crossing is at the ninth of the seventeen tunnels that are

encountered between the summit and Caliente. North of these hills are a series of broad plains and wide valleys. The valley of the San Joaquin is followed until its union with the Sacramento, and the road then courses along the borders of the straits and bays until it reaches Oakland. Skirting the shores of San Pablo Bay and rounding the point at San Pablo station, we look across the bay and harbor of San Francisco, and out through the portals of the Golden Gate toward the board Pacific. As the train sweeps on through the outskirts of Oakland, the traveler gains only a hint of the beauty of the place. Leaving Oakland behind us, we speed on to the long pier, from whence a huge ferry-boat conveys us to the San Francisco shore.

San Francisco.

The metropolis of the Pacific Coast is one of the most interesting cities in America, and is becoming more beautiful and attractive year by year. It is naturally cosmopolitan in character, and the visitor can take a foreign jaunt in miniature by walking through certain sections of the town. In some particulars, and notably in its street-car service, which consists largely of "cable roads," it is in advance of the older cities of the country. With one of the finest harbors on the globe, and occupying an important position in connection with the world's commerce, its shipping interests are of vast proportions. The growth of the city has been very rapid, especially since the opening of the Central Pacific Railroad in 1869. The population of the city, according to the late census, is 297,990, an increase of 64,031 in ten years. San Francisco is now eighth in size in the list of American cities, having left Cincinnati behind in the last decade.

The chief cable-car lines are on Market street and on thoroughfares radiating therefrom, viz.: Sutter, Post, Geary, Powell, McAllister, Hayes, Haight, Valencia, and

Castro streets. There are also lines on Howard, California, Clay, Jackson, Union, Larkin, and other streets. The "dummy" street lines are the Geary, California, Jackson, and Union street extensions, and the Park & Ocean road. There are, in addition, nearly a score of lines of horse railways running within the city.

The City Hall, which has cost \$4,000,000, is between Market, McAllister, and Larkin streets, opposite Eighth street; the Mechanics' Pavilion, on Market street near the City Hall; the branch United States Mint, at the southwest corner of Mission and Fifth streets, may be visited from 9 to 11 A. M.; the Post Office and Custom House are at the corner of Washington and Battery streets, and the chief branch office (Station D) is at the foot of Market street; the Merchants' Exchange Building, on California street; the San Francisco Stock Exchange, No. 327 Pine street; the old City Hall, corner Kearney and Washington streets; the rooms of the California Pioneers, on Fourth street, near Market street; Odd Fellows' Hall, corner Market and Seventh streets; Masonic Temple, corner Post and Montgomery streets; the new Union Club Building, corner of Union square and Stockton street; the Young Men's Christian Association rooms, 232 Sutter street; San Francisco Art Association, 430 Pine street; Mineralogical Museum of the State Mining Bureau, 24 Fourth street; the Free Library (40,000 volumes), Bush street, above Kearney street; Mechanics' Institute (library of 35,000 volumes), 31 Post street; Mercantile Library Building, corner Van Ness and Golden Gate avenues; Museum of the California Academy of Sciences, on Market street; and the State Board of Trade, History Building, 743 Market street.

The chief places of amusement are the following: Baldwin Theatre, Baldwin Hotel, Market street; Alcazar Theatre, 114 O'Farrell, near Stockton; Orpheum Opera House, 119 O'Farrell street, opposite the Alcazar; Bush Street Theatre, south

side of Bush, between Montgomery and Kearney; the new California Theatre (one of the handsomest playhouses in America), Bush, above Kearney; Grand Opera House, Mission, between Third and Fourth; Standard Theatre, north side of Bush, between Montgomery and Kearney; Tivoli Opera House, Eddy, near Market; Woodward's Gardens, Mission, between Thirteenth and Fifteenth; Grand Chinese Theatre, 814 Washington street; Panorama Buildings, corner Eddy and Mason streets, and corner Tenth and Market streets.

The greatest curiosity in San Francisco is the Chinese quarter, a rectangular block seven squares in length by three and four in breadth. It is near the business centre, and only a few blocks away from the palaces of the railway millionaires. The houses are nearly all tall, decayed buildings, swarming with tenants. The blocks are cut up into sections by narrow alleys, and filled with squalid underground dens, and attics whose overhanging dormer windows shut out all but a slender patch of sky. The cellars are occupied as shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. You find yourself in a populous corner of China. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop fronts, but in the altered architecture and decorations. An interesting experience is to spend a half-hour in watching the performance in a Chinese theatre, and listening to the ear-piercing, mournful music, and then adjourn to a neighboring restaurant, drink genuine Chinese tea in Celestial style, and taste the cakes, preserved watermelon, and sweetmeats. In all the stores and other portions of the Chinese quarter Eastern visitors are received with the greatest courtesy.

Golden Gate Park, a beautiful tract of 1,013 acres, reclaimed from the sand dunes, is about three and a half miles from the Palace Hotel, and may be reached by several

of the cable-car lines. There are band concerts in the park every Saturday and Sunday in the afternoon. The Beach, Cliff House, and Seal Rocks are about the same distance beyond the entrance to the park, and may be reached by the Haight street cable cars and a connecting dummy line, and also by the California street cable line, or the Powell and Jackson street line. Sutro Heights are near the Cliff House. The Presidio (a military reservation of 1,500 acres) may be reached by the Union street cable cars and a dummy line. A band plays at the barracks at 2.00 P. M. daily except Thursday and Saturday. Telegraph Hill (elevation 794 feet, and overlooking the city and the bay) is about half a mile from Market street, at the opposite extremity of Montgomery street.

Our excursionists will have for their headquarters in San Francisco two of the best appointed hotels in the country — The Baldwin or The California. The Baldwin has long enjoyed not merely a local but a continental reputation. It has an unsurpassed location on the northeast corner of Market and Powell streets, in the heart of the shopping district, at an easy walk from Chinatown, and within reach of every part of the city by cable cars from the door. E. J. Baldwin is the proprietor, and Col. R. H. Warfield the manager. The California is in like manner unsurpassed in style or service by any hotel in the East. It is situated a little farther down town than The Baldwin, on Bush street, near Kearney, and is nearly new. The manager is Mr. A. F. Kinzler.

From San Francisco to Santa Cruz and Monterey.

After three days' stay in San Francisco we shall leave that city Tuesday morning, May 23, for a side trip to several delightful resorts on the coast and inland, from 50 to 125 miles south of the Golden Gate, returning to the metropolis for a further visit

the following week. We first go to Santa Cruz, eighty miles distant. Our route lies over the narrow-gauge division of the Southern Pacific Company's line, through Alameda, Newark, Santa Clara, San Jose, and Los Gatos, and thence through the picturesque coast range of mountains. Los Gatos, like San Jose, is famed for its vineyards and fruit orchards. In its course through the mountains, beyond Los Gatos, the road makes many twists and turns. There are several tunnels on this part of the line, one of which is 3,800 feet in length. A part of the way lies through a grand redwood forest; and a short distance beyond Felton, and within half a dozen miles of Santa Cruz, are the "Big Trees," a group of giant redwoods, the *Sequoia semper virens* of the botanist. The largest of these is said to be 366 feet high and 20 feet in diameter. "Fremont's Tree" contains an aperture in which the late General Fremont and an exploring party camped several weeks, and in which at another time a trapper and his family made their home. Other trees and shrubs grow here in profusion, including the *Madrona*, the *Manzanita*, and the California laurel, or bay tree, together with a variety of ferns, some of which are very beautiful.

Santa Cruz is situated at one extremity of Monterey Bay, with a picturesque coast and a matchless beach. The forest-clad slopes of the Santa Cruz Mountains are only a few miles away, and form an interesting feature, with a foreground of gardens, groves, and pretty homes. The view in every direction is charming. The cliffs are in places very abrupt, and the sea has carved them into grottoes, natural bridges, and curiously formed towers. There will be a carriage ride here, in which both the beach and the cliffs will be visited.

The quaint old town of Monterey lies at the opposite extremity of Monterey Bay from Santa Cruz. The two places are only about a score of miles away, but we must travel more than twice that distance around the shore. This is done on the Southern

Pacific Company's broad-gauge Santa Cruz line, which connects with the main line of the Monterey route at Pajaro. There are many magnificent coast views on leaving Santa Cruz, and also near Soquel and Aptos. Watsonville is the most important town on this part of the route.

Monterey and the Hotel del Monte.

The party will reach the famous Hotel del Monte, at Monterey, late in the afternoon. Several days are to be devoted to this charming resort.

Monterey is one of the most interesting of the old Spanish towns on the Pacific Coast, having been associated with the earliest historic events of the State and the earlier province, and is delightfully situated upon the sloping shores of the beautiful bay of the same name. It was California's first capital. The bay of Monterey is a magnificent sheet of water. There is a wealth of color in both sea and sky highly suggestive of Southern Italy. Upon the beaches below Monterey are found many varieties of sea mosses, shells, pebbles, and agates, and some of these are very brilliant in color. The bay is well protected, and is delightfully adapted to yachting; and the lovers of angling also find abundant sport, both on the sea and in neighboring streams. In 1880 Monterey became a fashionable watering-place.

The site selected for the famous Hotel del Monte was in a stately grove of pine, oak, and cedar, the trees being sufficiently scattered to admit of the adornment of the grounds by means of driveways, foot-paths, lawns, and beds of flowers. A plot of 126 acres was set aside and inclosed as the hotel grounds, while 7,000 acres more were purchased for other purposes. The fact that the visitor may ride a score of miles over well-kept, macadamized roads, and be nearly all the time within the borders of the hotel company's property, serves to show, in some measure, the vast extent of these possessions.

In its external and internal appearance, and in the social atmosphere and tone which pervade the entire establishment, the Hotel del Monte reminds one infinitely more of a modern English country mansion than of an American watering-place hotel. The general design includes a central edifice, with two extensive wings or annexes, connected with the central structure by arcades, which extend in semi-circular form on each side. There are in the main structure 110 rooms, and in each annex 160 rooms, or 430 apartments in all. The general size of the rooms is 16 by 19 feet. The verandas are very spacious, and the profusion of flowers about the house makes it especially attractive. There is a magnificent outlook upon shrubs and flowers in every direction. The Laguna del Rey is a beautiful lake, ornamented with a mammoth fountain; and the famous beach, with its magnificent bath building, containing, in addition to its great swimming-tank, 210 dressing-rooms, is but a short distance away. Figures, however, convey little impression of the peculiar charm of this elegant and unique resort, upon which many hundreds of thousands of dollars—over a million in fact—have been lavished. In the grounds are the stables, elaborate and complete, stocked with handsome horses and vehicles of all kinds; for riding and driving are favorite pastimes. The “eighteen-mile drive” around the peninsula is one of the grandest in the world.

The Hotel del Monte is under the personal supervision and management of Mr. George Schönewald, who has been identified with its direction nearly from the start, and to whose taste and skill its immense popularity is largely due.

From Monterey Northward—San Jose.

Leaving the Hotel del Monte Friday afternoon, we shall journey northward to San Jose *via* Castroville, Pajaro, Gilroy, and Hillsdale. From all these points branch

lines extend, the one from the latter place leading to the famous quicksilver mines at New Almaden, eight miles distant in the mountains west of Hillsdale.

On our arrival in San Jose we shall proceed to the elegant Hotel Vendome. With a population of about 20,000, San Jose is nevertheless a city of gardens, orchards, and vineyards. It is one of the great centres of the cherry culture. The streets are spacious and lined with shade trees, and the public and many of the private buildings are imposing. Among the former are the Court House, City Hall, and the Normal School, which stands in a park of twenty-eight acres. The State Hospital for the Chronic Insane is at Agnew's, five miles distant. The Vendome occupies, with its surrounding park, a square of twelve acres in the prettiest section of the city. It is one of the neatest and best-equipped hotels in California.

Mount Hamilton and the Lick Observatory.

The party will make an excursion by stage on Saturday to the summit of Mount Hamilton, the site of the Lick Observatory. The elevation of the observatory is 4,209 feet, and San Jose stands eighty feet above the sea level. The air-line distance between the two points is only thirteen miles, but the road is twenty-six miles in length. The gradient is in all places kept less than six and a half feet in the hundred (353 feet to the mile), this being maintained through a series of turns no less than 367 in number. The road was built by the county of Santa Clara at a cost of over \$75,000, in accordance with an agreement made between the supervisors and James Lick a few months before he died. It is a remarkable piece of engineering, and the ride is a constant source of delight, not only through the matchless views of the beautiful Santa Clara Valley and beyond constantly being unfolded, but also by reason of the ease with which it is accomplished.

The observatory, which was founded by Mr. Lick, was erected and fitted up at an expense of nearly \$1,000,000. It is one of the most complete in the world, and it contains, with other treasures of science, the world's greatest telescope. The remains of the princely donor rest in the foundation pier of this great instrument. The observatory is under the direction of Professor Edward S. Holden, as president of the University of California. No other institution of its kind in the world is so freely accessible to the public, who may even look through the great telescope between the hours of seven and ten o'clock Saturday evenings. Visitors are admitted to the observatory, under proper restrictions, every day in the year. Those who are not fortunate enough to gain a glimpse of the heavens through the great telescope can look through the twelve-inch instrument, which, to most persons, is likely to be quite as satisfactory. The excursion will be made in the roomy and comfortable vehicles of the Mount Hamilton Stage Company.

From San Jose to San Francisco.

Leaving San Jose Monday, May 29, the party will proceed northward over the direct line to San Francisco. Menlo Park, Redwood, San Mateo, and Millbrae are charming places of residence, and scores of pretty villas, with here and there the palatial homes of railway and mining magnates, are seen along the route. At Palo Alto is the recently opened Leland Stanford Junior University. This noble institution of learning was founded in 1885, when the Hon. Leland Stanford and his wife, as a monument to their only child, Leland Stanford, Junior, made a deed of trust to a board of citizens, whereby they dedicated property to the value of \$20,000,000 to be expended in the establishment of a university having for its main object the preparation of young men and women for self-maintenance, with facilities also for those higher forms of education which belong to an institution of this magnitude.

Among the 83,000 acres of land included in the deed were the Vina ranch in Tehama county, containing the largest vineyard in the world, and the famous Palo Alto ranch and stock farm in Santa Clara and San Mateo counties. The corner-stone was laid in 1887, and the institution was formally opened in the autumn of 1891.

The party will pass Tuesday and Wednesday in San Francisco, at The Baldwin or The California, as before.

From San Francisco to Portland.

The journey from California to Oregon will be made on the Southern Pacific Company's Mount Shasta line, which was completed for its entire length Dec. 17, 1887. This is an all-rail route, which extends through the Sacramento Valley, over the Siskiyou Mountains, and down through the Rogue, Umpqua, and Willamette Valleys of Oregon. Leaving San Francisco by the Oakland ferry Wednesday afternoon, May 31, the party will proceed to Oakland Pier, where a train of Pullman palace cars will be in waiting. A short distance east of Sacramento the Oregon road branches northward from the Ogden line, passing up the rich and productive Sacramento Valley for its entire length. For over 100 miles the valley has a wide expanse, and the railway goes through Marysville, Chico, Tehama, Red Bluff, Redding, and other large towns.

The early morning of Thursday finds us in the picturesque valley of the upper Sacramento and approaching noble Mount Shasta. Frequent glimpses are had of the snow-white peak long before we reach Sisson's, but from that point the massive mountain is revealed in all its grand proportions. The elevation of the road at this place is only 3,555 feet; and the mountain, which is eight miles distant, towers to the height of 14,442 feet. Its slopes are covered with everlasting snows far down from its shapely summit; and, as it stands out almost solitary and alone, its height and massiveness are all the more impressive. There are, in fact, three peaks, the central one being

flanked on the west by a large crater, whose rim is at an elevation of about 12,000 feet. Among the other elevations in this section are Muir's Peak, or Black Butte (6,150 feet), the Scott Mountains (9,000 feet), the Siskiyou range (from 6,000 to 8,000 feet), and farther away, Mount Pitt (9,500 feet). The railway strikes across to the Siskiyou range, first descending to and crossing the Klamath River, the second largest stream in California.

Not far north of the Klamath we cross the line into Oregon, and soon after dive into the Siskiyou Tunnel, losing sight of the great California mountain. On the north side of the range we descend by a wonderful series of curves into the charming valley of the Rogue River, a region of rich farms. Farther north is the valley of the Umpqua River, and from thence we cross to the valley of the Willamette, which we descend for nearly 200 miles to Portland. This valley, with its vast grain fields and its teeming farms, is almost a repetition of the valley of the Sacramento.

Oregon and Washington.

As these two subdivisions of the United States are closely allied in industry and commerce, as well as in geographical features, they should be considered together. Oregon has an area of 95,275 square miles, and the new State of Washington 69,994 square miles. The recent census gave the former a population of 312,450—an increase of 137,722 in ten years and 221,467 in twenty years. Washington was found to have 349,516—an increase of 274,400 in ten years and 325,561 in twenty years. The Cascade Mountains, a broad volcanic plateau, separate both Oregon and Washington into two unequal divisions. Westward of this mountain chain, from forty to seventy miles distant, is still another and lower range lying along the coast. Within this great basin, about 400 miles in length, are many fertile valleys and the great

timber region of the Puget Sound district. The climate of this section is mild and equable, with an abundant rain-fall.

The area east of the Cascade range, extending to the base of the Blue and Bitter Root Mountains, presents many features in marked contrast to those of the coast region. A narrow strip on the north is mountainous and covered with forest, but the greater portion embraces the immense plains and undulating prairies of the Columbia Basin—150 miles wide and nearly 500 miles long. In this eastern section the temperature is higher in summer and lower in winter than in the coast region, and the rain-fall is only half as great; but the conditions are, in a large part of the tract, excellent for cereal crops. Agriculture is the leading industry, and wheat the principal product. The raising of cattle, sheep, and horses is second in importance only to agriculture. Coal and iron take the leading places among the mineral productions, the principal mines being near Puget Sound. The Columbia River may be navigated for 725 miles, the Willamette for 138 miles, and the Snake for a considerable distance.

An attempt to form a Territorial government was made as early as 1841, before the dispute about the boundary line arose between the United States and Great Britain. The present dividing line between the United States and the British possessions was established by the treaty of June 15, 1846. In 1853 the Territory was divided, and what was known as the District of Vancouver became Washington Territory. Oregon was organized as a State in 1859, with a population of 52,465; and Washington was admitted to statehood, together with Montana and the two Dakotas, in 1889.

Portland.

Arriving in Portland Friday morning there will be an omnibus transfer from the station to the new and magnificent hotel, The Portland. This establishment has been

erected by a company of citizens at a cost of about \$750,000, and is one of the finest hotels on the Pacific Coast. It occupies a whole square in one of the pleasantest and healthiest sections of the city, and has been furnished in a lavish manner. Its manager is Mr. Charles E. Leland, a member of a famous hotel-keeping family, and personally popular through his connection with well-known Eastern hotels.

Portland has progressed rapidly within the past few years. Populous suburbs are growing up on the east or opposite side of the Willamette, in connection with the railroad shops, flouring mills, and other manufacturing establishments. Although Astoria was settled as early as 1811, the first white man is supposed to have landed upon the present site of Portland in 1843. The founders of Portland were two New England men; and, in bestowing a name upon the place, it is said to have been actually a toss-up whether the chief city of Maine or the city at the head of Massachusetts Bay should bear the honor of the designation. The business thoroughfares are lined with fine edifices, and some of the residences on the upper streets are very tasteful, as well as elegant and costly. The Chinese, who form a large element in the population, are seen everywhere. "Chinatown" is not a contracted quarter, as in San Francisco and Los Angeles, but is scattered along the best portion of Second street for a dozen squares or more. Many of the churches and school buildings are imposing, and the same may be said of the Post Office and some of the other public edifices. The recent census gave Portland a population of 47,294, while its dependent suburbs — East Portland and Albina — were credited with 10,481 and 5,104 respectively.

From the slopes back of the city the views are magnificent. Mount Hood (11,025 feet) is here the dominant feature in the landscape, lifting its proud head above the far-stretching forests; while the beautifully rounded snow-clad top of Mount St. Helen's (9,750 feet) and other mountains are also in sight. There will be a carriage

ride through the finest business and residence portions of the city, and to the heights above.

On the Columbia River.

A trip up the Columbia River by rail and back by boat is to occupy the day Saturday. The party will leave Portland in the morning by the Union Pacific Railway and go as far as Bonneville, where a steamer of the Union Pacific's Dalles route will be taken for the return. We are here in the heart of the Cascade range, and the scenery is wonderfully picturesque. Castle Rock, a massive mountain, stands boldly forth on the north shore 1,000 feet high. A little way below, on the same side of the river, is Cape Horn, a bold headland of basaltic rock, which forms above it a picturesque little bay. On the opposite cliffs, marking the Oregon shore, are several falls, which almost rival in loftiness those in the Yosemite Valley. The Union Pacific Railway runs almost beneath the spray of Multnomah Falls, which in two great plunges descend 800 feet. The falls are situated in a romantic gorge. The Bridal Veil, the Latourelle, and the Oneonta are three beautiful falls, the latter being nearly as high as Multnomah. At other points flashes of foam, high amid the trees of the mountain-side, mark the presence of unnamed and unvisited cascades.

Other strange objects of interest are the tall pillars of rock which rise from the water or from the narrow shelf of shore along which the railway trains are seen creeping. Rooster Rock and the Pillars of Hercules are the most prominent of these. In places the cliffs crowded the river so closely that the men who did the blasting for the railway were let down from above by slings. We gradually get below the mountains, and then new pictures of beauty are formed by the tall symmetrical snow pinnacle of Mount Hood, which rises now behind us. Washougal, La Camas, and Vancouver are towns upon the Washington shore, the latter being

only six miles above the mouth of the Willamette, and an important military post. It occupies the site of old Fort Vancouver.

Rounding a point from the Columbia into the Willamette, the remainder of the journey is on the latter river. While on the Willamette, the view from the steamer's deck is even more enchanting than on shore, since it includes much more of the surroundings. Three miles above its mouth, five snow-capped peaks are visible at once. With the exception of Mount Tacoma (14,444 feet), these mountains are exceeded in loftiness by many hundred elevations in the Rocky Mountain chain; but here the beholder is nearly at the sea-level, while no other high mountains are near, so that the glittering silver crowns seem supreme, towering far above every other object.

From Portland to Tacoma.

The journey from Portland to Tacoma, a distance of 145 miles, will be made upon the Northern Pacific Railroad, Monday afternoon, June 5. At Goble, thirty-eight miles from Portland, the train is taken upon the large ferry-boat "Tacoma," and conveyed across the Columbia River to Kalama, on the right or Washington bank of the stream. For eight miles the road then follows the Columbia, and for a farther distance of eighteen miles it extends up the east bank of the Cowlitz River. Then it crosses to the valley of the Chehalis, and from thence to the valley of the Puyallup, at the mouth of which, and on the shores of Puget Sound, the city of Tacoma lies.

The Alaska Voyage.

On arriving at Tacoma, we shall go at once on board the Alaska steamer, "The Queen," which is to be our home during the coming eleven days. This vessel is the finest of the Pacific Coast Steamship Company's fleet, and the fact that she is under

the command of Captain James Carroll will render the voyage especially desirable. "The Queen," already one of the most staunch, comfortable, and best-appointed vessels in the Pacific Coast service, has been put in the best possible condition for Alaska tourist travel. New and commodious staterooms have been placed upon the upper or hurricane deck, and furnished in the most comfortable and elegant style. These rooms, which are intended for two passengers, each having only two berths, have been reserved for the members of our party exclusively, together with other deck rooms of the best class. Captain Carroll's intimate knowledge of all the attractive points upon the Alaska route, and the fact that the voyage is to be devoted to the service of the passengers wholly, and not to freighting purposes (freight being carried upon other steamers), will serve to make the trip enjoyable in the fullest degree.

Puget Sound.

The first part of our voyage lies through the waters of picturesque Puget Sound. This body of water has an area of 2,000 square miles, with an irregular shore line of 1,594 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense saw mills. There are many islands, and for the most part they are or have been covered with timber like the mainland. There is deep water everywhere, and at hundreds of places large ships could be loaded directly from the shore, if necessary. The lumber and coal trade of the sound is very great, and constantly increasing. Besides the mines in the Puyallup Valley near Tacoma, there are others near Seattle, from which 1,000 tons of coal a day are shipped, and others on Vancouver Island. Iron ore has also been found contiguous to the coal fields near Seattle, and also near Port Townsend. The shores of the sound are in many places abrupt, and high mountains seem to environ this beautiful body of water. From

Commencement Bay, at its southern extremity, and also on the broader part of the sound, Mount Tacoma becomes a prominent landmark; while farther north Mount Baker replaces it with its handsome cone of snow. The latter is situated in the northern part of Whatcom county, near the line of British Columbia, about thirty miles from the sound, and has an elevation of 10,800 feet. Northward of Puget Sound, and extending to the Gulf of Georgia, lies Washington Sound. In this region are San Juan, Orcas, Fidalgo, Lopez, and many lesser islands belonging to the same group. At the head of the broad peninsula west of the sound, extending towards the Strait of Juan de Fuca, and forming the northwestern extremity of the State of Washington, is the noble Olympic range of mountains, from 6,000 to upwards of 8,000 feet in height. These latter elevations constitute a grand feature in the outlook from the deck of the steamer while crossing the sound.

Tacoma, Seattle, and Port Townsend, Wash., and Victoria, B. C., are the chief cities on Puget Sound, but in our northward voyage we shall pay them only brief visits. Time will be afforded for a fuller inspection on our return.

Along the East Coast of Vancouver Island.

Vancouver Island stretches along the coast of British Columbia 200 miles, in a northwesterly direction, and our course lies through the inward channels and straits. From Victoria we turn northward through Haro Strait, which, with the San Juan Islands, lying easterly, has become historic through the contention of the United States and Great Britain over the international boundary, trouble having arisen in consequence of the somewhat ambiguous phraseology of an old treaty. The question was whether this channel or Rosario Strait, one of the lesser channels lying farther eastward toward the mainland, was meant as the boundary line. The emperor of

Germany, then king of Prussia, to whom the interpretation of the treaty was left, in 1872 decided in favor of Haro Strait, and thus threw into the United States the valuable group of islands referred to. The view from the steamer's deck is superb. Mount Baker, the noble Olympic range south of Victoria and across Juan de Fuca Strait, hundreds of other peaks on the islands and the mainland, and even distant Mount Tacoma, when the atmosphere is exceedingly clear, may be seen; while the picturesque shores of the archipelago through which we are passing form ever-changing visions of beauty. Emerging from Haro Strait, probably through Active Pass, we are for a time in the broader waters of the Strait of Georgia, and skirting Galiano, Valdes, and Gabriola Islands, which lie along the coast of Vancouver.

The passengers are quite likely to awaken the succeeding morning near Nanaimo, an old Hudson Bay Company's post seventy miles north of Victoria. Near that town are extensive coal mines, where our steamer will probably stop for fuel on her southward trip, coal for the present voyage having been obtained previous to our embarkation. The mines here are of immense value, as the coal is of unsurpassed quality for steaming purposes. Their discovery by the late Richard Dunsmuir was wholly accidental. He chanced to be riding a horse down through the forest, when the animal stumbled over an outcropping of lignite. A partner who originally put in £1,000 to develop the property, later on sold his interest to Mr. Dunsmuir for £150,000, and another who invested the same amount withdrew at the end of ten years with £50,000. A railway runs from Victoria to Nanaimo and the Wellington mines, and the telegraph reaches thus far; but beyond, the traveler is shut out from the happenings in the world at large. For the nonce we may give ourselves over to the full enjoyment of scenery unrivaled in any part of the globe. We continue through the Strait of Georgia, which narrows when Lasqueti and Texada Islands are reached.

The view of the mountains, especially of those on the mainland, is superb. Long lines of snow peaks, tossed into fantastic forms and gleaming in the declining sun like silver and gold, fill the eastern horizon. There is a series of wonderful fiords, penetrating the coast in some instances for 100 miles or more north of Burrard Inlet, known successively as Howe Sound, Jervis Inlet, Desolation Sound, Toba, Bute, Loughborough, Knight, Kingcombe, Seymour, and Belize Inlets: These are invariably lined with high mountains, the waters at their foot being of untold depths.

About Jervis and Bute Inlets are peaks between 8,000 and 9,000 feet high. A group of needle-like spires near the latter, 8,100 feet high, is especially notable. The whole region is uninhabited except by a few scattered Indian tribes; and the same may almost be said of the northwestern two-thirds of Vancouver Island, where, in fact, no signs of human life are discernible except around a few saw mills, salmon canneries, and two or three native villages. We enter Discovery Passage, the first of the river-like channels through which we are to journey for many hundreds of miles, passing on the right Cape Mudge, and from an expansion of the passage caused by an indentation of the Vancouver shore, known as Menzies Bay, pass into the famous Seymour Narrows. Through this contracted channel the tides rush with great velocity, sometimes running nine knots an hour. The steamer is so timed as to go through the Narrows with a favoring tide. Discovery Passage, and also Johnstone Strait, which is beyond, lying between Vancouver Island and the mainland, are lined with mountains of from 3,000 to 6,000 feet elevation. Farther inland on both sides are still higher peaks, of which occasional glimpses are had. In the interior of the island are mountains over 8,000 feet high. Down many of the heights cascades are seen coursing, especially after a recent rain.

Johnstone Strait is fifty-five miles in length, and is succeeded by a lesser stretch of

water called Broughton Strait, which lies between Vancouver and Malcolm Islands. On Cormorant Island, opposite the Nimkeesh River, is the Indian village of Alert Bay and also a cannery. At the south extremity of the town is a native burial ground, where the graves are quaintly decorated with flags and rude carvings. These Indians are mainly of the Nimkeesh tribe, although there are also some of the Kwawkewlths, who come chiefly from Fort Rupert above, towards the head of Vancouver Island. The latter are among the most degraded people living on the coast, and, notwithstanding the efforts of the missionaries, remain to a large extent in paganism. The conical peak seen on Vancouver Island, and long visible, is Mount Holdsworth (3,040 feet). When the open water is reached north of Broughton Strait, Fort Rupert, an old Hudson Bay Company's post, and now an Indian agency, is seen on the left.

Above Vancouver Island.

We now leave Vancouver Island, its northern and northwesternmost capes, Commerell and Scott, with the string of Scott Islands, being seen at the left after Queen Charlotte's Sound is entered. This body of water, less than forty miles in extent, and the still smaller Milbank Sound, farther north, are almost the only places where, even under the proper conditions for such things, the steamer is exposed to the roll of the sea, unless it becomes necessary to follow an outside course near Sitka instead of threading some of the narrow and intricate passages. We look westward over the broad expanse of the Pacific Ocean. The vessel soon passes from Queen Charlotte's Sound under the lee of Calvert Island, and enters the landlocked channel of Fitzhugh Sound. Here again we have superb scenery on either side, the mountains of Calvert Island culminating in an exceedingly sharp peak known as Mount Buxton (3,430 feet), the retrospective view of which is fine. The soundings for the most part indicate very

deep water. As we approach the northern extremity of the sound, where Burke Channel opens out on the right, opposite Hunter Island, the scenery increases in grandeur, the lesser and nearer hills being clothed to their summits with coniferous trees, while the more distant elevations are covered with snow. From Fisher Channel the vessel turns sharply to the left and enters the narrow Lama Passage, which, farther on, itself makes an abrupt turn northward. On the shores of Campbell Island, at McLaughlin's Bay, is the Indian town of Bella-Bella, and near it are some curiously adorned graves of the natives. To this point the Indians come from Bella-Kula, eighty miles up Burke Channel, in the mountains, to trade. The northern entrance to Lama Passage, through which we emerge into the broad Seaforth Channel, with its multitude of picturesque islands, is extremely narrow. More fine scenery awaits us at this point, the grouping of mountains being grand in the extreme.

Another turn in our remarkably devious course, and we are steaming northward through Milbank Sound, through whose broad entrance we again look out to the open sea. Islands and mountains are innumerable, and there is a constant panorama of lovely scenery. A prominent object seen on the approach to Milbank Sound is Helmet Peak, on Lake Island; and another farther north, is Stripe Mountain, on the north side of Dowager Island. The latter is 2,020 feet high, and is marked by a great land-slip down its southwest face. Leaving Jorkins' Point, the southern extremity of the great Princess Royal Island, to our left, we continue our course almost directly northward through the long and narrow Finlayson Channel, some twenty-four miles long, with an average width of two miles. The bold shores of this picturesque waterway are densely wooded to a height of 1,500 feet or more, precipitous peaks rising in places to the height of nearly 3,000 feet, with still higher mountains showing behind with stripes and patches of snow. Waterfalls of great height here add a new element

of beauty to the scenery. A contraction of the channel, known for twenty miles as Graham Reach, and for the next ten miles as Fraser Reach, brings us to the northern end of Princess Royal Island, where we turn westward through McKay Reach into Wright Sound.

Grenville Channel, which we enter from Wright Sound, and which lies between Pitt Island and the mainland, is for fully fifty miles as straight as an arrow, and here are fresh scenes of wonderful beauty and sublimity — mountains several thousand feet in height, which no man has ever visited and as yet unnamed; cascades which seem to tumble from the sky itself, and densely wooded shores where solitude reigns supreme. Some of the distant hills seen through the openings are seamed by glaciers and avalanches. From an expansion of this channel we pass through a narrow strait known as Arthur Passage, which has Kennedy Island on the right, and the large Porcher Island on the left. There are many fine mountain peaks on both islands, one on Kennedy Island gaining an elevation of 2,765 feet. Just above Kennedy Island the Skeena River enters from the east. We soon reach the broad waters of Chatham Sound through Malacca Passage, and for some distance course along the shores of the Tsimpsean Peninsula, passing both Old Metlakahtla,— the scene of Mr. William Duncan's early labors, successes, and struggles,— and Port Simpson, an important post of the Hudson Bay Company, established as early as 1831, on the right. The Tsimpsean Peninsula is thirty-two miles in length, and, but for a narrow neck of land between the Skeena and Work Channel, would be an island. It takes its name from the tribe of Indians inhabiting it. These were until recent years the mortal enemies of the Haidas, who live on the Queen Charlotte Islands and in the Prince of Wales Archipelago, the former being on the British, and the latter on the American, side of the line. It was mainly from this tribe that Mr. Duncan gained his converts. In 1887 Mr. Dun-

can and about 600 of the Indians removed from Old Metlakahtla to Annette Island in the Alexandrian Archipelago, on the American side, to save themselves from further annoyance at the hands of the Church of England; while Bishop Ridley continued in possession of the old settlement with about 120 natives, who chose to remain rather than leave their old home. The church at Old Metlakahtla, now a cathedral, built by the Indians themselves, like everything else about the village, under Mr. Duncan's direction, is, by the by, the largest place of worship in all British Columbia.

Continuing northward through Chatham Sound, there are many fine views of distant mountain ranges, one of which, lying back of Port Simpson, culminates in the massive Mount McNeill (4,300 feet).

Alaska.

Leaving the picturesque Portland Inlet on our right, into which enter the Nass River, Observatory Inlet, and the far-reaching Portland Canal, we soon cross, in latitude 54 degrees, 40 minutes, the boundary line between British Columbia and Alaska.

Before proceeding farther on our journey, let us examine into the extent and physical condition of our northernmost and westernmost possession,—the land we have crossed a continent to see,—for all we have yet viewed is only preparatory to Alaska.

That the area of Alaska is vast, is a well-known fact; but few persons who are not versed in statistics realize that it is nearly one-sixth as large as the entire United States, and more than one-seventh as large as the whole of Europe. It exceeds in domain three of the largest States of our Union,—Texas, California, and Montana,—or all that portion of the United States lying east of the Mississippi River and north of Georgia and the Carolinas. England, Ireland, Scotland, and Wales, together with

Prussia, Spain, and Italy, might all be placed within its borders, with an area to spare that would measure within twenty-eight square miles of the territory of Switzerland; for Alaska covers no less than 580,107 square miles. The islands upon its coast have an area of 31,205 square miles, or nearly as much as the State of Maine. The Alexander Archipelago, lying north of the British Columbian boundary line and along Southern Alaska, of itself contains several thousand islands. The Aleutian Chain has an area of 6,391 square miles. The general coast line of the Territory is 4,750 miles in extent, or within less than a thousand miles of all the rest of our sea line on the Atlantic, the Pacific, and the Gulf of Mexico put together. Inclusive of islands, bays, rivers, etc., to the head of tide water, Alaska figures up 26,376 miles of shore line. The island of Attu, the farthest of the Aleutian Chain, is as far west of San Francisco as Bangor is east of it, and in fact 2,090 miles west of Sitka. It is as far from the northern to the southern point of Alaska as from Maine to Florida, and as far from its eastern boundary to its westernmost as from Washington to California. It contains in Mount St. Elias the highest mountain on the North American Continent (19,500 feet), unless the unmeasured Mount Wrangel, a volcano in eastern Central Alaska, at the forks of Copper River, in the Chugatch Alps, is found to be higher, as lately claimed. Mount St. Elias belongs to the third highest range in the world. Its great river, the Yukon, computed to be not less than 3,000 miles long, is navigable for a distance of 2,000 miles, and is from one to five miles in width for 1,000 miles, while its five mouths and the intervening deltas have a breadth of seventy miles. The glaciers surrounding Mount St. Elias are estimated to be 20,000 square miles in extent.

One of the most popular errors extant about Alaska has reference to its climate. The winters of northern and interior Alaska are undoubtedly very severe; but the

coast south of the Aleutian Islands — the whole of Southern Alaska, in fact — being under the influence of the Kurisiwo, or Black Current of Japan, possesses in reality a mild climate. A record of eight degrees below zero is the lowest that has been registered at Sitka in fifty years, and only four times during that entire period did the mercury descend below the zero point. Fort Wrangel, although farther south than Sitka, is warmer in summer and colder in winter, because it is farther removed from the great equalizer — the ocean current. The Queen Charlotte Islands, on the other hand, have a very mild climate.

The native population of Alaska, with the exception of a single tribe,— the Tinnehs, found in the interior,—estimated by the census reports of 1880 at something over 31,000 altogether, is *not of Indian origin*. Whether Mongolian, Aztec, or both, remains to be proven. Persons who have devoted attention to the subject have found much in the language, customs, and arts of the Haidas, the most remarkable of these tribes, to support the Aztec theory, while there is also much to suggest Japanese or Chinese origin. According to the census reports, there are five distinct tribes, viz. : the Innuited, or Esquimaux; the Aleuts, inhabiting the Aleutian Islands; the Tinnehs; the Thlinkets, of Southern Alaska; and the Haidas. Those mostly seen by the tourists are Thlinkets, but at Wrangel there are likely to be some Haidas.

The United States paid Russia the sum of \$7,200,000 for the country in 1868. The seal fisheries, the monopoly of which has recently been extended by the government for the second time, has returned a good rate of interest on this expenditure. The fisheries are valued at \$3,000,000 a year, and the gold production is large and of growing importance. So far from being a barren, bleak, untenable country, as the opponents of the purchase scheme so strongly contended, Alaska is likely to become one of the richest parts of our national domain.

Along the Alaskan Coast.

In entering Alaska from British Columbian waters, the voyager crosses Dixon Entrance, as the channel north of Dundas Islands, and between Prince of Wales and Queen Charlotte Islands, is called. One of the first points of land seen jutting into American waters is Cape Fox, so named by Vancouver. Near here, at Fort Tongas, the United States formerly maintained a military post, and later a custom house, but both have been given up. The situation at Fort Tongas renders rain very frequent, and the excessive rain-fall of 118 inches is said to have been recorded in a single year. From Dixon Entrance we course northward through Clarence Strait, which is over 100 miles long and nowhere less than four miles in width. We are now within that remarkable geographical area known as the Alexander Archipelago, a bewildering collection of mountain-studded islands, rocks, straits, inlets, and passages, as yet but partially explored. Throughout the whole of Clarence Strait we have the great Prince of Wales Island on the west. At Port Chester, on Annette Island, which is one of the Gravina group, Mr. Duncan has founded the new Metlakahtla, and is rapidly building up a substantial town, with a church, schools, and self-supporting industrial establishments. North of the Gravina group lies Revilla Gigedo Island, with its varied and picturesque shores; while upon the left Casaan Bay is an indentation of Prince of Wales Island. The several islands are mountainous, and the views at all points are exceedingly fine.

Fort Wrangel.

After passing Etoline, Zarembo, and some lesser islands, and emerging from Clarence Strait, we reach Fort Wrangel, an old Russian settlement that stands at the head of Wrangel Island, and at the mouth of the Stikine River, one of the waterways that lead to the Cassiar mining region in the interior of British Columbia. The

place has lost its old importance, and is given over chiefly to the Stikine tribe, a branch of the Thlinket race, but is interesting to the stranger as possessing the best display of totem poles he is likely to see. The totem pole is a sort of ancestral emblem formerly held in high esteem, but fast disappearing. The natives are divided into families, or clans, of which the Raven, the Wolf, the Whale, and the Eagle are the chief representatives, and, as tradition relates, the progenitors. Thus the representation of these animals or birds, with their commingling in case of intermarriages, becomes a sort of family crest. United with the rude carvings of heads, various striking events in the career of the family are sometimes depicted. The poles are from twenty to sixty feet in height, and from two to five feet in diameter, the carving being in front, while the rear portion is hollowed out to make them light enough to erect. These carved emblems are placed in front of the house; and in some of the totem poles seen among the Haidas, where the oldest and best-executed specimens are found, a doorway was cut through the trunk of the totem for ingress and egress. It was also customary to ornament the top with a figure wearing a Tyhee hat, in case the householder was a chief, and upon this would be cut a series of rings, corresponding with the number of "pot-latches" (a feast with gifts) with which the inmate had honored his friends. The totem poles seen at Wrangel are interesting specimens, though not of the highest order of totem carving. The natives generally carve their household implements, and even their paddles and wooden-mounted fish-hooks, into hideous shapes. This is true especially of the Haidas, who are also expert workers in silver. Silver bracelets and bangles, carved horn spoons (now becoming rare), Chilkah blankets, and black stone carvings (from Skidegate, on the Queen Charlotte Islands) are the curios mostly sought after by tourists throughout Alaska and at British Columbian ports. The spoons are made from the horn of the mountain goat.

Another quaint relic is the curiously carved rattles of the shamans or medicine-men. In addition to the totem poles in front of the habitations at Wrangel, there were some curiously marked graves, one being surmounted by a huge carving of a wolf. This has lately been removed from its former site to another part of the village, near the saw mill. Some of the dwellings at Wrangel have two totem poles, one representing the male side and the other the female side of the house. Indeed, "women's rights" prevail among the Alaskans to an extent that gives the mother the prominent place on the totem instead of the father. In one instance a pole is surmounted by the image of a bear, while no other carving is shown upon the column except the footprints of the animal, made apparently while he climbed to his present eminence.

The Alaskans have many strange customs, one of which is for the young women to besmear their faces with a hideous black paint, which is said to be put on to preserve their complexions. Another is the wearing of the *labrette*, a silver, ivory, bone, or wooden ornament that is thrust through the under lip. A Thlinket woman is not always an object of beauty under favoring circumstances, and certainly a blackened face and a *labrette* do not serve to make her look anywise prettier.

There are at Wrangel a flourishing school and mission.

Northward from Fort Wrangel.

Resuming our voyage, we turn westward from Fort Wrangel, and, entering Wrangel Narrows, steam northward and out through the mouth of Souchoi Channel into Prince Frederick's Sound. On emerging from the Narrows new visions of grandeur await our wondering gaze. A range of high mountains is seen upon the opposite shore, strongly marked in black and white patches of rock and snow. From one of the elevations rises a remarkable monolith called the Devil's Thumb. In one place a

huge glacier, the blue ice succeeding the pure white of the snow fields, pours its frozen flood nearly down to the sea. The glacier has been named in honor of the late Carlisle Patterson, of the United States Coast Survey. As we sail nearer and beyond, we see that it comes transversely from the mountains, turning a corner to reach its lower slopes; while at one point a great mass seems to overhang from the mountain side. Another great glacier succeeds this one, with great prongs running back among the peaks, and then a third. The distant mountain tops, when viewed under varying effects of shadow and sunshine, or under the flooding golden sheen of a sunset, present no end of entrancing pictures.

Leaving Prince Frederick's Sound, we sail northward through Stephen's Passage, which has for the greater part the mainland, on the right, and Admiralty Island, on the left, as its boundaries.

Taku Inlet and its Glaciers.

Meanwhile we pass Holkham Bay, where, in 1876, the first placer mining in Alaska was begun, and Taku Inlet, a great fiord entering from the east, where there are glaciers running down to the water's edge, evidences of which are seen in floating masses of ice—miniature icebergs. Captain Carroll is accustomed to enter Taku Inlet, and to obtain a supply of ice for the ship at first hands. The glacier at the head of the inlet is magnificent, extending across between two hills with a perpendicular wall of ice upwards of 100 feet high. The ice appears singularly pure and free from earth and stones, both the masses of ice which are floating about, and the great crystal mass that forces its way into the sea, sparkling in the sunlight as if encrusted with myriads of gems. The spectacle here presented is hardly inferior to that of the Muir Glacier farther north.

Juneau and the Gold Mines on Douglas Island.

Leaving Taku Inlet to the right, we ascend Gastineaux Channel, a river-like body of water that separates the mainland from Douglas Island, and soon reach the mining town of Juneau, the most populous settlement in all Alaska. Here, on a narrow strip of land, at the foot of a deep ravine flanked by precipitous mountains, is a cluster of white houses. Half a mile away, and reached by a muddy foot path, is an Auk village. Beyond the village is a native burial-place. A few miles back of Juneau, up the narrow and picturesque ravine or gulch, lies the Silver Bow mining basin; and on the opposite side of the narrow channel, at the foot of the heights, are the buildings connected with the famous Treadwell gold mine. This settlement dates back only to Oct. 1, 1880, when Joseph Juneau and Richard Harris, two mining prospectors, camped upon its site. The place was named Harrisburg, after one of the prospectors, and the region was denominated the Juneau district, in honor of the other. Notwithstanding this mixed nomenclature, the naval officers made the muddle the deeper by naming the harbor in honor of Commander Rockwell, of the United States steamer "Jamestown." Finally, in 1882, the miners decided that the town should be called Juneau, and Juneau it remains.

There are numerous shops about the place, and the pursuit of curios is made a pastime by the tourists. Natives from the Chilkah country frequently come as far south as here; and the celebrated Chilkah dancing blankets, gradually becoming very rare, are likely to be seen, with furs, carvings, and silver ornaments. An excellent weekly paper, the *Juneau Mining Record*, is published here, and there is also a flourishing mission school. The surroundings of Juneau are very picturesque. Both shores are densely wooded, and it is amazing to see how tenacious of life are the firs and cedars which find root on slopes but slightly removed from the perpendicular. Here,

as elsewhere, there is a rich and tangled mass of undergrowth. Cascades — some of which on Douglas Island are of large extent — pour down the mountain-sides, mingling their roaring floods with the waters of the sea.

We are likely to next visit the Treadwell mine, across on Douglas Island. Here a crushing mill of 240 stamps — the largest in the world — is in operation, and the output is said to reach \$150,000 per month. The ore is of low grade — from \$4 to \$9 per ton — but it is practically inexhaustible, and is so economically worked that the profits are necessarily large. The mine itself is on the mountain-side, and has been worked largely as an open quarry. Operations were begun in real earnest at this mine in July, 1885, since which time there have been extensive improvements and enlargements.

There are other valuable claims on Douglas Island and near Juneau. Ex-Governor Swineford, in one of his last reports, expresses the belief that this region will become one of the most prolific gold fields in the world. At the Treadwell mine the ore actually in sight is estimated to be worth five times the sum the United States paid for the entire Territory.

Northward Again and up Lynn Canal.

As Gastineaux Channel has not been fully surveyed above Juneau, our steamer returns to Stephen's Passage before proceeding northward. We soon reach Lynn Canal, a remarkable fiord that extends sixty miles directly north into the mountains, there terminating in two forks, named respectively the Chilkah and Chilkoot Inlets. The scenery surpasses in grandeur all that has been seen in more southern latitudes. High mountains line the shores, and no less than nineteen great glaciers pour their icy floods down their sides. Two of these, the Eagle Glacier and the Davidson

Glacier — the latter on the west near the head of the channel — are especially notable. The Davidson Glacier was so named in honor of Professor George Davidson, the astronomer, who explored its lower slopes in his visits to the Chilkah country in 1867 and 1869. As we sail in front, the lower slopes of the glacier are screened by a growth of trees that has sprung up on its terminal moraine. Above the trees it is seen pouring down through a rocky gorge, below which it spreads out like a fan to the breadth of three miles. There is, in fact, a glacier in almost every ravine; and as the supply of vegetation is greatly lessened, the really Arctic appearance of the landscape becomes very marked.

At Pyramid Harbor, which is near one of the Chilkah villages, from which miners depart for the Yukon country, is the northernmost point reached by the Alaska steamers; viz., latitude 59 degrees, 10 minutes, and 36 seconds. The summer days in these latitudes are notably long, there being only two or three hours of appreciable darkness.

The Great Muir Glacier, in Glacier Bay.

We now turn our attention to the crowning glory of this veritable wonderland — the great Muir Glacier, in Glacier Bay. This we reach by retracing our way southward through Lynn Canal to the point where its waters mingle with those of Cross Sound or Icy Strait, from whence we turn northwestward into Glacier Bay, an indentation which extends about thirty miles in that direction, with a breadth of from eight to twelve miles in its lower reach, and narrowing to about three miles at its upper end, where seven enormous glaciers descend to its waters. The peninsula enclosed by Glacier Bay, Cross Sound, and the Pacific Ocean, is from thirty to forty miles wide, and contains numerous lofty mountains, including Mounts Crillon (15,900 feet), Fairweather (15,500 feet), Lituya (10,000 feet), D'Agelet (9,000 feet), and La Perouse

(11,300 feet). These form the southern extremity of the Mount St. Elias Alps. All these noble summits are seen from the steamer's deck while ascending Glacier Bay, together with the picturesque White Mountains, which line the east, between Glacier Bay and Lynn Canal; but Mount St. Elias itself is too far north to be visible. Vancouver found a wall of ice extending across the mouth of the bay in 1794, and it was not until 1880 that Glacier Bay occupied a place on any printed map. Near the mouth of the bay is a group of low islands named after Commander Beardslee, of the United States Navy, and composed of loose material, evidently glacial débris. Willoughby Island, near the middle of the bay, is a bare rock, about two miles long and 1,500 feet high, showing glacial furrows and polished surfaces from the bottom to the top. The Muir Glacier enters an inlet of the same name, near the head of the bay, in latitude 58 degrees, 50 minutes north, and longitude 136 degrees, 40 minutes west of Greenwich. It was named for Professor John Muir, the Pacific Coast geologist, who in 1879 was, with Rev. S. Hall Young, of Fort Wrangel, the first to explore the glacier. It was not until 1883 that Captain Carroll began bringing tourists hither.

The glacier enters the sea with a gigantic front two or three hundred feet above the water, and a mile wide. Imagine a wall of blue ice, splintered into columns, spires, and huge crystal masses, with grottoes, crevices, and recesses, higher than Bunker Hill Monument, and of such far-reaching extent! It is a spectacle that is strangely beautiful in its variety of form and depth of color, and at the same time awful in its grandeur and suggestion of power. And not alone is the sight awe-inspiring. The ice mountain is almost constantly breaking to pieces with sounds that resemble the discharge of heavy guns or the reverberations of thunder. At times an almost deafening report is heard, or a succession of them, like the belching of a whole park of artillery, when no outward effect is seen. It is the breaking apart of great masses of ice

within the glacier. Then some huge berg topples over, with a roar and gigantic plash that is heard and felt for miles, the waters being thrown aloft in clouds of spray. A great pinnacle of ice is seen bobbing about in a wicked fashion, perchance turning a somersault in the flood before it settles down to battle for life with the sun and the elements on its seaward cruise. The waves created by all this terrible commotion even rock the huge steamer, and wash the shores miles away. There is scarcely an interval of ten minutes in the day or night without some exhibition of this kind. There are mountains each side of the glacier, the ones upon the right or east shore being more elevated. High up on the bare walls are seen the scoriated and polished surfaces produced by glacial action, indicating that once the ice stream was thousands of feet thick. The present glacier is retrograding quite rapidly, as may be seen by many evidences of its former extent, as well as by the concurrent testimony of earlier visitors. On either side is a moraine half a mile wide, furrowed and slashed by old glacial streams, which have given place to others higher up the defile as the glacier recedes. On the west side the stumps of an ancient forest, supposed to be pre-glacial, have been uncovered. Notwithstanding the contiguity of the ice and the generally frigid surroundings, blue bells and other flowers are found blooming. In the centre of the ice stream, about two miles from its snout, is an island of rock, the summit of some peak the great glacier mill has not yet ground down.

Professor George Frederick Wright, who has a world-wide fame on account of his investigations of ancient glacial action, devoted a month's study to the Muir Glacier in 1886, and made some interesting experiments to determine its rapidity of motion. The main body of the glacier, says Professor Wright, occupies a vast amphitheatre, with diameters ranging from thirty to forty miles. Nine main streams of ice unite to form the grand trunk of the glacier. These branches come from every direction north

of the east and west line across the mouth of the glacier; and no less than seventeen sub-branches can be seen coming in to join the main streams from the mountains near the rim of the amphitheatre, making twenty-six in all. The width of the ice where the glacier breaks through between the mountains is 10,664 feet; but the water front, as previously remarked, is only a mile wide. The central part of the mass moves more rapidly than the sides, and formerly extended about a quarter of a mile beyond the corners. It should be said that the front frequently changes its aspect, in consequence of the breaking away of huge masses, and sometimes the sides project beyond the centre section. The depth of the water 300 yards south of the ice front, according to Captain Hunter, is 516 feet near the middle of the channel. In recent years a still greater depth has been noted by Captain Carroll, a short distance in front of the glacier. Professor Wright's measurements showed the front to be 250 feet high at the extremity of the projecting angle. Gleaming masses of crystal, veritable icebergs, wrenched from the descending glacier, float about the bay, driven hither and thither by wind and tide. As from five-eighths to seven-eighths of the bulk of an iceberg are supposed to be beneath the surface, some of these bergs must be of huge proportions. The measurements made by Professor Wright and his companions, to determine the rate of motion, developed some interesting facts. In this connection it should be remembered that the calculations made as to the rapidity of glacial movement by De Saussure, Agassiz, Tyndall, and others have been based upon measurements of the Swiss glaciers, which are small and shallow, when compared with the enormous ice streams of Alaska, Greenland, and the polar seas. Observations made upon different sections of the Muir Glacier led Professor Wright to these conclusions: That a stream of ice, presenting a cross-section of about 5,000,000 square feet (5,000 feet wide by about 1,000 feet deep), is entering the inlet at an average rate of forty feet per day

(seventy feet in the centre, and ten feet near the margin of movement), making about 200,000,000 cubic feet per day during the month of August.

In the summer of 1890 Professor Reed, of the Case School of Applied Science, Cleveland, O., made an elaborate series of observations, and was led to different conclusions. His opinion is that the glacier flows at a much less rapid rate than Professor Wright's figures would indicate.

The steamer generally approaches the glacier front to within a safe distance, near enough, however, for a close examination of its formidable wall, and there is also time for a landing and a limited exploration of its surface and surroundings.

Sitka.

Leaving Glacier Bay with reluctance, we shall steam away for Sitka, the capital of Alaska. There are two routes thither—one through Cross Sound, or Icy Strait, and the other through Peril Strait, or Pogibshi Channel. Peril Strait lies between Chichagoff and Baranoff Islands. Sitka is on the western shore of the latter, inside Kruzoff Island. It is very picturesquely situated, with a noble background of mountains, while the bay is dotted with scores of beautiful green islands. Across the bay on Kruzoff Island is the extinct volcano, Mount Edgumbe, 2,800 feet in elevation. Mount Verstovaia rises sentinel over the town, to a height of 3,212 feet. Mount Edgumbe (and also Mount Fairweather) received its name from the intrepid navigator, Captain James Cook, who visited these shores in May, 1778, in the course of his third and last voyage to the Pacific Ocean. Sitka was founded in 1804 by Baron Baranoff, the first Russian governor of Russian America, four years after his original settlement at Starri Gavan Bay—a few miles north of the present site—had been destroyed by the natives, in the first year of its existence. There are many reminders

of Russian occupation, the chief of which are the old Baranoff Castle — a plain-looking block edifice, which stands on Katalan's Rock, near the water — and the Greek Church. The castle is the third edifice erected on the same site by the Russians, the first having been burned, and the second destroyed by an earthquake. Several other large structures, built during Russian occupancy, remain, and serve for barracks, court rooms, etc. The principal street of the town, and almost its only one, extends from the wharf to the Greek Church, and then, bending around the corner of that notable edifice, winds along the beach to the Presbyterian Mission.

If the visitor continues his walk in that direction, he will discover a romantic path through the woods by Indian River. A little square at the left of the main street near the water — beyond which is the modest residence of the governor of the Territory, — was once a Russian shipyard. Stretching along the shore to the left is the native town or *rancherie*, where 800 or 1,000 Sitkans live in the peculiar kind of frame houses common to other parts of Southern Alaska. Nothing in the form of totem poles is seen here, although the Sitkans, once a powerful, insolent, and really dangerous tribe, have many customs common to other Alaskan peoples. A small part of the old stockade which kept the natives without the Russian town after prescribed hours still remains, although most of the barricade was destroyed after the withdrawal of the American troops in 1877. On the slopes back of the native *rancherie* are the burial-grounds of the Russians and the Sitkans, and the remains of an old block house that commanded an angle of the stockade. Katalan's Rock bears the name of an ancient chief who had his habitation there. The Greek Church, with its green roof and bulging spire, is the most picturesque edifice in the town, and is one of the chief centres of attraction. It contains some quaint pictures on ivory, with settings of silver and other metal. Although few Russians are left in Alaska, the Russian government expends about

\$50,000 a year in maintaining this church and others at Kodiak and Ounalaska. In the belfry is a chime of six sweet-toned bells brought from Moscow. The old Russian mill still stands beyond the church; but the tea garden, clubhouse, and race course are decayed and practically forgotten. The Presbyterian Mission, established in 1877 by Rev. Sheldon Jackson, D. D., and Mrs. A. R. McFarland, and now under the charge of Rev. Alonzo E. Austin, is the largest in Alaska.

The Return Trip.

Sitka is accounted the end of the northward voyage, although situated many miles south of Glacier Bay and Pyramid Harbor. We have yet nearly 1,000 miles of water passage to accomplish before reaching Victoria, Port Townsend, and the other Puget Sound points. Our track will be in the main over the same magnificent course we have come, with the omission of the more northward portion. There will perhaps be landings at several points, including Juneau and Fort Wrangel, although this is not certain, and the trip will possess fresh interest from the fact that much of the scenery missed in the night during the northbound passage will now be visible. Even with the same grand scenes to gaze upon and nothing else, the experience would be enchanting; for the grand panorama along the Alaskan and British Columbian coast is matchless in its beauty, variety, and true grandeur. The return will occupy five or six days, but the exact times of arrival or departure cannot be predicted with any degree of exactitude in a voyage of such extent. It is expected that the Puget Sound ports will be reached not later than Friday, June 16, and probably by Thursday, June 15.

Victoria, B. C.

As part of a day will be spent at Victoria, the capital of British Columbia, there will be time to see something of that pretty city. British Columbia, which extends

from the Rocky Mountains to the Pacific, and from the northern boundary lines of Washington, Idaho, and Northwestern Montana to Alaska and the Arctic Ocean, comprises about 350,000 square miles. Victoria is a beautiful city of about 15,000 inhabitants, charmingly situated at the southeastern extremity of Vancouver Island. Fort Victoria, a subsidiary depot of the Hudson Bay Company,—the chief depot then being at Fort Vancouver, on the Columbia River,—was established in 1843; and in 1848, at the time of the “Cayuse War,” it became an important position for sending supplies to the interior. In 1858, about the time of the gold-mining excitement on the Fraser and the Skagit, New Georgia and New Caledonia, as the main coast and interior had previously been designated, became by royal edict British Columbia, and in 1866 the colony of Vancouver Island was united therewith. Fort Victoria, meanwhile, became the city of Victoria.

Victoria presents many interesting features to the stranger. The business avenues have a substantial appearance, and all the streets are wide and well kept. Most of the dwellings have in front of them or surrounding them pretty gardens in which flowers abound through a large part of the year. The government buildings, five in number, and built in Swiss style, comprising the Parliament House, government printing-office, land and works departments, government offices, messenger's residence, and the Provincial Museum, occupy a prettily adorned square just across James's Bay. In front of these is a granite shaft erected to the memory of Sir James Douglas, the first governor of the colony. There is a populous “Chinatown,” and, mingled with the Mongolians on the streets, are many Songhish Indians.

Port Townsend.

After leaving Victoria “The Queen” will continue on to the American ports on Puget Sound, the first of which is Port Townsend, situated at the head of the Strait of

Juan de Fuca, and the port of entry for the whole Puget Sound district. With every possible advantage in the way of situation and climate, and with the prospect of early railroad communication with the rest of the world, this place is making very rapid progress.

Seattle.

From Port Townsend we proceed to Seattle, the remarkable city that has been built up on the east shores of the sound,—twice built up, in fact,—nearly the entire business section of the place having been burned in June, 1889. The new Seattle is more substantial and handsomer than the old one, and in many ways a gratifying indication of the pluck, energy, and business enterprise of her citizens. With a population of 43,914, according to the late census, against 4,533 in 1880, the city is already one of the leading Pacific Coast points, and its many interests are constantly increasing in importance. Nearly \$7,000,000 was expended in 1889 in the erection of new buildings; while in street railways, street grading, and other public improvements, a further sum was added, making an aggregate expenditure of \$13,547,979 in a single year. In the city and suburbs, no less than 3,465 buildings were constructed. Some of the schools, churches, and several of the public buildings—notably the County Court House—are imposing edifices. Numerous railway lines enter here, and there are also steamer connections with near and distant points. The Northern Pacific Railroad Company has a line running to Tacoma, and there are also several lines of steamboats between the two cities. Seattle is charmingly situated between the waters of the sound and Lake Washington, a body of fresh water thirty miles in length. Our hotel, The Rainier, has a magnificent prospect overlooking the sound.

It may be deemed advisable to divide the party for the visits to Seattle and Tacoma. Both cities will be included, one section seeing Seattle first and the other Tacoma.

Tacoma.

At the head of Puget Sound lies another beautiful city — Tacoma — which had scarcely an existence a dozen years ago. In 1880 the number of inhabitants was 1,098. In 1890 it was 35,858. This place derived much of its early importance from being the terminus of the Northern Pacific Railroad, which line, however, is now connected with all other important points on the Northwest Pacific Coast. Its manufacturing interests are large and constantly increasing. The city occupies a high bluff, overlooking the sound and the Puyallup Valley, at the head of which stands the giant snow peak of Mount Tacoma. Many of the new buildings, including the Opera House block, are really magnificent, and there are also a great number of handsome residences. The buildings erected in a single year (1889) cost \$5,901,195. During our visit to Tacoma the party will make its headquarters at The Tacoma.

Over the Cascade Division of the Northern Pacific Railroad.

We shall leave Tacoma and Seattle on our homeward journey, *via* the Northern Pacific Railroad, Monday, June 19. The first part of our trip will lie over the picturesque Cascade Division of this great transcontinental line. The section of Western Washington traversed is mountainous, and the views are greatly diversified. The traveler first ascends the fruitful Puyallup Valley, the great hop-growing region of the Pacific Coast, where, in the hop-picking season, the strange sight is presented of 2,000 or more Indians laboring in the fields, some of the copper-skinned workers coming many hundred miles to gain employment. The great snow dome of Mount Tacoma is seen ahead of us, and in varying aspects as we speed along, now west of this monarch of the hills, and then north. At South Prairie and beyond, we are in proximity to the great coal fields of the State. The ascent of the Green River discloses some charm-

ing cañon scenery. At an elevation of 2,809 feet we pass through the Stampede Tunnel, which has an extent of 9,850 feet and is lighted by electricity.

We descend on the east side of the Cascade range into the broad valley of the Yakima River, which is reached within five miles of the tunnel, and followed for 165 miles. This stream is from 200 to 300 feet wide for much of the way, and forms one of the most important tributaries of the Columbia. Ellensburg, the county seat of Kittitas, is the first town of importance reached after crossing the mountains, although several new places are springing into existence in the vicinity of the coal mines. Ellensburg is one of the growing cities of the young State, and, notwithstanding its devastation by fire in 1889, is a populous and handsome place.

Eastern Washington.

Crossing the Columbia River near Pasco, we traverse two growing counties of Washington — Whitman and Spokane. In the latter, more especially, several important towns have come into being along the road, including Sprague, Cheney, and Spokane, the latter being the only one of the three that had any existence before the railway was built. Cheney contains a handsome academy, the gift of Benjamin P. Cheney, of Boston, in whose honor the town was named. Spokane is a large and flourishing city, which, like Seattle and Ellensburg, has suffered a baptism of fire. The place has been rebuilt in a more substantial way than ever, and has already taken its stand among the most enterprising and important cities of the far West. Of its 20,000 population, three-quarters have been acquired in three years, and 19,000 in five years. Long lines of magnificent business blocks line the principal streets, and there are on every hand evidences of prosperity based in the first instance on the splendid water power.

Idaho.

Nineteen miles east of Spokane the boundary line between Washington and the newest State of the American confederation—Idaho—is crossed. The Northern Pacific Railway traverses a very narrow strip of the northern part of the last-named State, the distance from the western border to the eastern being about seventy-eight miles only. Rounding the upper extremity of Lake Pend d'Oreille, the road ascends Clark's Fork, a turbulent stream which flows down through a succession of wild gorges, to the Bitter Root Mountains. The new State of Idaho has 84,229 inhabitants, according to the recent census.

Montana.

Near Clark's Fork station we pass out of Idaho and into the new State of Montana, which, with its 143,776 square miles, is very nearly as large as the great States of New York, Pennsylvania, and Illinois combined. It has more than 1,000,000 acres in excess of the whole of New England. There are in Montana nearly 40,000,000 acres of grazing lands, and 16,000,000 acres which are suitable for farming, in addition to its vast wealth in mines. The railroad traveler is likely to declare that the region is practically treeless, and yet the State contains no less than 14,000,000 acres of forests, or more than are comprised in the State of Michigan. Montana was organized as a Territory in 1864, a year after Idaho; and until 1880 there was not a mile of railroad within its borders. It was admitted to Statehood in 1889, and in 1890 was credited with a population of 131,769. Entering Montana in the extreme northwestern corner, where Clark's Fork makes its way through the Bitter Root Mountains, we reach Heron, a town of several hundred inhabitants in the midst of a forest. One hundred and thirty-five miles east of Heron, and fourteen miles west of Missoula, the Coriakan

Defile is reached, and the track crosses Marent Gulch by means of a trestle bridge 866 feet long and 226 feet high. A little farther on are other trestle bridges, one of which is 112 feet high.

Missoula, the county seat of Missoula county, is beautifully situated at the western gateway of the Rocky Mountains, on the north side of Missoula River, near its junction with the Bitter Root and the Hell Gate. It was formerly an isolated and remote frontier post, but the railroad has made it a stirring town.

We are now approaching the main range of the Rocky Mountains, although the actual continental divide lies 106 miles east of Missoula. The road follows up Hell Gate River, passing through Hell Gate Cañon, which, however, is less of a cañon than a valley, being from two to three miles wide. We are in the midst of a placer-mining region; and the river, ordinarily clear, is in summer stained by the deposits of dirt from the tributary streams, along which many mining-camps are located. Some of the mines are very rich; and a large amount of the gold production of Montana, amounting to nearly \$9,000,000 annually, has come therefrom. There is some grand mountain scenery in the vicinity, the snow-covered peaks of Mount Powell being prominent south of the railroad.

Crossing the Rocky Mountains at the Mullan Tunnel, which has an elevation of 5,548 feet above the sea, we descend the eastern slopes of the great continental divide, and approach Helena. This city, with a population of about 15,000, is situated at the eastern base of the Rocky Mountains and on both sides of the famous Last Chance Gulch, which yielded over \$10,000,000 worth of nuggets and gold dust. Helena contains many handsome buildings, and is the commercial and financial centre of the new State, as well as its capital. Continuing eastward from Helena, the road passes through a mining region, and forty-two miles from that city crosses the Mis-

souri River. It follows up that stream, amid much wild scenery, to Gallatin City, where the three rivers forming the Missouri—viz.: the Gallatin, Madison, and Jefferson—unite. We keep on through the Gallatin Valley, and 120 miles from Helena reach Bozeman, another flourishing and bustling town. Ascending through Rock Cañon, we cross the Belt range of mountains at an elevation of 5,572 feet above the sea level. Near the summit the hills are pierced by a tunnel 3,500 feet in length. Livingston, the diverging point for Yellowstone Park travelers, and a large and growing town, will be reached early Thursday morning.

Up the Yellowstone Valley.

From Livingston a branch of the Northern Pacific Railroad extends up the Yellowstone Valley to Cinnabar, a distance of fifty-one miles, and there is a stage ride of only seven miles from thence to the Mammoth Hot Springs. The scenery along this part of the line is bold and striking. We are already amid the mountains; and at the upper end of Paradise Valley the massive form of Emigrant Peak, 11,034 feet in height, becomes a prominent landmark. The chief objects of interest above this point are the Sphinx and the "Devil's Slide." The latter consists of two enormous dikes of trap-rock on the steep slopes of Cinnabar Mountain.

The Yellowstone National Park.

The reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, originally covered a tract of about sixty-five miles in length, from north to south, and about fifty-five miles in width, from east to west, lying chiefly in Northwestern Wyoming, and over-lapping, to a small extent, the boundary of Montana, on the north, and of Idaho, on the west. This gave an area of

about 3,575 square miles, a tract that was nearly as large as the States of Rhode Island and Delaware combined, and nearly half as large as the State of Massachusetts. To this was added in 1891 a forest reservation of nearly 2,000 square miles, comprising the country adjacent to the former park on the south and east. Thus the area of the national reservation has been extended eight miles south and about twenty-four miles east. The name "park" is perhaps misleading, as it is exceedingly diversified, containing numerous parks, or open tracts, as the name "park" has been bestowed in the mountain sections of Colorado, besides high mountains and beautiful lakes. The Rocky Mountain chain crosses the southwestern portion in an irregular line, leaving by far the greater expanse on the eastern side. The lowest elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height, Electric Peak (in the northwest corner of the park, not far back of Mammoth Hot Springs) having an elevation of 11,300 feet. The drainage of the park area is divided among three distinct systems—the Yellowstone River, which has about three-fifths and runs in a sinuous course from the southeast to the northwest corner of the park, mainly through deep cañons, and the Madison and Snake Rivers, which have about one-fifth each. In 1871 Dr. F. V. Hayden made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. Since that time Dr. Hayden and his assistants have made further surveys of the region, and his twelfth annual report for 1878 (issued in 1883) gives the fullest information about the park yet published. For several years past Mr. Arnold Hague, with a corps of scientific assistants, has been making a series of careful surveys of the region. "The number of geysers, hot springs, mud pots, and paint pots," said Mr. Hague in 1887, "exceeds 3,500; and if to these be added the *fumaroles* and

solfataras, the number of active vents would probably be doubled." The same authority enumerates seventy-five active geysers in the four principal basins.

The park is under the care of the Secretary of the Interior, and the present superintendent is Captain George S. Anderson, of the United States Cavalry. The regulations against the marring or removal of geyser or hot spring deposits are necessarily strict, and are impartially enforced.

Mammoth Hot Springs.

We shall first visit Mammoth Hot Springs, arriving there early Thursday afternoon, and remaining until the ensuing day.

The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet, 1,213 feet higher than the hotel. The whole plateau and the steep slopes extending down to the river are mainly composed of carbonate of lime deposits, resulting from springs now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct springs stand at no great distance from the hotel, and are almost the first objects to attract attention. These are "Liberty Cap," an isolated shaft forty-five feet in height and twenty in diameter at its base, and the "Giant's Thumb," or "Liberty Cap No. 2," about 100 yards distant and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are a number of shallow basins; and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed at some period more or less remote. The beautiful terraces, now in process of formation just below the active springs, are the most interesting objects to be seen, however. The

recent deposits, on which the springs are at present found, occupy about 170 acres, and the total area covered by the travertine is about two square miles. There are seventy-five active springs, varying in temperature from 80 to 165 degrees Fahrenheit, in all of which algæ have been found growing. This vegetation, according to the investigations of Mr. Walter H. Weed, of the United States Geological Survey, has been found to play an important part in the formation of the travertine, and in producing its varied coloring. There are eight well-defined benches, or terraces. These are ornamented with beautifully-formed basins, over the rims of which the water finds its way in gentle rivulets and miniature cascades. The walls present the most delicate arabesques, and fretted stalactites depend from the edges. Rich cream and salmon tints predominate, but these deepen into shades of red, brown, green, and yellow; while the turquoise blue of the waters affords a striking contrast of color. The principal objects of interest are the "Liberty Cap" and "Thumb," already mentioned; the active springs, "Pulpit Basins," "Marble Basins" and "Blue Springs," on the main terrace; and "Cleopatra's Bowl," "Cupid's Cave," and the "Orange Spring," which are higher and farther back.

On the Road to the Geysers.

Leaving the hotel at Mammoth Hot Springs, the party will proceed to the Lower and Upper Geyser Basins *via* the Norris Geyser Basin. This journey and the subsequent trips about the park will be made in comfortable wagons. The early part of the ride lies over a road which ascends the banks of Glen Creek to the Golden Gate and Rustic Falls, near which is Kingman's Pass, 7,300 feet above the sea. On the plateau above, from which a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak, and Mount Holmes, Swan Lake is situated. Near Beaver Lake are the

famous Obsidian Cliffs, a ridge of volcanic glass from 150 to 250 feet high and 1,000 feet in length.

The Norris, or Gibbon Geyser Basin.

This is the first of the geyser basins encountered in our round of the park, and likewise the highest, its elevation above the sea being 7,527 feet. There are numerous springs and a few veritable geysers, the chief of these being the "Monarch." Dr. Peale enumerates ninety-seven springs of various kinds within this basin. The peculiarities here noticed are the absence of any very great accumulation of deposits, and the newness of some of the important geysers. The "Monarch" is a powerful geyser which is in eruption once in about every twenty-four hours. It emits a stream to the height of about 100 feet. The "Hurricane" is a fierce, roaring spring that is expected to develop into a geyser, and the "Growler" is the significant name of another vigorous steam and water vent. The "New Crater" broke out with great vigor in 1890, but is now less violent. The "Minute Man" is a small geyser near the road.

Gibbon Falls.

The road from the Norris Basin southward crosses a ridge, and, descending therefrom to the Gibbon Meadows, or Elk Park, soon enters the wild cañon of the Gibbon River. A new road has been constructed, forming a continuation of the old route along the river bank. This follows the river to a point below the picturesque Gibbon Falls, and is eventually to be extended to the Firehole Basin (or Lower Geyser Basin), thus avoiding a series of difficult hills. The falls, which are eighty feet in height, are seen to great advantage from the new roadway, which at this point occupies a high perch directly in front of the cataract.

The Lower Geyser Basin.

The Fountain Hotel in the Lower Geyser Basin will be reached at a seasonable afternoon hour. This basin is a wide valley, with an area of between 30 and 40 square miles, having an elevation of 7,150 feet, or only 90 feet less than the Upper Geyser Basin, from six to ten miles distant. Above this the surrounding plateau rises from 400 to 800 feet, the slopes being heavily timbered. In this section Dr. Hayden's party found 693 springs, including the Egeria Springs of the Midway Basin, among which the "Excelsior" Geyser and "Prismatic" Lake are counted. The chief points of interest visited by tourists are the "Fountain" Geyser and "Mammoth Paint Pots," which are situated near each other. The "Fountain" is a very handsome geyser, and is in eruption five or six times daily. The "Paint Pots" constitute one of the chief wonders of the park. In a crater forty feet or more in diameter, there are numerous mud springs, in which the material cast forth has the appearance of paint of different shades. The pasty material is exceedingly fine to the touch, and, as it bubbles up, generally assumes for a moment some floral form. Nearly two miles distant easterly, but rather difficult of access, is another group of geysers and springs, including the "Great Fountain," one of the most powerful geysers in the park. It is in eruption every forty-six hours, and throws water to the height of from 125 to 150 feet.

The "Excelsior" Geyser and "Prismatic" Lake.

In the ride between the Lower and Upper Basins, a halt will be made in the Midway Geyser Basin for the purpose of inspecting the great "Excelsior" Geyser, "Turquoise" Spring, and "Prismatic" Lake, all of which lie on the west bank of the river. The "Excelsior," the largest geyser known in the world, was in a state of great activity during 1888, after a period of inaction lasting about six years. The eruptions occurred

at intervals of about an hour, and were very powerful. A great dome of water, often accompanied by lavatic stones, was thrown into the air to a height of between 200 and 300 feet, while the accompanying column of steam rose 1,000 feet or more. Early in 1889 the geyser again ceased action, but in 1890 it resumed its work for a short time, but with diminished force. Nevertheless, its eruptions, which occurred every two hours, were grand spectacles. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of "Cliff Cauldron" was given it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a powerful geyser. "Hell's Half Acre" is another expressive title given to this terrible pit. Two rivulets pour forth from the cauldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The "Turquoise" Spring, near the "Excelsior," is beautiful in its rich tints of blue, and "Prismatic" Lake, also near at hand, is another wonderful display of color.

The Upper Geyser Basin and its Wonders.

About five miles above the "Excelsior" Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing through it and mainly upon the east side, are found the chief geysers of this marvelous region. The basin has an area of about four square miles, and a general elevation of 7,240 feet. There are here forty geysers, nine of which are large, besides many beautiful hot springs. The Upper Basin group includes, with others, the following: "Old Faithful," "Castle," "Bee Hive," "Giant," "Giantess," "Grotto," "Grand," "Oblong," "Splendid," "Comet," "Fan," "Mortar," "Riverside," "Turban," "Saw

Mill," "Lion," and "Lioness." These are scattered over the surface of the basin, chiefly along the river bank, "Old Faithful" being at the southern extremity, and the "Fan," "Mortar," and "Riverside" at the northern end, near where the wagon road enters the basin. The "Grotto," "Giant," "Oblong," and "Castle" are near the road. The "Bee Hive," with its handsome cone, from which the geyser takes its name, together with the "Giantess" and "Lion" group, is upon the opposite side of the river from the hotel. The "Lone Star" Geyser, celebrated on account of the size and beauty of its cone, is between four and five miles south of the hotel. On the new road leading to the "Lone Star," or near it, is a picturesque fall known as Kepler's Cascade. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. The subterranean forces are never at rest, and the Upper Geyser Basin at all times presents a strikingly weird scene. Strange sights and sounds greet the visitor on every side. Clouds of steam arise from a dozen different localities, some of the springs being hidden in the timber which covers the neighboring mountain-sides. There are daily eruptions of some of the geysers, while others have longer intervals of quiescence. "Old Faithful" makes a magnificent display once an hour, and is one of the handsomest geysers in the park.

From the Upper Geyser Basin to Yellowstone Lake.

A new route has been opened from the Upper Geyser Basin to Yellowstone Lake, which is much easier to traverse than the old one, which led over the dangerous steeps of "Mary's Mountain." It passes over the continental divide twice, and affords splendid views of Shoshone Lake and a portion of the park not otherwise seen. The road emerges upon the lake at West Bay, or "The Thumb," near which are some interesting springs and "paint pots," and also one active geyser known as the

“Union.” A small steamboat plies upon the lake between West Bay and the hotel near the outlet. Lunch will be taken at this point and the remainder of the stage ride to the Lake Hotel will occupy most of the afternoon.

Yellowstone Lake.

This large and beautiful sheet of water lies at an elevation of 7,741 feet, according to the latest measurements of the United States Geological Survey. It covers a superficial area of 139 square miles, with an irregular shore line of about 100 miles, and is the largest lake in North America at this altitude. Upon a bluff at the entrance of a little bay near the outlet a new and commodious hotel has been built. The view from this point is charming. In the southeast are some of the highest mountains in the park — including Eagle Peak (11,100 feet), Silver Tip (10,000 feet), Mount Chitenden (10,000 feet), Cathedral Peak (10,500 feet) Mounts Doane, Langford, and Stevenson (all three over 10,000 feet), and other landmarks of the Absaroka, or Hoodoo range. In the south are Flat Mountain, Mount Hancock, and Mount Sheridan (10,200 feet). The latter is the highest of the Red Mountains, near Heart Lake. These peaks are blue in the distance, and the scenery is suggestive of the picturesqueness of the Swiss lakes. About three and a half miles from the hotel, at an elevation of 8,000 feet above the sea, is a natural bridge. A little stream has worn its way down through a rock wall, and directly under the arch is a fall of about forty feet.

The Falls and Grand Cañon of the Yellowstone.

Leaving the Lake Hotel Tuesday morning, we shall proceed to Yellowstone Falls and the Grand Cañon of the Yellowstone. We pass on our way a wonderful object known as the “Mud Volcano.” It is a pit about twenty feet in depth, and from a capacious opening on one side at the bottom boiling mud surges forth with great

vehemence. The road follows the west bank of the river nearly all the way, and a few miles from our destination passes Sulphur Mountain or Crater Hills, an extensive deposit of sulphur in a region of hot springs, one of which, at the base of the hill near the road, is especially active.

Upon an elevated plateau above the river, nearly a mile from the former house, a new and capacious hotel, fitted up with modern improvements, has been built. In its approach to the hotel the road crosses Cascade Creek, just above the pretty Crystal Cascades. The Yellowstone Falls are two in number. At the head of the Upper Fall the river has a width of about eighty feet, and the waters plunge over a shelf between walls that are from 200 to 300 feet in height, upon a partially submerged reef 109 feet below. Dense clouds of spray and mist veil fully one-third of the cataract from view.

Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 308 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view point at the verge of the fall. The best views, however, are had farther down the trail, where many favoring points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *algæ*.

The cañon may well be considered the greatest of the park marvels. The height of the plateau at the falls is 7,800 feet. It increases slightly northeastward, until, in passing the mountains, it has an elevation of about 8,000 feet. There may be deeper cañons elsewhere, but they cannot exceed in impressive beauty the marvelously pictured rift through which the Yellowstone winds its way after its last grand leap. A

narrow trail runs along the western edge, and there are many jutting points from which new vistas are opened through this enchanted land. The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the distance. On the apex of one of these pillars is an eagle's nest. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimson and greens are seen with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of bright rainbow colors.

From the Cañon to the Mammoth Hot Springs.

From the Grand Cañon of the Yellowstone a road extends directly west to Norris Geyser Basin, which is about a dozen miles distant. The latter part of the way is beside the Upper Gibbon River. The Virginia Cascades, which are at the side of the stage road, form one of the prettiest sights in the park. From the Norris Geyser Basin Hotel, where we dine, we proceed to Mammoth Hot Springs, arriving at the latter point in the afternoon.

It may be deemed advisable to divide the party for the round of the park. In that case one section will reverse the order of travel described in the foregoing pages.

From the Yellowstone National Park Eastward.

Taking our departure from the hotel at Mammoth Hot Springs Thursday, June 29, by stage, the party will proceed to Cinnabar, where our Pullman palace cars will be

in waiting. Our route takes us back to Livingston on the Park Branch, and then eastward on the main line of the Northern Pacific Railroad. For some 350 miles we follow the banks of the Yellowstone. Billings, named in honor of Hon. Frederick Billings, a former president of the Northern Pacific Railroad, is a flourishing town of 1,500 inhabitants, 1,020 miles from Tacoma and 891 miles from St. Paul. Twenty-eight miles east of Billings is Pompey's Pillar, a mass of sandstone about 400 feet high, on the side of which Captain William Clark, the explorer, carved his name, July 25, 1806. At Big Horn the railroad passes through a tunnel 1,100 feet long, and immediately after crosses the Big Horn River on a bridge 600 feet in length. Custer, Forsyth, and Miles City are places named in honor of military heroes. The latter is a young city of considerable importance, and a few miles west of it is Fort Keogh. Friday afternoon we shall reach Glendive, a growing town near the eastern line of Montana and the last point of importance within that State.

Thirty-six miles east of Glendive and one mile west of Sentinel Butte, we pass out of Montana, through which we have journeyed on the main line of railway 780 miles. The succeeding 367 miles lie within the new State of North Dakota. Both North and South Dakota were admitted to statehood in 1889, together with Montana and Washington. The former has a population of 182,425.

Pyramid Park or the "Bad Lands."

On entering North Dakota, we soon find ourselves in the famous "Bad Lands." The mighty forces of water and fire have here wrought strange confusion. Buttes from 50 to 150 feet high are seen, with rounded summits, steep sides, and variegated bands of color. The black and brown stripes are due to veins of impure lignites, from the burning of which are derived the shades of red; while the raw clay varies

from a glaring white to a dark gray. The mounds are in every conceivable form, and are composed of different varieties of argillaceous limestone, friable sandstone, and lignite, lying in successive strata. The coloring is very rich. Between these curiously shaped elevations are ravines and gulches through which streams meander; and there are occasional park-like tracts that afford nutritious grazing for cattle. The term "Bad Lands," as applied to this region and generally understood, is certainly a misnomer. The old French *voyageurs* described the region as "*mauvaises terres pour traverser*," meaning that it was a difficult country to travel through, and the term has been carelessly translated and shortened into "Bad Lands."

The region lying east of the remarkable section just referred to is devoted chiefly to cattle grazing. The appearance of the country is that of a rough, rolling prairie, with here and there a bold elevation in butte form. Between Mandan and Bismarck the railroad crosses the Missouri River on a magnificent three-pier iron bridge, which cost \$1,000,000. The thriving city of Bismarck, which lies on the east side of the Missouri, is the capital of North Dakota. Jamestown is another flourishing place, and east of there we pass through the great Red River wheat belt. The famous Dalrymple farms comprise some 75,000 acres of land. Fargo, the financial metropolis of the Red River Valley, is a stirring city. It is situated 251 miles from St. Paul.

Minnesota.

The State of Minnesota which we enter at Moorhead, embraces 83,530 square miles, and in 1890 contained a population of 1,300,017. Its elevation is from 1,000 to 1,800 feet above the ocean, and there are within its borders upwards of 7,000 small lakes. The Northern Pacific Railroad traverses this great empire of the West from the Red River to St. Paul, and in an important easterly extension from Brainerd to Duluth and

Ashland, on the shores of Lake Superior. There are also several important branches. Among the principal towns passed through during this part of our journey are Glyndon, Lake Park, Detroit (which is beautifully situated near Detroit Lake), Perham, Wadena, Verndale, Little Falls, Sauk Rapids, and Anoka. We shall be due in Minneapolis Saturday noon, July 1.

Although less than thirty years old, Minneapolis has a population of 164,780—an increase of 117,893 in ten years—and its builders can hardly keep pace with the demands of trade and the calls of new-comers for residences. Its streets and avenues are spacious, and in many instances lined with trees; while its business blocks are among the most substantial and elegant in the country. Its immense manufacturing interests are headed by twenty-five flouring mills, which turned out 7,000,000 barrels of flour, and by fifteen lumber mills, in which 343,000,000 feet of lumber, valued at \$30,000,000, were cut in 1890. These figures have since increased. Our stay in Minneapolis will be at the West Hotel. There will be a carriage ride Saturday afternoon through the most interesting business and residence sections of the city.

St. Paul.

The party will proceed from Minneapolis Monday morning to the sister city of St. Paul, only ten miles distant. There will be a transfer from the Union station in the latter city to the Hotel Ryan. St Paul is a city of recent and very rapid growth, although the oldest-settled portion of that empire of the Northwest, Minnesota. It was long an Indian town, and in 1680 was visited by Father Hennepin. The first white settlement was founded in 1838, and a Catholic mission was called St. Paul's; hence the name of the city. The town was incorporated in 1849 with a population of 400, and the city in 1854, with a population of 4,500. The St. Paul of today has a

population of 133,156, according to the recent census, and is one of the handsomest as well as one of the busiest cities in America. Its wholesale trade amounts to over \$72,000,000 per year. It is the capital of the State and the county seat of Ramsey county. Its situation, at the head of navigation on the Mississippi River, was at the outset greatly in its favor, and the centering here of the great railway systems of the Northwest has given it still greater importance. The public buildings of St. Paul, and many of the business edifices, are truly magnificent structures. Summit avenue, which leads toward Fort Snelling, is lined with handsome residences. The Fort is situated on the high banks of the Mississippi River near the mouth of the Minnesota River. There will be a carriage ride Monday afternoon.

From St. Paul Eastward.

Taking the train at the Minneapolis & St. Louis Railway station Tuesday evening, we continue our journey eastward. The Albert Lea route, over which we travel, is a part of the popular Rock Island system, being made up of the following named roads: The Minneapolis & St. Louis Railway from Minneapolis to Albert Lea, Minn.; the Burlington, Cedar Rapids & Northern Railway from Albert Lea to West Liberty, Ia., and the Chicago, Rock Island & Pacific Railway thence to Chicago. This line traverses some of the richest portions of Southern Minnesota and Northeastern Iowa, and then crosses the northern part of the great State of Illinois. The train proceeds southward across some half-dozen counties of Minnesota, passing through several flourishing places, including Waseca and Albert Lea. Reaching the borders of Iowa, portions of eleven counties in that rich and productive State are passed through. Cedar Rapids and Davenport are the chief Iowa cities lying upon this line. Between Davenport and Rock Island the Mississippi is crossed by a magnificent bridge. The

party will arrive at the Raymond & Whitcomb Exposition station on the Illinois Central Railroad in Chicago (Madison Avenue and Sixty-first street) Wednesday afternoon, July 5, and be transferred at once to the Raymond & Whitcomb Grand Hotel, Midway Plaisance, Madison and Washington avenues. The Raymond & Whitcomb Grand has already been described on pages 15 - 17. The stay at this splendid hotel will continue until Wednesday afternoon, July 12.

The World's Columbian Exposition.

One distinguishing advantage of the location of The Raymond & Whitcomb Grand within one-fifth of a mile of the Exposition grounds will be found in this, that it will greatly economize time and strength. The members of the party will be able to visit the grounds and buildings, day by day, much more leisurely and comfortably than if they were living at a distance. Considering the magnitude of the Exhibition, this is a very important consideration.

All the other nations of the earth are uniting with our own on this occasion in a comprehensive exhibit of the world's progress in manufactures, science, and the arts. It was fitting that America should become the scene of the ninth in the series of great world's fairs, inaugurated by the London exhibition of 1851, and especially appropriate that this form of observance should be chosen to mark an event so fraught with interest and importance to mankind. It was a happy selection, also, that made Chicago, a city thoroughly typical of American progress, the place of celebration. The national government has co-operated with the people in the great work of organization and preparation, and the citizens of Chicago, with characteristic energy and commendable liberality, have added millions of dollars and untiring personal effort in furtherance of the gigantic enterprise. So vigorously was the work pushed that the great exhibi-

tion palaces were in full readiness for dedication at the appointed time, in October, 1892 — the true anniversary year — but, in accordance with the original design, and to ensure thoroughness in every detail of the preparations, the opening of the Exposition was deferred until the spring of 1893. The time thus given to the work of organization will bring gratifying results, and thus the exhibition will be complete at the outset. The opening will find every feature in full display, and for the six months ensuing Chicago will be the world's chief centre of attraction.

The site selected for the Exposition is that part of the South Park System known as Jackson Park and the Midway Plaisance. The North line of Jackson Park is about seven miles from the City Hall. Jackson Park has a frontage of one and a half miles on Lake Michigan, and contains nearly 553 acres of ground. The Midway Plaisance, which forms the connecting link between Jackson and Washington Parks, and on which The Raymond & Whitcomb Grand fronts, is one mile long and 600 feet wide, making an additional area of about 80 acres.

There will be upon the Exposition grounds about 125 buildings for general or special exhibits, covering an area of over 200 acres. As some of the great buildings have galleries in addition to ground-floor space, the actual exhibition area is much in excess of these figures. In fact, the main buildings in themselves contain a floor area of 199.7 acres, the ground space covered being no less than 159.3 acres.

Entering the grounds at Fifty-ninth street, the Women's Building is seen near at hand on the right, the Illinois Building on the left, and farther away, in the latter direction, the Art Palace. Beyond this latter edifice, or flanking it, is the splendid array of State Buildings. In front, across an arm of the lagoon (a large area being given over to water surface), is the Fisheries Building, while to the right, beyond a broader expanse of water, is the Government Building, with its great dome. Near

the shore of the lake are some of the foreign buildings, including those of Great Britain and Mexico. Directly south stretches the lagoon, with a wooded island which is to be the scene of an elaborate floral display. West of the lagoon, and directly south of the Women's Building, is the Horticultural Building. Beyond this and the lagoon rises a mass of domes and pinnacles belonging to the other great exhibition edifices. The largest structure of all, the Palace of Manufactures and the Liberal Arts, stands between the lagoon and the lake, bordered on the south by the Great Basin. West of it are ranged the Electrical Building, the Hall of Mines and Mining, and the Transportation Building. At the head of the Great Basin stands one of the most beautiful structures of all, the Administration Building, surmounted by an ornate dome. In the rear of this edifice is the railway terminal station, and directly south is Machinery Hall and its huge annex. The Agricultural Buildings stand south of the Great Basin; and beyond, upon the lake shore, are the Forestry and Dairy Buildings. Beyond the east end of the Basin are a great Music Hall and a Casino. The live stock exhibit will be in the extreme southern end of the inclosure. A large area in the northern part of the grounds is assigned to foreign buildings. There is scarcely a nation on the earth that is not represented in this vast collection of wonders, and in many instances special buildings have been erected to serve both as national headquarters and as the focal point of the most valued contributions.

Notwithstanding the fact that the chief buildings, with one or two exceptions, are intended for temporary use only, there is no appearance of hasty construction or cheapness. Most of the structures are covered with a decorative substance called "staff," which may be fashioned into any required design and colored in any desired tint, and which hardens on exposure with an ivory-like surface. Thus the most ornate architectural effects are produced and the great edifices are made to present the

appearance of veritable marble palaces. Most of the great buildings are elevated on platforms slightly raised above the common level of the grounds, and this adds to their prominence and stateliness.

The water-ways admit of navigation, by gondolas and electric launches, through a large part of the park. All the chief buildings may be reached by water, or by an elevated railway—the Intra-mural. Jinrikshas, the famous man-carriage of the Japanese, will be brought into service to aid the visitor in reaching different parts of the grounds, while a movable sidewalk, or multiple-speed railway, has also been introduced.

Many of the special exhibits and foreign villages are located on the Midway Plaisance. This space will abound in novel features, and the visitor will there find ample means of recreation and amusement. It will be literally a concourse of all nations of the earth, with attractions drawn from every clime. Strange peoples will be found in their native garb, following their home vocations, and a dozen places of amusement will represent the peculiar dramatic, musical, and terpsichorean performances of as many lands. Cafés with native surroundings and characteristic viands are scattered through this strange domain. In the fair grounds proper fully 150 restaurants and cafés, with an estimated seating capacity of from 60,000 to 80,000 persons, will be in operation.

In size the Chicago Fair will greatly exceed all its predecessors. The London exhibition of 1851 was nearly equalled by a single building in the Paris exhibition of 1889, and it will be exceeded by at least one of the palaces of industry in Chicago. The Paris exhibition of 1889 occupied 234 acres. The Chicago exhibition fills 633 acres. Paris had 1,000,000 square feet under roof. Chicago will have five times as much. The buildings alone will cost nearly three times as much as the total expense of the last Paris fair. "In its scope and magnificence," says a government

report, "this exposition stands alone. There is nothing like it in all history. It easily surpasses all kindred enterprises, and will amply illustrate the marvelous genius of the American people in the great domains of agriculture, commerce, manufactures, and invention, which constitute the foundation on which rests the structure of our national glory and prosperity." The great Manufactures and Liberal Arts Building is of mammoth proportions in comparison with the largest structures in the world, any one of which could readily be placed in one of its corners.

In place of only \$10,000,000, as originally contemplated, about \$18,750,000 has already been expended, while the operating expenses are computed at some \$2,500,000 additional, making an aggregate expenditure of about \$21,250,000. The receipts from visitors, which will provide for some of this expenditure, are estimated at \$10,000,000. In furtherance of their own participation in the great fair, foreign governments have appropriated nearly \$5,000,000 and the States and Territories nearly \$5,000,000

From Chicago Homeward.

The party will be transferred from The Raymond & Whitcomb Grand to Raymond & Whitcomb's Exposition station Wednesday afternoon, July 12, and will leave Chicago for the East at 3 o'clock. The homeward route is by way of the Illinois Central Railroad to Harvey, Ill., and thence over the Chicago & Grand Trunk and Grand Trunk Railways to Suspension Bridge, and the West Shore and Fitchburg Railroads from Suspension Bridge to Boston. The tourists will arrive at Niagara Falls, N. Y., Thursday morning and remain there until late in the afternoon. The day can be spent in an inspection of the great cataract and the other attractions of the place, the time being ample for a round of all the chief points of interest. The station is in proximity to Prospect Park, the Rapids, and the entrance to Goat Island, and also

near the upper suspension bridge that leads across to the Canada shore just below the falls. Leaving Niagara Falls, from the New York Central & Hudson River Railroad station, we proceed eastward over the West Shore Railroad line, the route lying through the Central part of New York, and thence by way of the Fitchburg Railroad to Boston, where the party will arrive Friday morning, July 14.

The tour will be carried out in accordance with the following itinerary, subject only to such slight variations as may be necessary in hours of arrival and departure, on account of changes in the time of regular trains and steamers, or similar reasons:—

ITINERARY.

MONDAY, April 24. *First Day.*—Leave Boston from the Fitchburg Railroad station, Causeway street, at 4.00 P. M., and proceed westward by the Hoosac Tunnel route. The transcontinental journey will be made in a special train of elegant vestibuled Pullman palace cars, including a palace dining-car. On arrival at the station members of the party should check their baggage to Denver, Col. The checks will be taken up by the baggage master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the passenger.

TUESDAY, April 25. *Second Day.*—On the West Shore Railroad *en route* westward; arrive at Buffalo at 9.50 A. M.; leave Buffalo at 10.00 A. M.; from Suspension Bridge westward *via* the Grand Trunk Railway; from Port Huron westward on the Chicago & Grand Trunk Railway.

NOTE.—Railway time changes at Port Huron, Mich., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

WEDNESDAY, April 26. *Third Day.*—From Blue Island Junction westward *via* the Chicago, Rock Island & Pacific Railway.

THURSDAY, April 27. *Fourth Day.*—Arrive at Kansas City at 6.00 A. M.; leave Kansas City at 11.30 A. M., *via* the Atchison, Topeka & Santa Fe Railroad, and proceed westward through Kansas.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

FRIDAY, April 28. *Fifth Day.*—Arrive at Pueblo at 10.00 A. M.; leave Pueblo at 12.00 M., *via* the Denver & Rio Grande Railroad for a visit to the famous Royal Gorge; return to Pueblo, and thence proceed over the Denver & Rio Grande Railroad to Manitou.

SATURDAY, April 29. *Sixth Day.*—Arrive at Manitou at an early hour, the cars being placed upon a side track. Carriage ride, with visits to the Garden of the Gods, Ute Pass, Rainbow Falls, etc.; leave Manitou at 1.00 P. M., *via* the Denver & Rio Grande Railroad, and arrive in Denver at 4.00 P. M.; omnibus transfer from the Union station to Brown's Palace Hotel, and a carriage ride about the city, visiting the principal places of interest.

SUNDAY, April 30. *Seventh Day.*—In Denver. Omnibus transfer from the hotel to the cars at 9.00 P. M.

MONDAY, May 1. *Eighth Day.*—Leave Denver soon after midnight *via* the Denver & Rio Grande Railroad; from Pueblo southward *via* the Atchison, Topeka & Santa Fe Railroad; arrive at Las Vegas, N. M., at 11.30 A. M.; thence by the Hot Springs Branch to Las Vegas Hot Springs, arriving there at 12.00 M.; leave Las Vegas Hot Springs at 3.00 P. M., and Las Vegas at 3.30 P. M.; cross the Glorieta Pass by daylight, and proceed from Lamy Junction to Santa Fe by branch line; arrive at Santa Fe at 10.00 P. M., the passengers remaining on the cars.

TUESDAY, May 2. *Ninth Day.*—At Santa Fe. Leave Santa Fe, *via* the Atchison, Topeka & Santa Fe Railroad, at 12.00 M.; arrive at Albuquerque at 4.00 P. M.; leave Albuquerque, *via* the Atlantic & Pacific Railroad (Atchison, Topeka & Santa Fe system), at 5.00 P. M.

WEDNESDAY, May 3. *Tenth Day.*—*En route* through Arizona on the Atlantic & Pacific Railroad.

THURSDAY, May 4. *Eleventh Day.*—Arrive at Barstow, Cal., at 5.00 A. M.; thence south *via* the Southern California Railway (Atchison, Topeka & Santa Fe system); arrive at San Bernardino at 11.00 A. M., and at Riverside at 12.00 M.; leave Riverside at 8.00 P. M.

NOTE.—Railway time changes at Barstow from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian — one hour slower.

FRIDAY, May 5. *Twelfth Day*.—Arrive at San Diego at 7.00 A. M.; omnibus transfer from the station to the Hotel del Coronado, Coronado Beach, E. S. Babcock, manager.

SATURDAY, May 6. *Thirteenth Day*.—At the Hotel del Coronado, Coronado Beach.

SUNDAY, May 7. *Fourteenth Day*.—At the Hotel del Coronado, Coronado Beach.

MONDAY, May 8. *Fifteenth Day*.—Omnibus transfer from the Hotel del Coronado to the station of the Southern California Railway, and leave San Diego at 8.40 A. M., by the coast line; arrive in Los Angeles at 1.17 P. M.; omnibus transfer to The Westminster, O. T. Johnson, proprietor, M. M. Potter, manager, and The Hollenbeck, E. G. Fay & Son, proprietors.

TUESDAY, May 9. *Sixteenth Day*.—In Los Angeles.

WEDNESDAY, May 10. *Seventeenth Day*.—Leave Los Angeles at 9.00 A. M., by the Southern California Railway, and arrive at Pasadena at 9.28 A. M.; carriage ride, visiting the most picturesque sections of the city, including Raymond Hill, Raymond avenue, Orange Grove avenue, Colorado street, etc.; leave Pasadena at 12.58 P. M., and arrive at Redondo Beach, *via* the La Ballona division of the Southern California line; at 2.15 P. M.; to the Redondo Beach Hotel, G. W. Lynch, manager.

THURSDAY, May 11. *Eighteenth Day*.—Leave Redondo Beach by the Southern California road at 7.35 A. M., and Los Angeles by the Southern Pacific road at 9.25 A. M., and arrive at Santa Barbara at 1.45 P. M.; omnibus transfer to The Arlington, C. C. Wheeler, manager, and The San Marcos, F. A. Shepard, manager.

FRIDAY, May 12. *Nineteenth Day*.—In Santa Barbara. Carriage ride, with visits to the most interesting and picturesque parts of the city and its surroundings.

NOTE.—The carriage ride may be taken on any of the days during the stay here.

SATURDAY, May 13. *Twentieth Day*.—In Santa Barbara.

SUNDAY, May 14. *Twenty-first Day*.—In Santa Barbara.

MONDAY, May 15. *Twenty-second Day*.—In Santa Barbara.

TUESDAY, May 16. *Twenty-third Day*.—In Santa Barbara.

WEDNESDAY, May 17. *Twenty-fourth Day*.—In Santa Barbara.

THURSDAY, May 18. *Twenty-fifth Day*.—In Santa Barbara.

FRIDAY, May 19. *Twenty-sixth Day*.—In Santa Barbara. Omnibus transfer to the Southern Pacific Company's station, and leave Santa Barbara at 9.17 A. M.; dinner at the station dining-room, Saugus; supper at the station dining-room, Mojave.

NOTE.—Parties for the Yosemite Valley will be made up during the stay at Santa Barbara, to leave on different days. See page 175.

SATURDAY, May 20. *Twenty-seventh Day*.—On the Southern Pacific Company's line *en route* northward; breakfast at the station dining-room, Lathrop; arrive at Oakland Pier at 9.20 A. M., and in San Francisco by ferry at 9.45 A. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, to The Baldwin, E. J. Baldwin, proprietor, Col. R. H. Warfield, manager, and The California, A. F. Kinzler, manager.

SUNDAY, May 21. *Twenty-eighth Day*.—In San Francisco.

MONDAY, May 22. *Twenty-ninth Day*.—In San Francisco.

TUESDAY, May 23. *Thirtieth Day*.—Transfer from The Baldwin and The California to the Alameda ferry, foot of Market street, and leave San Francisco by the Santa Cruz Division of the Southern Pacific Company's line at 8.15 A. M.; visit the "Big Trees" *en route*, and arrive in Santa Cruz at 1.00 P. M.; lunch at the Pacific Ocean House, W. J. McCollum, proprietor, the Sea Beach Hotel, J. T. Sullivan, proprietor, the Pope House, Mrs. Pope, proprietor, or the Riverside House, Fred Barson, proprietor; carriage ride, visiting the beach, cliff, etc.; leave Santa Cruz at 3.40 P. M., and proceed to Monterey *via* Pajaro, arriving at Hotel del Monte station at 6.15 P. M.; carriage transfer to the Hotel del Monte, George Schöneward, manager.

WEDNESDAY, May 24. *Thirty-first Day*.—At Hotel del Monte, Monterey.

THURSDAY, May 25. *Thirty-second Day*.—At Hotel del Monte, Monterey.

FRIDAY, May 26. *Thirty-third Day*.—At Hotel del Monte, Monterey. Transfer to the Hotel del Monte station and leave at 1.38 P. M.; arrive in San Jose at 4.21 P. M.; omnibus transfer to the Hotel Vendome, George P. Snell, Manager.

SATURDAY, May 27. *Thirty-fourth Day*.—In San Jose. Stage excursion to the Lick Observatory, on the summit of Mount Hamilton, leaving the Hotel Vendome in the morning, and returning in the afternoon.

SUNDAY, May 28. *Thirty-fifth Day.*— In San Jose.

MONDAY, May 29. *Thirty-sixth Day.*— In San Jose. Transfer to the Southern Pacific Company's station (broad gauge division) and leave at 4.21 P. M.; arrive in San Francisco (station corner of Third and Townsend streets) at 6.10 P. M.; transfer to The Baldwin and The California in the coaches of the United Carriage Company.

TUESDAY, May 30. *Thirty-seventh Day.*— In San Francisco.

WEDNESDAY, May 31. *Thirty-eighth Day.*— In San Francisco. Transfer from The Baldwin and The California to the Market street ferry in the coaches of the United Carriage Company, and leave San Francisco by ferry at 4.30 P. M.; leave Oakland Pier in Pullman palace cars, *via* the Southern Pacific Company's line at 5.00 P. M.; arrive in Sacramento at 8.40 P. M., and leave at 9.00 P. M.

THURSDAY, June 1. *Thirty-ninth Day.*— During the day on the Southern Pacific Company's Oregon line *en route* through the upper valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down through the valley of the Rogue River.

FRIDAY, June 2. *Fortieth Day.*— On the Southern Pacific Company's Oregon line *en route* through the valley of the Willamette; arrive in Portland at 7.35 A. M.; omnibus transfer to The Portland, Charles E. Leland, manager; carriage ride through the business and finest residence portions of the city, and also to the park, which affords a grand view of the city, the river, and the mountains.

SATURDAY, June 3. *Forty-first Day.*— Transfer to the Union Pacific station and leave Portland at 8.45 A. M., for a trip up the most picturesque parts of the Columbia River; return by steamer down the Columbia and up the Willamette; arrive in Portland at 5.30 P. M.; transfer from the Ash street dock to The Portland.

SUNDAY, June 4. *Forty-second Day.*— In Portland.

MONDAY, June 5. *Forty-third Day.*— In Portland. Omnibus transfer from The Portland to the Northern Pacific Railroad station, and leave at 2.00 P. M.; arrive at Tacoma wharf at 8.00 P. M., and go on board the Pacific Coast Steamship Company's steamer "Queen," Capt. James Carroll, for the Alaska voyage.

TUESDAY, June 6. *Forty-fourth Day.*
 WEDNESDAY, June 7. *Forty-fifth Day.*
 THURSDAY, June 8. *Forty-sixth Day.*
 FRIDAY, June 9. *Forty-seventh Day.*
 SATURDAY, June 10. *Forty-eighth Day.*
 SUNDAY, June 11. *Forty-ninth Day.*
 MONDAY, June 12. *Fiftieth Day.*
 TUESDAY, June 13. *Fifty-first Day.*
 WEDNESDAY, June 14. *Fifty-second Day.*
 THURSDAY, June 15. *Fifty-third Day.*

On the Alaska trip, visiting Fort Wrangel, Juneau, Douglas Island, Chilkah, the great Muir Glacier in Glacier Bay, Sitka, etc. The steamer will return to Port Townsend, Seattle, and Tacoma not later than Friday, June 16—probably on Thursday.

NOTE.—On the Alaska trip steamer time varies from day to day as the voyage tends westward. The time at Sitka, the westernmost point reached (135 degrees and 52 minutes west from Greenwich), is about one hour slower than Pacific standard.

NOTE.—On the return the steamer will remain at Victoria, B. C., and Port Townsend long enough to permit of an inspection of those cities. Both Seattle and Tacoma will also be visited, and for the better accommodation of all it may be deemed advisable to divide the party into two divisions, one of which will visit Seattle first and the other Tacoma. The Rainier, De L. Harbaugh, manager, in Seattle, and The Tacoma, W. K. Hatch, manager, in Tacoma, will be the sojourning-places in those cities, and there will be coach transfers to and from the hotels.

FRIDAY, June 16. *Fifty-fourth Day.*—In Seattle and Tacoma.

SATURDAY, June 17. *Fifty-fifth Day.*—In Seattle and Tacoma (the two divisions exchanging places *via* the Northern Pacific Railroad line).

SUNDAY, June 18. *Fifty-sixth Day.*—In Seattle and Tacoma.

MONDAY, June 19. *Fifty-seventh Day.*—In Seattle and Tacoma. Omnibus transfers from the hotels to the stations, and leave Seattle at 2.55 P. M., and Tacoma at 3.50 P. M., *via* the Northern Pacific Railroad.

TUESDAY, June 20. *Fifty-eighth Day.*—Arrive at Spokane at 7.00 A. M., when the cars will be placed upon a side track; leave Spokane at 6.00 P. M.

WEDNESDAY, JUNE 21. *Fifty-ninth Day.*—On the Northern Pacific Railroad *en route* eastward through Idaho and Montana; arrive at Helena at 12.40 P. M.; leave Helena at 10.35 P. M.

NOTE.—Railway time changes at Hope, Id., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian — one hour faster.

THURSDAY, JUNE 22. *Sixtieth Day.*—Arrive at Livingston at 3.45 A. M., and proceed thence *via* the National Park Branch of the Northern Pacific Railroad to Cinnabar; leave Cinnabar by stage at 10.30 A. M.; arrive at Mammoth Hot Springs Hotel at 12.30 P. M.

FRIDAY, JUNE 23. *Sixty-first Day.*—Leave Mammoth Hot Springs by stage at 8.00 A. M., for the tour through the park; arrive at Norris Geyser Basin at 12.30 P. M.; dinner there; leave Norris Geyser Basin at 1.30 P. M., passing near the principal geysers in this basin, including the "New Crater," the "Monarch," and later near the Gibbon Falls; arrive at the Lower Geyser Basin, Fountain Hotel, at 6.30 P. M.

SATURDAY, JUNE 24. *Sixty-second Day.*—Leave the Lower Geyser Basin at 8.00 A. M., and visit the Midway Geyser Basin, which contains the "Excelsior" Geyser ("Hell's Half Acre"), "Turquoise" Spring, and "Prismatic" Lake; arrive at the Upper Geyser Basin Hotel at 11.00 A. M. The hotel is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and others of the great geysers.

SUNDAY, JUNE 25. *Sixty-third Day.*—At the Upper Geyser Basin.

MONDAY, JUNE 26. *Sixty-fourth Day.*—Leave the Upper Geyser Basin at 8.00 A. M., and proceed to Yellowstone Lake *via* West Bay or "The Thumb;" arrive at West Bay at 11.00 A. M., and lunch there; leave at 2.00 P. M.; arrive at Yellowstone Lake at 5.00 P. M.

TUESDAY, JUNE 27. *Sixty-fifth Day.*—Leave Yellowstone Lake at 10.00 A. M.; arrive at Grand Cañon Hotel at 1.00 P. M.

WEDNESDAY, JUNE 28. *Sixty-sixth Day.*—Leave Grand Cañon Hotel at 10.30 A. M.; arrive at Norris Geyser Basin at 12.30 P. M.; lunch there; leave Norris Geyser Basin at 1.30 P. M.; arrive at Mammoth Hot Springs Hotel at 5.30 P. M.

THURSDAY, JUNE 29. *Sixty-seventh Day.*—Leave Mammoth Hot Springs at 2.00 P. M.; arrive at Cinnabar at 3.30 P. M.; leave Cinnabar *via* the National Park Branch of the Northern Pacific Railroad

at 4.15 P. M., and arrive at Livingston at 6.15 P. M.; leave Livingston at 6.40 P. M. on the Northern Pacific Railroad, main line.

NOTE.— In case it is deemed advisable to divide the party for the round of travel through the park, one division will reverse the foregoing itinerary.

FRIDAY, June 30. *Sixty-eighth Day*.— On the Northern Pacific Railroad *en route* through Montana and North Dakota.

NOTE.— Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

SATURDAY, July 1. *Sixty-ninth Day*.— On the Northern Pacific Railroad *en route* through North Dakota and Minnesota. Arrive in Minneapolis at 11.40 A. M.; omnibus transfer to the West Hotel, John T. West, proprietor; in the afternoon carriage ride, with visits to the chief business and residence sections of the city, the great flour mills, the bridge below St. Anthony's Falls, the Exposition Building, the Suspension Bridge, etc.

SUNDAY, July 2. *Seventieth Day*.— In Minneapolis.

MONDAY, July 3. *Seventy-first Day*.— Transfer from the West Hotel to the Union station and leave Minneapolis at 9.55 A. M.; arrive in St. Paul at 10.30 A. M.; omnibus transfer to the Hotel Ryan, Eugene Mehl & Son, proprietors; in the afternoon, carriage ride, visiting the finest business and residence sections, the Capitol, Summit avenue, etc.

TUESDAY, July 4. *Seventy-second Day*.— In St. Paul. Transfer from the Hotel Ryan to the station of the Minneapolis & St. Louis Railway, and leave St. Paul *via* the Albert Lea route at 7.00 P. M.

WEDNESDAY, July 5. *Seventy-third Day*.— Through Iowa and Illinois on the Chicago, Rock Island & Pacific Railway (Albert Lea route). Arrive at Blue Island Junction about 1.00 P. M., and at Messrs. Raymond & Whitcomb's Exposition station, on the Illinois Central Railroad, Chicago, at 2.30 P. M.; transfer to The Raymond & Whitcomb Grand.

THURSDAY, July 6. *Seventy-fourth Day*.— In Chicago.

FRIDAY, July 7. *Seventy-fifth Day*.— In Chicago.

SATURDAY, July 8. *Seventy-sixth Day*.— In Chicago.

SUNDAY, July 9. *Seventy-seventh Day*.— In Chicago.

MONDAY, July 10. *Seventy-eighth Day*.— In Chicago.

TUESDAY, July 11. *Seventy-ninth Day*.— In Chicago.

WEDNESDAY, July 12. *Eightieth Day*.— In Chicago. Transfer from The Raymond & Whitcomb Grand to Raymond & Whitcomb's Exposition station, and leave Chicago at 3.00 P. M. ; to Harvey, Ill., over the Illinois Central Railroad, and thence eastward over the Chicago & Grand Trunk Railway.

NOTE.— Passengers who return to Chicago independently must notify Carroll Hutchins, agent for Messrs. Raymond & Whitcomb, at The Raymond & Whitcomb Grand, Midway Plaisance, Chicago, at least one week in advance of their arrival, in order to insure hotel accommodations.

Members of the party who return eastward independently from Chicago or any point west thereof will be required to exchange their eastbound passage and sleeping-car coupons at the ticket office of the Chicago & Grand Trunk Railway, at Chicago & Grand Trunk Railway Crossing, Blue Island Junction; or at the Dearborn station (Polk street, at the head of Dearborn street), Chicago; or at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent; or at Raymond & Whitcomb's office in the Raymond & Whitcomb Grand Hotel, Midway Plaisance, Carroll Hutchins, agent. All applications in advance for sleeping-berths should be addressed to Mr. Hutchins or Mr. Hughes. Niagara Falls is the only point east of Chicago where "stop-over" privileges are permitted.

THURSDAY, July 13. *Eighty-first Day*.— Arrive at Niagara Falls, N. Y., at 8.30 A. M., and remain there until afternoon; leave Niagara Falls *via* the West Shore Railroad at 4.42 P. M., from the New York Central Railroad station.

NOTE.— Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

FRIDAY, July 14. *Eighty-second Day*.— From Rotterdam Junction eastward *via* the Fitchburg Railroad; arrive in Boston (Fitchburg Railroad station, Causeway street) at 10.00 A. M.

In the course of the tour the excursionists will pass through the following States and Territories: *States*— Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Iowa, Missouri, Kansas, Colorado, California, Oregon, Washington, Idaho,

Montana, Wyoming, North Dakota, and Minnesota (18). *Territories* — New Mexico, Arizona, and Alaska (3); and also the Provinces of Ontario and British Columbia (2) in the Dominion of Canada. The distances traveled, not including the side trip to the Yosemite Valley or the incidental carriage rides, but reckoning only the regular journeys by railway, stage, and steamer, will be as follows: —

Table of Distances.

	MILES.
From Boston to Rotterdam Junction, N. Y., Fitchburg Railroad.....	212
“ Rotterdam Junction to Suspension Bridge, West Shore Railroad.....	292
“ Suspension Bridge to Port Huron, Mich., Southern Division of the Grand Trunk Railway.....	180
“ Port Huron, Mich., to Blue Island Junction, Chicago & Grand Trunk Railway.....	311
“ Blue Island Junction to Kansas City, Mo., Chicago, Rock Island & Pacific Railway.....	501
“ Kansas City to Pueblo, Col., Atchison, Topeka & Santa Fe Railroad.....	635
“ Pueblo to Parkdale and return (102 miles), Pueblo to Manitou (51 miles), Manitou to Denver (81 miles), and Denver to Pueblo (120 miles), Denver and Rio Grande Railroad.....	354
“ Pueblo to La Junta, and thence to Las Vegas, N. M. (279 miles), Las Vegas to Las Vegas Hot Springs and return (12 miles), Las Vegas to Lamy (65 miles), Lamy to Santa Fe and return (36 miles), and Lamy to Albuquerque (68 miles), Atchison, Topeka & Santa Fe Railroad....	460
“ Albuquerque to Barstow, Cal., Atlantic & Pacific Railroad.....	747
“ Barstow to San Bernardino (81 miles), San Bernardino to Riverside (9 miles), and Riverside to San Diego (133 miles), Southern California Railway Company's line.....	223
“ San Diego to Los Angeles, Southern California Railway Company's line.....	127
“ Los Angeles to Redondo Beach and return, Southern California Railway Company's line.....	45
“ Los Angeles to Pasadena and return, Southern California Railway Company's line.....	18
“ Los Angeles to Santa Barbara (110 miles), and Santa Barbara to San Francisco (528 miles), Southern Pacific Company's Railway.....	638
Distances carried forward.....	4,743

	MILES.
Distances brought forward.....	4,743
From San Francisco to Santa Cruz, Southern Pacific Company's Santa Cruz (narrow gauge) Division	80
" Santa Cruz to Monterey (47 miles), and Monterey to San Jose (74 miles), Southern Pacific Com- pany's Monterey line.....	121
" San Jose to the summit of Mount Hamilton and return, Mount Hamilton Stage Company.....	52
" San Jose to San Francisco, Southern Pacific Company's Monterey line.....	50
" San Francisco to Portland, Southern Pacific Company's Mount Shasta route.....	772
" Portland to Bonneville and return, Union Pacific Railway and steamer.....	103
" Portland to Tacoma, Wash., Pacific Division Northern Pacific Railroad.....	145
" Tacoma to Sitka and return to Seattle, Pacific Coast Steamship Company's steamer "Queen" — Tacoma to Victoria (110 miles), Victoria to Fort Wrangel (680 miles), Fort Wrangel to Juneau (199 miles), Juneau to Douglas Island (3 miles), Douglas Island to Chilkah (89 miles), Chilkah to Muir Glacier in Glacier Bay (191 miles), Muir Glacier to Sitka <i>via</i> Icy Strait (147 miles), Sitka to Nanaimo (1,027 miles if route <i>via</i> Juneau and Fort Wrangel is taken, or 745 outside Baranof Island and through Duke of Clarence Strait), Nanaimo to Victoria (78 miles), and Victoria to Seattle <i>via</i> Port Townsend (74 miles), distances given in nautical miles.....	2,598
Add to above for difference between nautical and geographical, or statute miles.....	397
Seattle to Tacoma, Northern Pacific Railroad.....	41
Tacoma to Livingston, Northern Pacific Railroad.....	904
Livingston to Cinnabar, Yellowstone Park Branch of Northern Pacific Railroad.....	51
Cinnabar to Mammoth Hot Springs, stage.....	7
Mammoth Hot Springs to Norris Geyser Basin, stage.....	22
Norris Geyser Basin to Lower Geyser Basin, stage.....	20
Lower Geyser Basin to Upper Geyser Basin, stage.....	8
Upper Geyser Basin to Yellowstone Lake, stage.....	33
Yellowstone Lake to Grand Cañon of the Yellowstone, stage.....	18
Distances carried forward	10,165

	MILES.
Distances brought forward.....	10,165
From Grand Cañon of the Yellowstone to Mammoth Hot Springs, stage....	33
“ Mammoth Hot Springs to Cinnabar, stage.....	7
“ Cinnabar to Livingston, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Livingston to St. Paul, Northern Pacific Railroad.....	1,007
“ St. Paul to Albert Lea, Minn., Minneapolis & St. Louis Railway	120
“ Albert Lea to West Liberty, Ia., Burlington, Cedar Rapids & Northern Railway.....	191
“ West Liberty to Chicago (Raymond & Whitcomb Exposition station), Chicago, Rock Island & Pacific Railway and Illinois Central Railroad.....	220
“ Raymond & Whitcomb Exposition station to Harvey, Ill., Illinois Central Railroad.....	14
“ Harvey to Port Huron, Mich., Chicago & Grand Trunk Railway.....	308
“ Port Huron to Suspension Bridge, Southern Division of Grand Trunk Railway.....	180
“ Suspension Bridge to Rotterdam Junction, N. Y., West Shore Railroad.....	292
“ Rotterdam Junction to Boston, Fitchburg Railroad.....	212
Total.....	12,800





HOTEL DEL MONTE, MONTEREY.

A DELIGHTFUL TOUR
ACROSS THE CONTINENT

AND THROUGH THE

PACIFIC NORTHWEST

WITH VISITS TO

Colorado, New Mexico, Arizona, California, Oregon, Washington, the Picturesque Columbia
River, Puget Sound, British Columbia, Montana,

THE YELLOWSTONE NATIONAL PARK,

— AND THE —

World's Columbian Exposition.

THE PARTY TO LEAVE BOSTON MONDAY, APRIL 24, AND TO RETURN FRIDAY, JULY 7.

Price of Tickets (all Traveling and Hotel Expenses Included), - \$600.00.

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston.



Tenth Annual Spring Excursion to Colorado, California, THE PACIFIC NORTHWEST,

AND THE YELLOWSTONE NATIONAL PARK, WITH A VISIT TO
THE COLUMBIAN EXPOSITION.

APRIL 24 TO JULY 7, 1893.

OUR annual spring excursion across the continent and through the wonderfully picturesque regions of the Pacific Northwest, which has been exceedingly popular during the past nine years, will be made as attractive as ever the coming season. This trip is like the excursion already described, except that the Alaska voyage is omitted. The outward journey through Colorado, New Mexico, and Arizona will possess peculiar interest on account of its many attractive features. The tour through California extends from one end of the Golden State to the other, and could not well be made more comprehensive, including, as it does, its famous picturesque points, its groves and gardens, all its prominent cities, and all its great seashore, health, and pleasure resorts. The journey from California to Oregon is to be made over the magnificent Mount Shasta route, and the round of travel through Oregon, Washington, and the Puget Sound Region will be quite elaborate, so that little that is possible in the way of sight-seeing is left undone. The return trip lies over the entire length of the Northern

Pacific Railroad from Portland and Tacoma to St. Paul, inclusive of its picturesque Cascade Division, and a week will be passed in inspecting the matchless wonders of the Yellowstone National Park. Another week is to be devoted to the World's Columbian Exposition.

The tour will thus be made to include Kansas City, the famous Royal Gorge, Manitou Springs, Denver, Las Vegas Hot Springs, Santa Fe, Riverside, San Diego and Coronado Beach, Redondo Beach, Los Angeles, Pasadena, Santa Barbara (the Yosemite Valley and Big Tree Groves on a side trip if desired), San Francisco, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, Sacramento, the Mount Shasta region, Portland, the Columbia River, Multnomah Falls, Tacoma, Seattle, Port Townsend, Victoria, B. C., Spokane, Lake Pend d'Oreille, Helena, all the places of interest within the Yellowstone National Park, St. Paul, Minneapolis, and the Niagara Falls, together with the greatest exhibition of the products of human skill and industry that the world has seen — a truly grand list of places to be visited, indicating a far-reaching round of travel along almost the whole extent of the southern, western, and northern borders of our country. An examination of a map of the United States, with the adjacent British possessions on the Pacific Coast, will give the best idea of the wide extent and comprehensiveness of this pleasure trip.

Comfort and Luxury in Travel.

A feature of special attractiveness will be the luxurious accommodations for travel. The journey will be made in a magnificent train of vestibuled Pullman palace cars, with a Pullman palace dining-car included, as already described on pages 4 and 5. The vestibuled train is the latest development of the Pullman palace car, and combines many comforts and luxuries hitherto unattainable in railway traveling. The adoption of a dining-car service across the continent is a feature of special importance to the

passenger, whose meals are thus assured at regular hours, in spite of enforced delays or any other untoward circumstance. Competent conductors will accompany the party to study the welfare of its members.

The route of the excursion will be set forth very briefly, inasmuch as it is the same that has been described in the foregoing pages in connection with the Alaska tour. We would refer the reader to pages 13-58 and 79-100 for a detailed description of the regions to be traversed, the population, industries, and characteristics of the cities that will be visited, and the principal objects and places of interest to sight-seers; and to pages 15-17 and 101-105 for an outline of the main features of the World's Fair, and of our elaborate provision for the entertainment of the party in Chicago upon its return from the Pacific Coast. These descriptive pages may be read to advantage in connection with the itinerary to be given hereafter.

The itineraries of the two parties are identical from the time of starting, April 24, until their arrival in Los Angeles, May 8. They travel together on the outward journey, and will be together in Santa Barbara, and while *en route* from Santa Barbara to San Francisco. With these exceptions they will travel separately after reaching Los Angeles; but the same points, both in California and the Pacific Northwest, will be visited (with the exception of Alaska), though on different dates. The return journey from Tacoma, with the Yellowstone National Park side trip, will be duplicated, and both parties will stop one week in Chicago for the Exposition. The sketch of the former trip is therefore wholly applicable to this one, with the single exception of the voyage from Tacoma to Alaska and return.

Price of Tickets.

The price of tickets for the excursion, as described in the following pages, will be SIX HUNDRED DOLLARS. This sum will cover first-class travel over all railway and

steamer routes going and returning, with double berths in Pullman sleeping-cars; all stage rides to and through the Yellowstone National Park; hotel accommodations according to the itinerary, for the period of the regular tour (seventy-five days), with sojourns at Denver, Coronado Beach, Redondo Beach, Los Angeles, Santa Barbara San Francisco, Monterey, San Jose, Portland, Seattle, Victoria, Tacoma, the Yellowstone National Park (at Mammoth Hot Springs, Lower Geyser Basin, Upper Geyser Basin, Yellowstone Lake, and Yellowstone Grand Cañon), Minneapolis, St. Paul, The Raymond & Whitcomb Grand in Chicago for one week, etc.; meals in dining-cars, at hotels, dining-stations, or on steamers *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (Denver, San Diego, Los Angeles, Santa Barbara, San Francisco, Monterey, San Jose, Portland, Seattle, Victoria, Tacoma, Minneapolis, St. Paul, and Chicago); special carriage rides in Manitou, Denver, Pasadena, Santa Barbara, Portland, Victoria, Minneapolis, and St. Paul; all expenses for transportation, transfer, and care of baggage, (to the extent of 150 pounds for each person, all over that amount to be liable to excess charges at regular transportation rates), and the services of the conductors,— in short, EVERY NEEDED EXPENSE of the entire round trip from Boston back to Boston.

Price for children between the ages of five and twelve years, FIVE HUNDRED AND FIFTEEN DOLLARS. This includes a separate sleeping-berth throughout the entire journey, the same as for an adult. Where no separate berth is required, the price for children between the ages of five and twelve years will be FOUR HUNDRED AND SIXTY DOLLARS.

Price of tickets for the Yosemite Valley trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. See page 175.

Extra Sleeping-Car Accommodations.

The cost of an extra double berth (giving an entire section to one person), for the journey between Boston and San Bernardino or San Diego, is \$25; drawing-room for one occupant, \$67; for two occupants, \$42—\$21 for each passenger; for three occupants entire extra charge, \$17.

The charges for extra sleeping-car accommodations between Los Angeles (or Santa Barbara) and San Francisco are as follows: Extra double berth, \$2.50; drawing-room for one occupant, \$6.50; drawing-room for two occupants, \$4, or \$2 each; drawing-room for three occupants, entire extra charge, \$1.50.


The cost of an extra double berth from San Francisco to Tacoma is \$7; drawing-room for one occupant, \$18; drawing-room for two occupants, \$11—\$5.50 for each passenger; drawing-room for three occupants, entire extra charge, \$4.

For an extra double berth from Tacoma to Boston, \$21; drawing-room for one occupant, \$58; drawing-room for two occupants, \$37—\$18.50 for each passenger; drawing-room for three occupants, entire extra charge, \$16.

A complete outline of the trip is given on following pages. The party will necessarily be limited in numbers. An early registration is therefore desirable. Tickets must be taken on or before Wednesday, April 19—five days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston.

A SKETCH OF THE TRIP.

From the Atlantic to the Pacific Coast.

SETTING out from Boston in special Pullman vestibuled cars, with a dining-car attached, by the Hoosac Tunnel and West Shore route, at 4.00 P. M., Monday, April 24, the tourists will proceed westward through Massachusetts and New York. From Suspension Bridge the train will continue over the Southern Division of the Grand Trunk Railway to Port Huron, Mich., the Chicago & Grand Trunk Railway from Port Huron to Blue Island Junction, Ill., and the Chicago, Rock Island & Pacific Railway from the latter place to Kansas City. The train will reach Kansas City Thursday morning, and halt there several hours. (See pages 20-22.)

From this point through Kansas and into Colorado, and later on through New Mexico, we travel over the Atchison, Topeka & Santa Fe Railroad. The State of Kansas is traversed for 486 miles,—from Kansas City to the Colorado line,—far enough to afford the traveler a pretty thorough inspection of this section of the "great plains."

At La Junta we diverge from the main line of the Atchison, Topeka & Santa Fe Railroad for a detour amid some of the great scenic wonders of the Rocky Mountains. We go first to Pueblo over a branch of the Santa Fe line, and from thence over the Denver & Rio Grande Railroad to the famous Royal Gorge, a part of the Grand Cañon of the Arkansas. The train will pass through the gorge and then return, and, continuing on through Pueblo, proceed to Manitou, where there will be a carriage ride and other opportunities for sight-seeing Saturday forenoon, April 29. In the afternoon the train is to run to Denver, where, after the party has been transferred to Brown's

Palace Hotel, another carriage ride will follow. We spend Sunday in Denver and leave in the night for Las Vegas Hot Springs, traveling once more from Pueblo *via* La Junta over the Atchison, Topeka & Santa Fe track. (Pages 23-25.)

Crossing the boundary line between Colorado and the Territory of New Mexico at the summit of the Raton Mountains, we traverse the latter for nearly 500 miles before reaching the borders of Arizona. Las Vegas Hot Springs is six miles from the city of Las Vegas. From this place we cross the Glorieta mountains, and visit the quaint old capital of the Territory — Santa Fe — a city which today is more Mexican than American. On leaving Santa Fe, we descend the Rio Grande Valley through a number of Mexican and native towns, and reach Albuquerque, from which we turn westward towards Arizona and California. Our passage through Arizona on the Atlantic & Pacific road will be rendered interesting, as we are to see the Cañon Diablo, and journey near the lofty San Francisco Mountains. (Pages 26-32.)

Southern California.

We cross the Colorado River into Southern California at the Needles, and enter upon a desert plain, from which we emerge through the Cajon Pass over the Southern California Railway into the cultivated valley around San Bernardino, on Thursday, May 4. From San Bernardino the train proceeds to Riverside, one of the most beautiful towns upon the Pacific Coast, and the centre of the orange culture, and thence to San Diego, reaching there Friday morning. The magnificent Hotel del Coronado, on Coronado Beach, on the opposite side of San Diego Bay, will be the abiding place from that time until Monday morning. (Pages 33-37.)

From San Diego we return northward to Los Angeles, and from that city go immediately to Redondo Beach (page 39) for a two-days' stay, coming back to Los Angeles

(page 38) Wednesday morning. On Thursday there will be an excursion to Pasadena and its delightful neighborhood (page 39), Friday, like Wednesday, is to be devoted to Los Angeles itself, and Saturday morning, May 13, the party will take the Southern Pacific train for Santa Barbara.

Considerable time is assigned to Santa Barbara (page 40), as the parties for the Yosemite Valley will be made up here. Instead of going in one large body, those who intend to visit the Valley will take their departure in small bodies on different days. This will be to the advantage of all. The dates of departure of the several detachments will be arranged as far as possible to meet individual wishes. There will be a carriage ride at Santa Barbara, and ample time to see both that city and the Yosemite Valley without hurry or unnecessary fatigue. The Yosemite trip is described on pages 175-178.

San Francisco and Vicinity — Portland.

Those members of the party who go directly north without visiting the Yosemite are to leave Santa Barbara Friday, May 19, and arrive in San Francisco the following day. For an outline of the route, including the wonderful "Loop," see pages 41-42. The headquarters of the tourists in San Francisco (pages 42-45) will be at two of the the finest city hotels on the Pacific coast,—the Baldwin or The California,—and nearly ten days will be spent there first and last.

Departing from San Francisco, Friday, May 26, for visits to the popular resorts south of that city, the party will proceed first to Santa Cruz, where the "Big Trees," the beach, the cliffs, and other sights will be seen. The journey will then be continued to Monterey and the famous Hotel del Monte. Three days are assigned to this charming resort. (See pages 45-48.) Leaving Monterey Monday afternoon we shall proceed to San Jose. (Page 49.) In that city the Hotel Vendome will be the

sojourning place of the party until Thursday afternoon, June 1. On Tuesday there will be an excursion by stage to the summit of Mount Hamilton, where the Lick Observatory is situated. (Page 49.) The party is to return to San Francisco for the second time on Thursday, and remain there until Monday afternoon, June 5.

On the departure from San Francisco for Portland, Ore., by the Southern Pacific Company's line, the route will be first to Sacramento, the capital of California (page 51), and thence northward up the entire length of the great Sacramento Valley, past Mount Shasta, over the Siskiyou range, and down through the valley of the Rogue River. Portland will be reached Wednesday morning, and the party will have a carriage ride through the city and the park, which commands a magnificent view of the Willamette Valley, with Portland in the foreground and snow-clad mountain peaks in the distance. The following day is to be devoted to a trip by rail up the noble Columbia River to Bonneville and return by steamer—one of the most picturesque river voyages in the world. (Pages 53-56.) In Portland the magnificent new hotel, The Portland, will be the resting place.

Puget Sound and Eastward.

Leaving Portland by the Northern Pacific Railroad Friday morning, June 9, several days are to be passed upon Puget Sound and in the interesting cities lying upon its shores. First visiting Seattle (page 81), we shall make our headquarters at The Rainier. On Saturday, taking one of the steamers of the Puget Sound & Alaska Division of the Northern Pacific Company, the party will proceed down the sound to Victoria, touching at Port Townsend (page 80) on the way. Sunday will be passed at Victoria. (Page 79.) The British Columbian capital contains much to interest the stranger. There will be a carriage ride Saturday afternoon, immediately

upon arrival. The party will stop at The Driard. The boat will return to Tacoma Monday morning, and the passengers will be transferred to The Tacoma. (Page 82.)

The party will turn eastward Tuesday afternoon, June 13, first journeying across the Cascade Mountains and through Eastern Washington, over the Northern Pacific Railroad. This line ascends the valley of the Puyallup, and, crossing to the Green River, makes its way to the Stampede Pass, where it pierces the mountains by means of a tunnel nearly 10,000 feet in length. Emerging on the eastern face of the mountains, it descends to the Yakima River, which stream is followed down to its confluence with the Columbia. After crossing the Columbia near Pasco we continue through Eastern Washington, a distance of 165 miles farther, in a slightly altered course, the railway bending northward in order to round Lake Pend d'Oreille and the Cœur d'Alene hills. This brings us through Sprague, Cheney, and Spokane. Spokane (page 83) is destined to be one of the great manufacturing and business centres of the West. It is already an important railway centre. We then cross the northern end of Idaho, ascend Clark's Fork, and traverse Western Montana while approaching the Yellowstone National Park. (Pages 84-86.)

The Yellowstone National Park.

We shall reach the Park *via* the branch of the Northern Pacific Railroad from Livingston to Cinnabar Thursday, June 15, and pass an entire week in inspecting its marvels. The same grand round will be made that is described in connection with the Alaska tour on pages 86-96. This is more extended than tourists generally take, since it includes a visit to the picturesque Yellowstone Lake and a longer sojourn at the leading points of interest than is usually made. The Mammoth Hot Springs will first be visited. On Friday morning the party will enter upon its journey through

the Park in commodious and comfortable stages, and the various rides from place to place will be found a source of enjoyment aside from the wonders they disclose. The forenoon's jaunt takes the visitor up through the romantic "Golden Gate," out past the "Obsidian Cliffs," and to the Norris Geyser Basin. It is here that the first geysers are seen. From Norris Geyser Basin we journey southward to Fountain Hotel in the Lower Geyser Basin, passing through the Gibbon Cañon, and near the Gibbon Falls. The main attractions in the Lower Geyser Basin are the "Fountain" Geyser, and the "Mammoth Paint Pots." Midway between the Lower and Upper Basins are the Great "Excelsior" Geyser, "Turquoise" Spring, and "Prismatic" Lake, all veritable marvels in their way. The "Excelsior" is the largest known geyser in the world. We visit them Saturday morning and spend Sunday at the Upper Geyser Basin Hotel.

The Upper Geyser Basin contains all the great geysers except the ones we have named and one or two others, and is therefore the chief centre of attraction, so far as these things are concerned. The great fountains are scattered through the basin, the "Fan," "Mortar," and "Riverside" being at one extremity and "Old Faithful" at the other. The latter is quite near the hotel, and its hourly displays may be watched without leaving the veranda. The "Grotto," "Splendid," "Giant," and "Oblong" are near the northern end of the basin, all except the "Splendid" being quite near the road. The "Castle" is also beside the road and nearer the hotel, and the "Bee Hive," "Giantess," and the "Lion" group are on the east bank of the Fire-hole River, opposite the hotel. The "Grand" is half a mile below, on the same side.

After our visit to the Upper Basin we shall proceed on Monday *via* the new stage road to Yellowstone Lake. This part of our journey takes us over the continental divide and back again. After visiting West Bay, or "The Thumb," we go on to the outlet of the lake, where a large hotel has been erected. Yellowstone Lake lies at an

elevation of 7,741 feet, with high mountains upon one side and an exquisitely beautiful shore line. Some of the mountain peaks are between 3,000 and 4,000 feet above the lake.

The Yellowstone Falls and Cañon will next claim our attention. The river here flows in a deep channel bordered by high walls of many hues. The visitor may in places look down into an abyss 1,000 feet or more deep, whose walls are masses of brilliant color. Into this great chasm pour all the floods of the Yellowstone.

From this place we return by a direct route to Norris Geyser Basin, passing the Virginia Cascades on the way, and thence continue on to Mammoth Hot Springs, thus terminating our park journey, with the exception of the farther stage ride to Cinnabar, where our special train will be found in waiting.

Eastward from the Yellowstone Region.

We shall leave the Yellowstone National Park Thursday, June 22, and returning on our train to Livingston, there resume our journey over the main line of the Northern Pacific Railroad (pages 96-98) down the Yellowstone Valley and across Montana, North Dakota and Minnesota to Fargo and Minneapolis, arriving at the latter place Saturday, June 24. We shall visit the two great sister cities of Minnesota — Minneapolis and St. Paul — in the order named, and a carriage ride will aid in each instance to give the stranger a comprehensive idea of the many interesting features to be seen. (Pages 99, 100.) The party is to leave St. Paul Tuesday evening, June 27, by the Albert Lea Route, a part of the popular Rock Island system, being made up of the following named roads: The Minneapolis & St. Louis Railway from Minneapolis to Albert Lea, Minn.; the Burlington, Cedar Rapids & Northern Railway from Albert Lea to West Liberty, Ia.; and the Chicago, Rock Island & Pacific Railway thence to Chicago. This line traverses some of the richest portions of Minnesota, Iowa, and

Illinois. The party will be due in Chicago, at Raymond & Whitcomb's Exposition station, Madison avenue and Sixty-first street, Wednesday afternoon, and will be transferred to the Raymond & Whitcomb Grand Hotel, Midway Plaisance, Madison and Washington avenues.

The World's Fair and then Home.

A stay of seven days at the Columbian Exposition is provided for. The Raymond & Whitcomb Grand, which has been built expressly for the accommodation of our parties, and will be found described at length on pages 15-17, is situated only 1,000 feet from one of the main entrances to the Fair grounds. There will thus be no waste of time or strength in visiting the exhibition. For an account of the scope of the Exposition, the buildings, grounds, and general arrangements, the reader is referred to pages 101-105. The stop in Chicago will justly be considered one of the most attractive parts of the entire tour.

The city of Chicago itself is not the least interesting feature of the vast display. No other American city could so fully illustrate the country's enterprise, push, and substantial progress. It covers an area of no less than 180 square miles, its frontage on the lake extending 21 miles, and its extreme length between its north and south lines being 24 miles. It extends back from the lake from 5 to 11 miles. London covers 118 square miles, and Paris 30. It is a typical American city, and yet cosmopolitan. Outside of London, it is doubtful if any city in the world can show as large and as varied foreign population as Chicago. Of its 1,208,669 inhabitants in 1890, only 292,463 were American, 384,958 being German, 215,534 Irish, 54,209 Bohemian, 52,756 Polish, 45,877 Swedish, 44,615 Norwegian, 33,785 English, 12,963 French, 11,927 Scotch, 9,977 Russian, 9,921 Italian, and 9,891 Danish, while Canadians, Hollanders,

Hungarians, Roumanians, Welsh, Swiss, and Mongolians were also numbered by thousands. No less than 35 steam railway lines enter the city. There are 2,335 miles of streets, 74 miles of boulevards, and 396 miles of street railway tracks. The public parks cover 2,123 acres; Washington and Jackson on the South side, Lincoln on the North side, and Douglas, Garfield, and Humboldt on the West side, being the chief of these. Fifty-six bridges cross the Chicago River and its branches, and there are three tunnels beneath the streams. There are 221 school edifices valued at over \$11,000,000, with 2,920 teachers and 139,000 pupils. The police force includes 1,900 men, and the fire department 913, with 89 fire-engine houses. There are 1,370 employés in the post-office. The great fire of 1871 swept over 2,100 acres, destroying 18,000 buildings, and \$192,000,000 worth of property, and rendered 100,000 persons homeless. The city contains 465 places of public worship, and 32 regular places of amusement. The press is represented by 531 different journals, of which 26 are daily publications. Several of the latter are German, and one each Swedish and Norwegian, while several other languages are represented by the weeklies. The water-works plant represents a value of \$50,000,000, and has a capacity of 300,000,000 gallons daily. One of the supply tunnels extends four miles out into the lake.

Leaving Chicago Wednesday afternoon, July 5, the party will be transferred from The Raymond & Whitcomb Grand to Raymond & Whitcomb's station, from which the train will start for the East at 3.00 o'clock. The route is *via* the Illinois Central Railroad to Harvey, and thence by the Chicago & Grand Trunk and Grand Trunk Railways to Niagara Falls. We shall arrive at Niagara Falls Thursday morning, and the day may be passed in visiting the great cataract and its surroundings. (Page 105.) The train will leave Niagara Falls Thursday afternoon, and arrive in Boston Friday morning, July 7, *via* the West Shore and Fitchburg, or Hoosac Tunnel, route.

In the course of the tour the party will pass through the following States and Territories: *States* — Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Iowa, Missouri, Kansas, Colorado, California, Oregon, Washington, Idaho, Montana, Wyoming, North Dakota, and Minnesota (18); *Territories* — New Mexico, Arizona (2); and also the Provinces of Ontario and British Columbia (2) in the Dominion of Canada.

The itinerary in detail will be as follows, subject only to such slight variations as may be necessary on account of changes in the hours of departure and arrival of regular trains and steamers, or similar reasons:—

ITINERARY.

MONDAY, April 24. *First Day*.—Leave Boston from the Fitchburg Railroad station, Causeway street, at 4.00 P. M., and proceed westward by the Hoosac Tunnel route. The transcontinental journey will be made in a train of magnificent Pullman vestibuled palace cars, including a palace dining-car. On arrival at the station members of the party should check their baggage to Denver, Col. The checks will be taken up by the baggage-master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the passengers.

TUESDAY, April 25. *Second Day*.—On the West Shore Railroad *en route* westward; arrive at Buffalo at 9.50 A. M.; leave Buffalo at 10.00 A. M.; from Suspension Bridge westward *via* the Grand Trunk Railway; from Port Huron westward on the Chicago & Grand Trunk Railway.

NOTE.—Railway time changes at Port Huron, Mich., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

WEDNESDAY, April 26. *Third Day*.—From Blue Island Junction westward *via* the Chicago, Rock Island & Pacific Railway.

THURSDAY, April 27. *Fourth Day.*—Arrive at Kansas City at 6.00 A. M.; leave Kansas City at 11.30 A. M., *via* the Atchison, Topeka & Santa Fe Railroad, and proceed westward through Kansas.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

FRIDAY, April 28. *Fifth Day.*—Arrive at Pueblo at 10.00 A. M.; leave Pueblo at 12.00 M., *via* the Denver & Rio Grande Railroad, for a visit to the famous Royal Gorge; return to Pueblo, and thence proceed over the Denver & Rio Grande Railroad to Manitou.

SATURDAY, April 29. *Sixth Day.*—Arrive at Manitou at an early hour, the cars being placed upon a side-track; carriage ride, visiting the chief points of interest, including the Garden of the Gods, Ute Pass, Rainbow Falls, etc.; leave Manitou at 1.00 P. M. *via* the Denver & Rio Grande Railroad, and arrive in Denver at 4.00 P. M.; omnibus transfer from the Union station to Brown's Palace Hotel, and a carriage ride about the city, visiting the principal places of interest.

SUNDAY, April 30. *Seventh Day.*—In Denver. Omnibus transfer from the hotel to the cars at 9.00 P. M.

MONDAY, May 1. *Eighth Day.*—Leave Denver soon after midnight *via* the Denver & Rio Grande Railroad; from Pueblo southward *via* the Atchison, Topeka & Santa Fe Railroad; arrive at Las Vegas, N. M., at 11.30 A. M.; thence by the Hot Springs Branch to Las Vegas Hot Springs, arriving there at 12.00 M.; leave Las Vegas Hot Springs at 3.00 P. M., and Las Vegas at 3.30 P. M.; cross the Glorieta Pass by daylight, and proceed from Lamy Junction to Santa Fe by branch line; arrive at Santa Fe at 10.00 P. M., the passengers remaining on the cars.

TUESDAY, May 2. *Ninth Day.*—At Santa Fe. Leave Santa Fe, *via* the Atchison, Topeka & Santa Fe Railroad, at 12.00 M.; arrive at Albuquerque at 4.00 P. M.; leave Albuquerque, *via* the Atlantic & Pacific Railroad (Atchison, Topeka & Santa Fe system), at 5.00 P. M.

WEDNESDAY, May 3. *Tenth Day.*—*En route* through Arizona on the Atlantic & Pacific Railroad.

THURSDAY, May 4. *Eleventh Day.*—Arrive at Barstow, Cal., at 5.00 A. M.; thence south *via* the Southern California Railway (Atchison, Topeka & Santa Fe system); arrive at San Bernardino at 11.00 A. M., and at Riverside at 12.00 M.; leave Riverside at 8.00 P. M.

NOTE.—Railway time changes at Barstow from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian — one hour slower.

FRIDAY, May 5. *Twelfth Day*.—Arrive at San Diego at 7.00 A. M.; omnibus transfer from the station to the Hotel del Coronado, Coronado Beach, E. S. Babcock, manager.

SATURDAY, May 6. *Thirteenth Day*.—At the Hotel del Coronado, Coronado Beach.

SUNDAY, May 7. *Fourteenth Day*.—At the Hotel del Coronado, Coronado Beach.

MONDAY, May 8. *Fifteenth Day*.—Omnibus transfer from the Hotel del Coronado to the station of the Southern California Railway, and leave San Diego at 8.40 A. M. by the coast line; arrive at Redondo Beach at 2.15 P. M.; to the Redondo Beach Hotel, G. W. Lynch, manager.

TUESDAY, May 9. *Sixteenth Day*.—At Redondo Beach.

WEDNESDAY, May 10. *Seventeenth Day*.—Leave Redondo Beach by the Southern California Railway at 7.35 A. M., and arrive in Los Angeles at 8.29 A. M.; omnibus transfer to The Westminster, O. T. Johnson, proprietor, M. M. Potter, manager, and The Hollenbeck, E. G. Fay & Son, proprietors.

THURSDAY, May 11. *Eighteenth Day*.—Omnibus transfer to the Southern California Railway Company's station, and leave Los Angeles at 9.00 A. M.; arrive at Pasadena at 9.28 A. M.; carriage ride, visiting the most picturesque sections of Pasadena, including Raymond Hill, Raymond avenue, Orange Grove avenue, Colorado street, etc.; leave Pasadena on the return at 12.58 P. M., and arrive in Los Angeles at 1.25 P. M.; omnibus transfer to the hotels.

FRIDAY, May 12. *Nineteenth Day*.—In Los Angeles.

SATURDAY, May 13. *Twentieth Day*.—Omnibus transfer from the hotels to the Southern Pacific Company's station, and at 9.25 A. M. leave Los Angeles; arrive at Santa Barbara at 1.45 P. M.; omnibus transfer to The Arlington, C. C. Wheeler, manager, and the San Marcos, F. A. Shepard, manager. Carriage ride, with visits to the most interesting and picturesque parts of the city and its surroundings.

NOTE.—The carriage ride may be taken on any of the days during the stay here.

SUNDAY, May 14. *Twenty-first Day*.—In Santa Barbara.

MONDAY, May 15. *Twenty-second Day*.—In Santa Barbara.

TUESDAY, May 16. *Twenty-third Day*.—In Santa Barbara.

WEDNESDAY, May 17. *Twenty-fourth Day*.—In Santa Barbara.

THURSDAY, May 18. *Twenty-fifth Day.*— In Santa Barbara.

FRIDAY, May 19. *Twenty-sixth Day.*— In Santa Barbara. Omnibus transfer to the Southern Pacific Company's station, and leave Santa Barbara at 9.17 A. M.; dinner at the station dining-room, Saugus; supper at the station dining-room, Mojave.

NOTE.—Parties for the Yosemite Valley will be made up during the stay at Santa Barbara, to leave on different days. See page 175.

SATURDAY, May 20. *Twenty-seventh Day.*— On the Southern Pacific Company's line *en route* northward; breakfast at the station dining-room, Lathrop; arrive at Oakland Pier at 9.20 A. M., and in San Francisco by ferry at 9.45 A. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, to The Baldwin, E. J. Baldwin, proprietor, Colonel R. H. Warfield, manager, and The California, A. F. Kinzler, manager.

SUNDAY, May 21. *Twenty-eighth Day.*— In San Francisco.

MONDAY, May 22. *Twenty-ninth Day.*— In San Francisco.

TUESDAY, May 23. *Thirtieth Day.*— In San Francisco.

WEDNESDAY, May 24. *Thirty-first Day.*— In San Francisco.

THURSDAY, May 25. *Thirty-second Day.*— In San Francisco.

FRIDAY, May 26. *Thirty-third Day.*— Transfer from The Baldwin and The California to the Alameda ferry, foot of Market street, and leave San Francisco by the Santa Cruz Division of the Southern Pacific Company's line at 8.15 A. M.; visit the "Big Trees" *en route*, and arrive in Santa Cruz at 1:00 P. M.; lunch at the Pacific Ocean House, W. J. McCollum, proprietor, the Sea Beach Hotel, J. T. Sullivan, proprietor, the Pope House. Mrs. Pope, proprietor, or the Riverside House, Fred Barson, proprietor; carriage ride, visiting the beach, cliff, etc.; leave Santa Cruz at 3.40 P. M., and proceed to Monterey *via* Pajaro, arriving at Hotel del Monte station at 6.15 P. M.; transfer to the Hotel del Monte, George Schönewald, manager.

SATURDAY, May 27. *Thirty-fourth Day.*— At the Hotel del Monte, Monterey.

SUNDAY, May 28. *Thirty-fifth Day.*— At the Hotel del Monte, Monterey.

MONDAY, May 29. *Thirty-sixth Day.*—At the Hotel del Monte, Monterey. Transfer to the Hotel del Monte station, and leave at 1.38 P. M.; arrive at San Jose at 4.21 P. M.; transfer to the Hotel Vendome, George P. Snell, manager.

TUESDAY, May 30. *Thirty-seventh Day.*—In San Jose. Stage excursion to the Lick Observatory on the summit of Mount Hamilton, leaving the Hotel Vendome in the morning and returning in the afternoon.

WEDNESDAY, May 31. *Thirty-eighth Day.*—In San Jose.

THURSDAY, June 1. *Thirty-ninth Day.*—Transfer to the Southern Pacific Company's station (broad-gauge line) and leave San Jose at 4.21 P. M.; arrive in San Francisco (station corner of Third and Townsend streets) at 6.10 P. M.; transfer to The Baldwin and The California in the coaches of the United Carriage Company.

FRIDAY, June 2. *Fortieth Day.*—In San Francisco.

SATURDAY, June 3. *Forty-first Day.*—In San Francisco.

SUNDAY, June 4. *Forty-second Day.*—In San Francisco.

MONDAY, June 5. *Forty-third Day.*—In San Francisco. Transfer from The Baldwin and The California to the Market street ferry in the coaches of the United Carriage Company, and leave San Francisco by ferry at 4.30 P. M.; leave Oakland Pier in Pullman palace cars *via* Southern Pacific Company's line, at 5.00 P. M.; arrive at Sacramento at 8.40 P. M., and leave at 9.00 P. M.

TUESDAY, June 6. *Forty-fourth Day.*—On the Southern Pacific Company's Oregon line *en route* through the Upper Valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down through the valleys of the Rogue and Umpqua Rivers.

WEDNESDAY, June 7. *Forty-fifth Day.*—On the Southern Pacific Company's Oregon line *en route* through the valley of the Willamette; arrive in Portland at 7.35 A. M.; omnibus transfer to The Portland, Charles E. Leland, manager; carriage ride through the business and finest residence sections of the city, and also to the park, which affords an extended view of the city, the river, and the mountains.

THURSDAY, June 8. *Forty-sixth Day.*—Transfer to the Union Pacific Station, and leave Portland at 8.45 A. M. for a trip up the most picturesque parts of the Columbia River; return by

steamer down the Columbia and up the Willamette; arrive in Portland at 5.30 P. M.; transfer to The Portland.

FRIDAY, June 9. *Forty-seventh Day.*— Transfer from The Portland to the Union station, and leave Portland, *via* the Northern Pacific Railroad, at 8.00 A. M.; arrive in Seattle at 5.05 P. M.; omnibus transfer to The Rainier, DeL. Harbaugh, manager.

SATURDAY, June 10. *Forty-eighth Day.*— In Seattle. Transfer from The Rainier to the wharf of the Puget Sound & Alaska Division of the Northern Pacific Company, and leave Seattle at 10.15 A. M. on steamer "City of Kingston;" lunch on board the steamer; arrive at Port Townsend at 1.15 P. M.; leave Port Townsend at 1.30 P. M.; arrive in Victoria, B. C., at 4.30 P. M.; transfer to The Driard, Redon & Hartnegel, proprietors; carriage ride, visiting various parts of the city, including Beacon Hill, Government House, the Government Buildings, etc., and also Esquimalt (the British naval station), and Gorge.

SUNDAY, June 11. *Forty-ninth Day.*— In Victoria. Go on board the steamer of the Puget Sound & Alaska Division of the Northern Pacific Company in the evening (transfer from the hotel), and leave Victoria at a late hour; stateroom berths furnished.

MONDAY, June 12. *Fiftieth Day.*— Arrive in Tacoma at an early hour; at 6.30 A. M. omnibus transfer to The Tacoma, William K. Hatch, manager.

NOTE.— It may be deemed advisable to divide the party into two divisions for the visits to Seattle and Tacoma. Both cities will be visited.

TUESDAY, June 13. *Fifty-first Day.*— In Tacoma or Seattle. Transfers from the hotels to the stations, and leave Seattle at 2.55 P. M., and Tacoma at 3.50 P. M. *via* the Northern Pacific Railroad.

WEDNESDAY, June 14. *Fifty-second Day.*— On the Northern Pacific Railroad *en route* through Idaho and Montana.

NOTE.— Railway time changes at Hope, Id., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian— one hour faster.

THURSDAY, June 15. *Fifty-third Day.*— Arrive at Livingston at 3.45 A. M., and proceed thence to Cinnabar *via* the National Park Branch of the Northern Pacific Railroad; leave Cinnabar by stage at 10.30 A. M., and arrive at Mammoth Hot Springs at 12.30 P. M.

FRIDAY, June 16. *Fifty-fourth Day.*—Leave Mammoth Hot Springs by stage at 8.00 A. M. for the tour through the park; arrive at Norris Geyser Basin at 12.30 P. M.; dinner there; leave Norris Geyser Basin at 1.30 P. M., passing near the principal geysers in the basin, including the "Monarch," and later near the Gibbon Falls; arrive at the Fountain Hotel, Lower Geyser Basin, at 5.30 P. M.

SATURDAY, June 17. *Fifty-fifth Day.*—Leave Fountain Hotel at 8.00 A. M., and visit the Midway Geyser Basin, which contains the "Excelsior" Geyser ("Hell's Half Acre") "Turquoise" Spring, and "Prismatic" Lake; arrive at the Upper Geyser Basin Hotel at 11.00 A. M. The hotel is situated near "Old Faithful," the "Bee Hive," the "Giantess," the "Castle," and other great geysers.

SUNDAY, June 18. *Fifty-sixth Day.*—At the Upper Geyser Basin.

MONDAY, June 19. *Fifty-seventh Day.*—Leave the Upper Geyser Basin at 9.00 A. M., and proceed to Yellowstone Lake *via* West Bay or the "Thumb;" arrive at West Bay at 11.00 A. M.; lunch there, and leave at 2.00 P. M.; arrive at Yellowstone Lake Hotel at 5.00 P. M.

TUESDAY, June 20. *Fifty-eighth Day.*—Leave Yellowstone Lake by stage at 10.00 A. M.; arrive at Grand Cañon Hotel at 1.00 P. M.

WEDNESDAY, June 21. *Fifty-ninth Day.*—Leave Grand Cañon Hotel at 10.30 A. M.; arrive at Norris Geyser Basin at 12.30 P. M.; lunch there, and leave at 1.30 P. M.; arrive at Mammoth Hot Springs Hotel at 5.00 P. M.

NOTE.—In case it is deemed advisable to divide the party for the round of travel through the park, one division will reverse the foregoing itinerary.

THURSDAY, June 22. *Sixtieth Day.*—Leave Mammoth Hot Springs at 2.00 P. M.; arrive at Cinnabar at 3.30 P. M.; leave Cinnabar, *via* the National Park Branch of the Northern Pacific Railroad, at 4.15 P. M.; arrive at Livingston at 6.15 P. M.; leave Livingston at 6.40 P. M. on the Northern Pacific's main line.

FRIDAY, June 23. *Sixty-first Day.*—On the Northern Pacific Railroad *en route* through Montana and North Dakota.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian— one hour faster.

SATURDAY, June 24. *Sixty-second Day.*— On the Northern Pacific Railroad *en route* through North Dakota and Minnesota; arrive in Minneapolis at 11.40 A. M.; omnibus transfer to the West Hotel, John T. West, proprietor; carriage ride in the afternoon, visiting the chief business and residence portions of the city, the great flouring mills, the bridge below St. Anthony's Falls, the Exposition Building, the Suspension Bridge, etc.

SUNDAY, June 25. *Sixty-third Day.*— In Minneapolis.

MONDAY, June 26. *Sixty-fourth Day.*— In Minneapolis. Transfer to the Union station, and leave Minneapolis at 9.55 A. M.; arrive in St. Paul at 10.30 P. M.; omnibus transfer to the Hotel Ryan, Eugene Mehl & Son, proprietors; in the afternoon carriage ride, visiting the chief business and residence portions of the city, the Capitol, Summit avenue, etc.

TUESDAY, June 27. *Sixty-fifth Day.*— In St. Paul. Transfer to the station of the Minneapolis & St. Louis Railway, and leave St. Paul *via* the Albert Lea route at 7.00 P. M.

WEDNESDAY, June 28. *Sixty-sixth Day.*— Through Iowa and Illinois on the Chicago, Rock Island & Pacific Railway (Albert Lea route). Arrive in Chicago (Raymond & Whitcomb's Exposition station) at 2.30 P. M.; transfer to The Raymond & Whitcomb Grand.

THURSDAY, June 29. *Sixty-seventh Day.*— In Chicago.

FRIDAY, June 30. *Sixty-eighth Day.*— In Chicago.

SATURDAY, July 1. *Sixty-ninth Day.*— In Chicago.

SUNDAY, July 2. *Seventieth Day.*— In Chicago.

MONDAY, July 3. *Seventy-first Day.*— In Chicago.

TUESDAY, July 4. *Seventy-second Day.*— In Chicago.

WEDNESDAY, July 5. *Seventy-third Day.*— In Chicago. Transfer from The Raymond & Whitcomb Grand to Raymond & Whitcomb's Exposition station, and leave Chicago at 3.00 P. M.; to Harvey, Ill., over the Illinois Central Railroad, and thence eastward *via* the Chicago & Grand Trunk Railway.

NOTE.— Passengers returning to Chicago independently must notify Carroll Hutchins, agent for Messrs. Raymond & Whitcomb, at The Raymond & Whitcomb Grand, Midway Plaisance, Chicago, at least one week in advance of their arrival, in order to insure hotel accommodations.

Members of the party who return eastward independently from Chicago or any point west thereof will be required to exchange their eastbound passage and sleeping-car coupons at the ticket office of the Chicago & Grand Trunk Railway, at Chicago & Grand Trunk Railway Crossing, Blue Island Junction; or at the Dearborn station (Polk street, at the head of Dearborn street), Chicago; or at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent; or at Raymond & Whitcomb's office in the Raymond & Whitcomb Grand Hotel, Midway Plaisance, Carroll Hutchins, agent. All applications in advance for sleeping-berths should be addressed to Mr. Hutchins or Mr. Hughes. Niagara Falls is the only point east of Chicago where "stop-over" privileges are permitted.

THURSDAY, July 6. *Seventy-fourth Day.*— Arrive at Niagara Falls, N. Y., at 8.30 A. M., and remain there until afternoon; leave Niagara Falls at 4.42 P. M., and proceed eastward *via* West Shore Railroad.

NOTE.—Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

FRIDAY, July 7. *Seventy-fifth Day.*— From Rotterdam Junction eastward *via* the Fitchburg Railroad. Arrive in Boston (Fitchburg Railroad station, Causeway street) at 10.00 A. M.

TABLE OF DISTANCES.

	MILES.
From Boston up to departure from Portland, Or. (See pages 115-116.).....	5,921
“ Portland to Seattle, Northern Pacific Railroad.....	186
“ Seattle to Victoria, B. C., and return to Tacoma, Puget Sound & Alaska Division of the Northern Pacific Company	195
“ Tacoma to Cinnabar, Northern Pacific Railroad	95
“ Cinnabar through Yellowstone National Park and return, by stage	148
“ Cinnabar to Boston. (See page 117.).....	2,595
Total.....	10,000



A MAGNIFICENT SIGHT-SEEING TOUR
THROUGH
COLORADO
AND
CALIFORNIA

With Visits to the Most Picturesque Regions of the Rocky Mountains and Attractive Points on the Pacific Coast, including Coronado Beach, Los Angeles, Pasadena, Santa Barbara, San Francisco, Monterey and Mount Hamilton, and on the Return Journey, Salt Lake City, Glenwood Springs, Marshall Pass, the Royal Gorge, Manitou and Denver; also a week at the

WORLD'S COLUMBIAN EXPOSITION.

THE PARTY TO LEAVE BOSTON MONDAY, APRIL 24, AND TO RETURN SATURDAY, JULY 1.

Price of Tickets (all Traveling and Hotel Expenses Included), - \$475.00

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston.



THIRTEENTH ANNUAL SPRING EXCURSION

— TO —

COLORADO AND CALIFORNIA,

WITH A VISIT TO THE

COLUMBIAN EXPOSITION.

APRIL 24 TO JULY 1, 1893.

THE Pacific coast from San Diego to San Francisco, and the Rocky Mountains of Colorado, will be the principal objective points of a third party of tourists leaving Boston in company with the two parties already described in this book. On the outward trip and in California the round of sight-seeing will be substantially the same. The homeward route, on the other hand, is to be entirely distinct. It embraces a different series of States and Territories, viz. : Nevada, Utah, Colorado from its western to its eastern border, and Nebraska, and also different and more comprehensive views of the Rocky Mountains, together with the Sierra Nevadas. This tour accordingly has its own special attractions. Like the others it includes a full week's stay at the Raymond & Whitcomb Grand Hotel in Chicago for a visit to the World's Columbian Exposition.

The time selected for these tours is the best that can be had for sight-seeing. It is after the close of the rainy season, when the Yosemite Valley and other places of interest are thoroughly accessible to travel, and when the face of Nature wears its loveliest smile. While the trip is planned liberally as to time, the sojourns at different points are no longer than is necessary to see the places visited in a thorough and at the same time leisurely manner. The journey is accomplished in the shortest period commensurate with this purpose; and thus persons who might find it inconvenient to absent themselves from business or home ties for several months can see California in the most comprehensive manner, yet without any loss of time. California may be reached more quickly than we make the journey, but the traveler who rushes across the country at express speed sees and enjoys but little of the scenery on the way, and probably misses altogether interesting points that may be reached by side trips. In both California and Colorado many delightful places lie off the beaten track.

The passengers will not be hurried over any section of the route where it is desirable to stop, and the sojourns at different points in New Mexico, California, Utah, and Colorado, with the various side trips, are sufficient to encompass a great amount of sight-seeing. As in the other excursions, a special time schedule will be observed, so that the picturesque parts of the route will be passed over by daylight.

Although most of the outward route is covered by the itineraries of the other excursions, this party will have its own programme and its own special train of Pullman vestibuled sleeping-cars, dining-car, etc. In fact, it separates from the others altogether on the fifth day out, at La Junta, Colo. While the Alaska and the Northwest parties visit the Royal Gorge, Manitou, and Denver on the outward journey, the California and Colorado tourists reserve these points for the return trip, when they will be approached from the west. Inasmuch, however, as the route of this party for the

entire distance from the Atlantic Coast to San Bernardino, Cal., and also the various places to be visited in California, have been described at length in connection with the Alaska tour, the programme for this excursion up to the departure from San Francisco will here be outlined only in brief. Detailed information about the various places to be seen, which should be consulted in connection with the itinerary to be given hereafter, will be found on pages 20-51. The reader is also referred to pages 15-17 for an account of The Raymond & Whitcomb Grand, which is to be the stopping place in Chicago on the return, and to pages 101-105 for a complete sketch of the arrangements for the World's Fair.

Eleven parties have made this excursion under our direction in former successive years with the utmost possible satisfaction. The Yosemite Valley may be visited or omitted, as the traveler may prefer. Whether the valley be included or left out, the tour, in the conditions under which it is made and the places and scenes which it includes, is as enjoyable as any that can be made within the limits of the United States in an equal space of time. The round trip, including a week at the Exposition, calls for only a little over two months.

Cost of the Tour.

The price of tickets for the excursion, as described in the following pages, will be **FOUR HUNDRED AND SEVENTY-FIVE DOLLARS.** This sum will cover first-class travel over all routes, going and returning, with side trips to Las Vegas Hot Springs, Santa Fe, Riverside; San Diego, Redondo Beach, Santa Barbara, Santa Cruz, Monterey, San Jose, Mt. Hamilton, Marshall Pass, and Manitou Springs, and with double berth in Pullman sleeping-cars; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-nine days), with sojourns at hotels at Las Vegas Hot

Springs, Los Angeles, Coronado Beach, Redondo Beach, Santa Barbara, San Francisco, Monterey, San Jose, Manitou Springs and The Raymond & Whitcomb Grand in Chicago for one week; meals while traveling, in dining-cars, or at hotels or dining-stations *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever needed (in Los Angeles, San Diego, Santa Barbara, San Francisco, Monterey, San Jose, Manitou, and Chicago); special carriage rides in Pasadena, Santa Barbara, Santa Cruz, and Denver; all expenses for transportation, transfer and care of baggage (to the extent of 150 pounds for each full ticket and 75 pounds for each child's ticket, all in excess of these amounts being liable to extra charge at customary rates), and the services of conductors — in short, EVERY NEEDED EXPENSE of the entire round trip from Boston back to Boston.

Price for children between the ages of five and twelve years THREE HUNDRED AND FIFTY-FIVE DOLLARS. This covers a separate sleeping-car berth throughout the entire route, the same as for an adult. Where no separate berth is required, the price for children between the ages of five and twelve years will be THREE HUNDRED AND FIFTEEN DOLLARS.

Price of tickets for the Yosemite trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See page 175.)

Extra Sleeping-Car Accommodations.

The cost of an extra double berth (giving an entire section to one person) for the journey between Boston and Los Angeles is \$21; drawing-room for one occupant, \$58; for two occupants, \$37 — \$18.50 for each passenger; for three occupants, entire extra charge, \$16.

From Los Angeles (or Santa Barbara) to San Francisco: Extra double berth, \$2.50;


drawing-room for one occupant, \$6.50 ; for two occupants \$4 — \$2 for each passenger ; for three occupants, entire extra charge \$1.50.

From San Francisco to Boston: Extra double berth \$21 ; drawing-room for one occupant, \$58 — for two occupants, \$37 — \$18.50 for each passenger — for three occupants, entire extra charge, \$16.

A sketch of the tour is given in brief in the following pages. Persons desirous of joining this party should register their names as early as convenient. The tickets must be taken on or before Wednesday, April 19 — five days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston.

THE JOURNEY IN BRIEF.

Crossing the Continent Westward.

OUR special Pullman vestibuled train, with dining-car, starting with the California and Colorado party to cross the continent, will leave Boston from the Fitchburg Railroad station, Causeway street, at 4.00 P. M., Monday, April 24. Passing through the Hoosac Tunnel in the evening, we shall reach Buffalo by the West Shore route Tuesday morning, and, later, Niagara Falls. The river is crossed at Suspension Bridge, two miles below the great cataract, and we journey through a pleasant section of the Canadian Province of Ontario on the Southern Division of the Grand Trunk Railway. From Port Huron our route lies through Michigan, a little corner of Indiana, and into Illinois, over the Chicago & Grand Trunk Railway. At Blue Island Junction we enter upon the Chicago, Rock Island & Pacific Railway, continuing across the great State of Illinois and considerable sections of Iowa and Missouri. Much of Illinois and Iowa will be seen during Wednesday's journey. The Mississippi River is crossed between Rock Island, Ill., and Davenport, Ia., and the Missouri River the succeeding morning just before reaching Kansas City. (See pages 20-22.)

After a brief visit to Kansas City (page 22), we continue our westward journey, entering here upon the Atchison, Topeka, & Santa Fe Railroad for a long ride through Kansas, Colorado, New Mexico, Arizona, and Southern California. Thursday will be devoted chiefly to Eastern Kansas, which is naturally its most populous section. Soon after passing Coolidge we enter Colorado, and then New Mexico, crossing the Raton Mountains a short distance south of Trinidad. Our travels

through this Territory will be quite extended, and visits will be paid to its two most attractive points — Las Vegas Hot Springs, and Santa Fe, its ancient capital — on Saturday, Sunday, Monday, and Tuesday. (Pages 23-30.) Then we continue on, by way of Albuquerque, over the Atlantic & Pacific Railroad through Arizona (page 31), and enter California at the crossing of the Colorado River, near the Needles. After traversing the desolate Mojave desert we turn southward through the Cajon Pass of the San Bernardino Mountains, and, at length, on Thursday, May 4, find ourselves in the garden of Southern California.

In California.

The first town reached is San Bernardino. Continuing thence by the Southern California Railway to Riverside (page 35), we there pass the latter part of the day in inspecting the charms of that beautiful city of groves and gardens. We then journey westward to Pasadena (page 39) and Los Angeles, pausing long enough in the former place to enjoy a carriage ride through the charming city and its picturesque environs. Saturday and Sunday will be passed in Los Angeles (page 38), and on Monday we go southward to San Diego and its famous seashore resort, Coronado Beach (pages 35-37), where we are to remain until Thursday, May 11.

Returning to Los Angeles from San Diego we first make an excursion to Redondo Beach (page 39), and then proceed to Santa Barbara by the Southern Pacific line, being due there Saturday evening, May 13. Several days are assigned to Santa Barbara (page 40) in the itinerary, but it should be noted that the Yosemite Valley parties are made up during this period to leave on different days. Personal preferences in regard to the date of leaving for this trip will be observed as far as possible. There will be ample time to see Santa Barbara, including a carriage ride, and also to visit the Big Tree Groves and the Yosemite Valley.

San Francisco (pages 42-45), the metropolis of the Pacific Coast, will come next in order, the party arriving there Tuesday morning, May 23, for a stay of six days, to be followed later by another visit of five days' duration.

Leaving San Francisco Monday morning, May 29, the members of the party will proceed by the Southern Pacific Company's narrow-gauge line to Santa Cruz (page 46). The "Big Trees" will be visited on the way, and there will be a carriage ride to the beach and along the picturesque cliffs in Santa Cruz. Monterey and the magnificent Hotel del Monte (page 47) will be the next point of interest, the party remaining there until Saturday. We shall then proceed to San Jose (page 49) to remain at the Hotel Vendome four days, save that Monday, June 5, will be devoted to a stage excursion (page 49) to the Lick Observatory on the summit of Mount Hamilton, the party leaving the Hotel Vendome in the morning and returning at night. San Francisco will be reached on the return, Wednesday, June 7.

From San Francisco Eastward.

The party will leave San Francisco on its homeward journey Monday afternoon, June 12. The route from San Francisco will be by the Southern Pacific Company's line across Central California and Nevada into Utah; thence into Colorado over the Rio Grande Western and Denver & Rio Grande Railroads (recently converted from narrow gauge to standard gauge, so that no change of cars is necessary); from Denver to the Missouri River *via* the Union Pacific Short line, and thence across Iowa by the Chicago, Rock Island & Pacific Railway. In order that the magnificent mountain scenery may be enjoyed, arrangements have been made to cross the Sierra Nevada by daylight. As far as Port Costa, thirty-two miles out, we follow the route over which we approached San Francisco. At that point we cross the Straits of Carquinez on

the mammoth steam ferry-boat "Solano," the largest craft of its kind in the world; and for a farther distance of over 2,500 miles our course is over fresh ground. From Benicia, on the opposite side of the straits, we soon speed away towards Sacramento and the far-away mountains, through a region of wheat fields, gardens, and vineyards. We shall reach Sacramento in the night, and Tuesday morning will be devoted to sight-seeing there.

Sacramento.

This city, the capital of California, around which cluster many thrilling memories of the early days of the State, is now a handsome place of about 30,000 inhabitants. "Sutter's Fort" was established in 1841, two years after John A. Sutter settled here, and the town itself was founded in 1848. Riots, fires, and floods were among its early experiences. The streets are regularly laid out, and many of them are lined with handsome residences and business blocks. The tourist is likely to be interested chiefly in the Capitol and the Crocker Art Gallery. The Capitol, which cost \$3,000,000, is an imposing edifice, in a beautiful park, adorned with trees and flowers, and in its main design is a copy of the Capitol at Washington. The dome rises to a height of 220 feet. The building was finished in 1869. The State Library contains over 60,000 volumes. The Crocker Art Gallery contains the finest collection of paintings and statuary on the Pacific Coast. This institution was given to the city by Mrs. E. B. Crocker. Sacramento is also a famous fruit growing, packing, and shipping center.

Across the Sierra Nevadas.

Leaving Sacramento Tuesday noon we cross the American River a short distance above the city, and then begin the ascent of the mountains that form the eastern border of California — the great wall of the Sierra Nevada, or "Snowy range." This

mountain chain is about 9,000 feet in height, and the pass to which we climb has an elevation of 7,017 feet.

A few miles beyond Colfax the railroad "doubles Cape Horn." The road here rounds a mountain promontory on a little shelf 2,000 feet above the bed of the American River, which appears at this height like a slender thread of silver. Stretching away to the right is a deep ravine, bordered by mountain walls, along which may be seen the stage road, leading to the old mining town of Iowa Hill. The Southern Pacific Company's line ascends the mountains beside the American River Cañon, and many magnificent views are had of that gigantic rift, while Bear and Yuba River Valleys also furnish some grand scenery. All along this part of the route may be seen many traces of the old placer mining, and of the later hydraulic process, which washed away even the hills themselves.

In the passage over the mountains the traveler is treated to an extensive acquaintance with that necessary—though to the sight-seer rather aggravating—device, the snow-shed. These wonderful wooden tunnels cover over forty miles of the Central Pacific Railway, and cost from \$8,000 to \$12,000 per mile. In some places where masonry was needed, the cost was \$30,000 per mile. They were suggested by the practical mind of the late Charles Crocker. From Sacramento to Summit, 105 miles, the ascent is 6,987 feet; and of this 5,258 feet—only seven yards less than a mile—are made in sixty-two miles, from Clipper Gap to Summit. The ascent from Shady Run to summit, a distance of thirty-one miles, is 2,881 feet, or over half a mile. Just east of the Summit, upon the north, Donner Lake is seen, and the railroad follows down the cañon of Cold Stream Creek and Donner Creek to Truckee. On Donner Creek is Starvation Camp, where, in the winter of 1846-47, Donner and his party, a company of eighty-two persons, met with privation and

disaster. Thirty-six of the number perished, and, of a party of thirteen who went out for help, ten more were forced to succumb. Relief was sent, but all the survivors could not be saved, and the heroic Mrs. Donner remained behind to die with her husband.

On the eastern side of the mountains the grade is not as heavy as it is on the western slope, and the descent is to the great inclosed continental plateau, which is lifted over 4,000 feet above the sea. For over 1,200 miles the road is continued at that or a greater elevation, only once reaching a level slightly less than 4,000 feet.

Nevada.

Passing through Truckee, the last California town of importance, we enter the State of Nevada, about twenty miles farther on. Soon after we reach Reno, one of the liveliest and most flourishing towns of the Silver State. Nevada has an area of 104,125 square miles, and is therefore nearly as large as Colorado. The Southern Pacific Company's Ogden line traverses it for 449 miles, and the route presents all the characteristic scenery for which this State is famed, comprising bold and rugged mountains capped with snow, and wide stretches of desert plain. Wadsworth, Humboldt, Winnemucca, Battle Mountain, Carlin, Elko, and Wells are places of more or less importance. The entire population of the State is 44,327. Indians, generally Shoshones or Piutes, are frequently seen about the stations. One of the wonderful natural features of the great Nevada and Utah Basin, sometimes called the great American desert, is found in the numerous "sinks." The Humboldt, Carson, Truckee, and many other streams empty into lakes that have no visible outlets. The Great Salt Lake is one of these vast "sinks."

Utah.

The Territory of Utah is reached just east of Tecoma, 680 miles from San Francisco and 154 miles from Ogden. The scenery is similar to that of Nevada. We approach the shores of the Great Salt Lake, about ninety miles west of Ogden, just beyond the station of Kelton. This remarkable inland sea covers about 3,000 square miles, its greatest length being ninety-three miles, and its greatest width forty-three miles. The elevation of the lake above the ocean is upwards of 4,200 feet, or higher than the top of the Alleghany Mountains. Its mean depth is about sixty feet, and there are numerous small islands, with one or two of considerable size. While the Atlantic Ocean contains $3\frac{1}{2}$ per cent of solids, Great Salt Lake has 14 per cent. Promontory Point, where the last spike uniting the iron bands, which had stretched out from the Atlantic and from the Pacific, was driven May 10, 1869, is fifty-two miles from Ogden. From this latter point we proceed thirty-six miles south by the Rio Grande Western Railway to the capital of Mormondom.

Salt Lake City.

Salt Lake City, or Zion, as it is called by the Latter-Day Saints, is beautifully situated. It covers a wide expanse, and has a mixed population of Mormons and Gentiles. It is emphatically a city of cottage homes. The streets are wide and shaded, and in each are two swift-flowing streams of pure mountain water. The lines of shade trees, with groups of fruit trees and luxuriant gardens, make the city seem one mass of foliage. Spurs of the Wahsatch Mountains rise to a great height a few miles distant on the east and north, and twelve miles west are other rugged ranges. There are copious sulphur springs near the city, and rich silver mines are in the mountains, twenty miles or more away.

Among the edifices demanding attention are the Tabernacle and the unfinished

Temple. The former is a vast building, oval in form, 233 by 133 feet, with a roof seventy feet from the floor. There are seats for 8,000 persons, and above the platform is a large organ. The Assembly House, a smaller edifice than the Tabernacle, but finished much more elaborately, is intended as a place of worship in the winter season. It contains an organ and numerous frescoes depicting scenes in the history of the Mormon church. The Endowment House, of which so much has been written, was formerly in the same inclosure. The Temple, near by, was begun a quarter of a century ago, and when finished will be 200 feet high and of proportionate size. It is built of granite brought from Cottonwood Cañon. Among the other buildings are the former residence of Brigham Young, the Gardo House, the tithing offices, and the gigantic warehouse of "Zion's Coöperative Mercantile Institution," known in short as the "Co-op Store." Camp Douglas, the headquarters of the United States troops, is finely situated upon a plateau above the city.

The population of Salt Lake City, according to the recent census, is 44,843, an increase of 24,075 in ten years. Ogden has 14,889 inhabitants, and the population of the entire territory is 207,905.

Over the Rio Grande Western Railway from Salt Lake City.

Leaving Salt Lake City Thursday noon the party will proceed eastward over this road. The line crosses the Wahsatch range and the main continental divide, and leads through several wonderfully picturesque cañons and gorges. Southward from the Mormon capital the line takes the traveler up the valley of the Jordan to the flourishing Mormon town of Provo, which is situated upon the shores of the beautiful Utah Lake, a body of fresh water nearly 300 feet higher than the Great Salt Lake, into which it discharges through the Jordan.

Beyond Provo the railway turns eastward and ascends the Spanish Fork and Clear

Creek to Soldier Summit, one of the low passes in the southern part of the Wahsatch range. Provo is 4,517 feet above the sea; and at Soldier Summit, forty-five miles beyond, the elevation is 7,464 feet, or 3,237 feet above the level of Salt Lake City. At the summit the view is not extended, as the mountains rise higher on either side. The road descends on the east slope by the side of the South Fork of the Price River, which it follows some seventy miles. Twenty-two miles below the summit is Castle Gate, formed by cliffs on each side of the roadway, leading to Castle Cañon. The Green River, a large and swelling stream, is crossed 190 miles from Salt Lake City and some fifty or sixty miles north of its junction with the Grand River, which the railway follows up for over 200 miles. The Colorado State line is reached about 270 miles from Salt Lake City.

Glenwood Springs.

East of Grand Junction we ascend the valley of the Grand River, passing the Roan, or Book Mountains. We are now upon the recent extension of the Denver & Rio Grande Railroad. Glenwood Springs is a new and very attractive health resort, situated at the confluence of the Grand River with the Roaring Fork, in a picturesque valley surrounded by forest-clad hills. Its altitude is about the same as that of Denver — 5,200 feet — and the town, which had about 200 inhabitants in 1885, has now a population of over 2,500. The place is handsomely laid out, with broad and regular streets intersecting each other at right angles.

The fame of Glenwood Springs is due primarily to its marvelous hot mineral waters. A sanitarium or bath-house, costing \$100,000, has been erected, and in the rear of this commodious structure is the largest swimming pool of hot spring water in the world. The "Big Pool" covers upwards of an acre, and the waters are kept freshly supplied from the hot springs, which pour into the great inclosure 2,000 gallons per

minute, the inflow being reduced to the requisite temperature by evaporation. A fountain of cold water rises in graceful jets from the midst of the warm pool. The depth of the pool is graduated from three and a half to five and a half feet, and the floor is of pressed brick, the walls being of red sandstone. The pool is uncovered. Hundreds may participate in the delights of a swim at the same time, while hundreds of others may watch the bathers from the bordering promenades. The elegant bath-house contains a large number of bath-rooms with porcelain tubs, together with dressing and lounging room for each bath-room, ladies' parlor, smoking and reading rooms, physician's office, etc.

On a beautiful terrace above the swimming pool a large and costly hotel is being erected to meet the increasing demands of health and pleasure seekers. This is to be a capacious and elegantly appointed establishment, containing large, airy, and well-lighted chambers, ample public apartments, roomy verandas, and every concomitant of a health and pleasure resort of the best class. The surroundings are of the most picturesque character, and many charming excursions can be made in the neighboring mountains and cañons. The hotel, which is to be known as "The Colorado," will be opened early in the summer, under the proprietorship of Mr. W. Raymond of Raymond & Whitcomb, with Mr. A. W. Bailey as manager. The train will halt at Glenwood Springs several hours.

Glenwood Springs to Denver.

On leaving Glenwood Springs Friday afternoon the traveler passes through the cañon of the Grand River for a distance of about eighteen miles. Here the mountain walls rise in towering columns and gigantic turrets to a height of 2,000 feet, while a torrent roars and plunges between. In places the rocks are flaming red. On emerging from Grand River Cañon, we pass through an open, rolling country for thirty or

forty miles, at the farther side of which we come to Eagle River Cañon, where the abrupt walls are dotted with mining camps. The cañon ends at the picturesque little mining town of Red Cliff. The scenery between here and Leadville, thirty-three miles distant, is very beautiful. Lofty mountains are seen on every side.

We cross the continental divide at Tennessee Pass, which has an elevation of 10,418 feet,—only 142 feet less than two miles,—and yet this is called “a comparatively low and easy pass,” as such things are classed in Colorado.

A dozen miles southeast of Tennessee Pass lies Leadville, the great “Carbonate Camp,” which first became famous in 1859 as California Gulch. Between 1859 and 1864, \$5,000,000 in gold dust was washed from the ground of this gulch. Then the place was nearly abandoned, but in 1876 carbonate beds of silver were discovered, and the “camp” was again populated. The name of Leadville was now bestowed upon it, and from a small figure the population rose to about 30,000. The recent census made the population 10,384. The elevation of the city is 10,200 feet. From Leadville we descend the valley of the Arkansas to Salida. The train will remain at Salida over night, and Saturday forenoon will be devoted to an excursion by narrow-gauge cars to the summit of the famous Marshall Pass and return.

As the train enters the mountain range on the west to begin the ascent to Marshall Pass glorious views are had of many towering peaks, Mount Shavano and Ouray being among the most prominent. Both these mountains were named in honor of Ute chiefs. Mount Ouray has an elevation of 14,055 feet, while Mount Shavano is 194 feet higher. As we approach the summit of the pass (10,852 feet in elevation), in many twists and turns, Ouray rises before us like a great snow dome near at hand. Meanwhile the long line of elevated peaks belonging to the Sangre de Cristo range has come into view—a glorious chain of snow summits, many of the beautiful white

pyramids reaching above 14,000 feet. The maximum grade of the railway over which we ride is 211 feet to the mile, and there are curves that reach 24 degrees in 100 feet. At one place the train goes five or six miles, and is then directly opposite its former position, but 1,000 feet above. In the middle of a snow-shed the cars finally come to a halt, and we are again on the ridgepole of the continent, and over two miles above the level of the sea.

Returning to Salida after a short stay at the summit, we resume the Pullman train and proceed down the Arkansas River through the Grand Cañon and the Royal Gorge to Pueblo, and thence *via* Colorado Springs to Manitou. A little distance below Salida the marvelous scenery of the Grand Cañon of the Arkansas begins. For nearly 100 miles the river and the railway keep close companionship, and the course of the former afforded the only practicable route for the latter through this mountainous range. This part of the route has already been described on page 24. Arriving at Manitou Saturday evening the party will be transferred to the Barker House and the Cliff House, to remain until Monday evening. For a sketch of Manitou see page 24. The ascent of Pike's Peak may be made on Monday with ease by the new cog railroad. Denver (page 25) will be reached in the night, Monday, the train being side-tracked, and Tuesday will be devoted to that city, a carriage ride being a feature.

From Denver Eastward.

The party will leave Denver *via* the Omaha & Denver Short Line of the Union Pacific Railway, Tuesday evening, June 20. This road joins the main line at Julesburg, 198 miles east of Denver. We enter the State of Nebraska not far from Julesburg, and continue along the banks of the South Platte River until it unites with the North Platte, eighty miles farther east, from which point the railway follows the main

Platte nearly to its mouth. Nebraska has an area of 75,995 square miles, — a greater area than England and Wales, or some 11,000 miles more than the six New England States combined, — and yet it is said that few States have so little waste land. The section of the State we enter first is in the centre of the cattle region. The eastern part of the State, which is richly cultivated and contains many populous towns, will be traversed by daylight.

Omaha is a lively and flourishing city of 140,452 inhabitants. This is a gain of 109,934 in ten years. It is finely situated on the western shore of the Missouri River. The business section covers a level plateau, and contains many fine structures. It is an active and enterprising business centre, and commands a large amount of trade in every branch. Foundries, smelting works, lead works, flouring mills, nail factories, oil factories, pork-packing houses, distilleries, and breweries are found here on a large scale.

Crossing the Missouri River by the magnificent Union Pacific Bridge to Council Bluffs, we enter once more upon the Chicago, Rock Island & Pacific Railway. This line passes through much of the richest and most interesting portions of Iowa, and some of the most populous and thriving towns and cities of that State. Crossing the Mississippi River between Davenport and Rock Island, Illinois is reached, and we continue at once toward Chicago, arriving at the Raymond & Whitcomb Exposition station on the Illinois Central Railroad, and transferring thence to the Raymond & Whitcomb Grand Hotel, early Thursday afternoon.

The Exposition — Chicago to Boston.

A stay at the Columbian Exposition for a full week is provided for. The general scope of this great World's Fair will be found described on pages 101-105, while pages

15-17 give an account of the new Raymond & Whitcomb Grand, which has been built for the exclusive accommodation of our various parties. The stop here will be a fitting culmination of the journey.

The homeward route, the party leaving Chicago Thursday afternoon, June 29, will be from the Raymond & Whitcomb station to Harvey, Ill., by the Illinois Central Railroad; thence to Port Huron, *via* the Chicago & Grand Trunk Railway; across the St. Clair River by the new tunnel, and thence to Suspension Bridge, *via* the Southern Division of the Grand Trunk Railway. After a visit to Niagara Falls (page 105), on Friday, the journey will be resumed, the party taking the West Shore Railroad to Rotterdam Junction and the Fitchburg Railroad, through the Hoosac Tunnel, thence to Boston, arriving at the Causeway street station Saturday forenoon, July 1.

In the course of the tour the excursionists will pass through the following States and Territories: *States*—Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Iowa, Missouri, Kansas, Colorado, California, Nevada, and Nebraska (13); *Territories*—New Mexico, Arizona, and Utah (3); and also the Province of Ontario in Canada.

Subject only to such slight variations as may be required because of changes in the time of running regular trains, or similar causes, the itinerary in detail will be as follows:—

ITINERARY.

MONDAY, April 24 *First Day.*—Leave Boston from the station of the Fitchburg Railroad, Causeway street, at 4.00 P. M., and proceed westward *via* the Hoosac Tunnel route in a train of magnificent vestibuled Pullman palace cars, including a dining-car. On arrival at the station, members of the party should check their baggage to Las Vegas Hot Springs. The checks will be taken up by the baggage-master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home

address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the passengers.

TUESDAY, April 25. *Second Day.*-- On the West Shore Railroad, arriving at Buffalo at 9.50 A. M., and at Suspension Bridge at 11.00 A. M., thus crossing the Niagara River by daylight; from Suspension Bridge westward *via* the Southern Division of the Grand Trunk Railway; from Port Huron, Mich., westward on the Chicago & Grand Trunk Railway.

NOTE.-- Railway time changes at Port Huron, Mich., from Eastern, or 75th meridian, to Central, or 90th meridian -- one hour slower.

WEDNESDAY, April 26. *Third Day.*-- From Blue Island Junction, Ill., westward *via* the Chicago, Rock Island & Pacific Railway.

THURSDAY, April 27. *Fourth Day.*-- Arrive in Kansas City, Mo., at 6.00 A. M.; leave Kansas City at 11.30 A. M. *via* the Atchison, Topeka & Santa Fe Railroad, and proceed westward through Kansas.

NOTE.-- Railway time changes at Dodge City, Kan., from Central, or 90th meridian, to Mountain, or 105th meridian -- one hour slower.

FRIDAY, April 28. *Fifth Day.*-- On the Atchison, Topeka & Santa Fe Railroad, *en route* through Colorado and New Mexico. Arrive at Las Vegas Hot Springs at a late hour, and remain on the sleeping-cars until morning.

SATURDAY, April 29. *Sixth Day.*-- At Las Vegas Hot Springs; stay at The Montezuma, Clark D. Frost, manager.

SUNDAY, April 30. *Seventh Day.*-- At Las Vegas Hot Springs.

MONDAY, May 1. *Eighth Day.*-- Leave Las Vegas Hot Springs at 12.00 M., and Las Vegas at 1.00 P. M.; cross the Glorieta Pass by daylight; from Lamy to Santa Fe over a branch line, arriving at the latter place about 8.00 P. M.; remain on the cars.

TUESDAY, May 2. *Ninth Day.*-- At Santa Fe. Leave Santa Fe *via* the Atchison, Topeka & Santa Fe Railroad, at 12.00 M.; arrive at Albuquerque, N. M., at 4.00 P. M.; leave Albuquerque, *via* the Atlantic & Pacific Railroad, at 5.00 P. M.

WEDNESDAY, May 3. *Tenth Day.*— *En route* through Arizona on the Atlantic & Pacific Railroad.

NOTE.—Railway time changes at Barstow from Mountain standard, or 150th meridian, to Pacific standard, or 120th meridian — one hour slower.

THURSDAY, May 4. *Eleventh Day.*— Arrive at Barstow, Cal., at an early hour, and thence southward *via* the Southern California Railway Company's line; arrive at San Bernardino at 11.00 A. M., and at Riverside at 12.00 M; leave Riverside at 10.00 P. M. for Pasadena.

FRIDAY, May 5. *Twelfth Day.*— Arrive at Pasadena at 8.00 A. M.; carriage ride, visiting the most beautiful sections of Pasadena, including the Raymond Hill, Raymond avenue, Orange Grove avenue, Colorado street, etc.; leave Pasadena, *via* the Southern California Railway, at 12.58 P. M.; arrive at Los Angeles at 1.25 P. M.; omnibus transfer to The Westminster, O. T. Johnson, proprietor, M. M. Potter, manager, and The Hollenbeck, E. G. Fay & Son proprietors.

SATURDAY, May 6. *Thirteenth Day.*— In Los Angeles.

SUNDAY, May 7. *Fourteenth Day.*— In Los Angeles.

MONDAY, May 8. *Fifteenth Day.*— Transfer from the hotels to the Southern California Railway, Company's station, and leave Los Angeles at 8.15 A. M.; arrive at San Diego at 12.50 P. M.; omnibus transfer from the station to the Hotel del Coronado, Coronado Beach, E. S. Babcock, manager.

TUESDAY, May 9. *Sixteenth Day.*— At Hotel del Coronado, Coronado Beach.

WEDNESDAY, May 10. *Seventeenth Day.*— At Hotel del Coronado, Coronado Beach.

THURSDAY, May 11. *Eighteenth Day.*— Transfer from the Hotel del Coronado to the Southern California station, and leave San Diego at 8.40 A. M. by the Coast line; arrive at Redondo Beach at 2.15 P. M.; to the Redondo Beach Hotel, G. W. Lynch, manager.

FRIDAY, May 12. *Nineteenth Day.*— At Redondo Beach.

SATURDAY, May 13. *Twentieth Day.*— Leave Redondo Beach by the Southern California Railway at 3.40 P. M., and leave Los Angeles, *via* the Southern Pacific Company's line, at 4.55 P. M.; arrive in Santa Barbara at 9.35 P. M.; omnibus transfer to The Arlington, C. C. Wheeler, manager, and the San Marcos, F. A. Shepard, manager.

SUNDAY, May 14. *Twenty-first Day.*— In Santa Barbara.

MONDAY, May 15. *Twenty-second Day.*— In Santa Barbara. Carriage ride, with visits to the most interesting and picturesque parts of the city and its surroundings.

NOTE.— The carriage drive can be taken on any day of the stay in Santa Barbara.

TUESDAY, May 16. *Twenty-third Day.*— In Santa Barbara.

WEDNESDAY, May 17. *Twenty-fourth Day.*— In Santa Barbara.

THURSDAY, May 18. *Twenty-fifth Day.*— In Santa Barbara.

FRIDAY, May 19. *Twenty-sixth Day.*— In Santa Barbara.

SATURDAY, May 20. *Twenty-seventh Day.*— In Santa Barbara.

SUNDAY, May 21. *Twenty-eighth Day.*— In Santa Barbara.

MONDAY, May 22. *Twenty-ninth Day.*— Transfer from The Arlington and The San Marcos to the station, and leave Santa Barbara by the Southern Pacific Company's line at 9.17 A. M.; dinner at the station dining-room, Saugus; supper at the station dining-room, Mojave.

NOTE.— Parties for the Yosemite Valley will be made up during the stay at Santa Barbara, to leave on different days. See page 175.

TUESDAY, May 23. *Thirtieth Day.*— On the Southern Pacific Company's line *en route* northward; breakfast at the station dining-room, Lathrop; arrive at Oakland Pier at 9.20 A. M., and in San Francisco by ferry at 9.45 A. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, to The Baldwin, E. J. Baldwin, proprietor, Colonel R. H. Warfield, manager, and The California, A. F. Kinzler, manager.

WEDNESDAY, May 24. *Thirty-first Day.*— In San Francisco.

THURSDAY, May 25. *Thirty-second Day.*— In San Francisco.

FRIDAY, May 26. *Thirty-third Day.*— In San Francisco.

SATURDAY, May 27. *Thirty-fourth Day.*— In San Francisco.

SUNDAY, May 28. *Thirty-fifth Day.*— In San Francisco.

MONDAY, May 29. *Thirty-sixth Day*.—Transfer from The Baldwin and The California to the Alameda ferry, foot of Market street, and leave San Francisco by the Santa Cruz Division of the Southern Pacific Company's line at 8.15 A. M.; visit the "Big Trees" *en route*, and arrive in Santa Cruz at 1.00 P. M.; dinner at the Pacific Ocean House, W. J. McCollum, proprietor, the Sea Beach Hotel, J. T. Sullivan, proprietor, the Pope House, Mrs. Pope, proprietor, or the Riverside House, Fred Barson, proprietor; carriage ride, visiting the beach, cliff, etc.; leave Santa Cruz at 3.40 P. M., and proceed to Monterey *via* Pajaro, arriving at Hotel del Monte station at 6.15 P. M.; carriage transfer to the Hotel del Monte, George Schönewald, manager.

TUESDAY, May 30. *Thirty-seventh Day*.—At Hotel del Monte, Monterey.

WEDNESDAY, May 31. *Thirty-eighth Day*.—At Hotel del Monte, Monterey.

THURSDAY, June 1. *Thirty-ninth Day*.—At Hotel del Monte, Monterey.

FRIDAY, June 2. *Fortieth Day*.—At Hotel del Monte, Monterey.

SATURDAY, June 3. *Forty-first Day*.—Transfer to the Hotel del Monte station, and leave at 1.38 P. M.; arrive in San Jose at 4.21 P. M.; omnibus transfer to the Hotel Vendome, George P. Snell, manager.

SUNDAY, June 4. *Forty-second Day*.—In San Jose.

MONDAY, June 5. *Forty-third Day*.—In San Jose. Stage excursion to the Lick Observatory, on the summit of Mount Hamilton, leaving the Hotel Vendome in the morning, and returning in the afternoon.

TUESDAY, June 6. *Forty-fourth Day*.—In San Jose.

WEDNESDAY, June 7. *Forty-fifth Day*.—In San Jose. Transfer to the Southern Pacific Company's station, and leave San Jose at 4.21 P. M.; arrive in San Francisco at 6.10 P. M.; transfer from the Third and Townsend streets station to The Baldwin and The California in the coaches of the United Carriage Company.

THURSDAY, June 8. *Forty-sixth Day*.—In San Francisco.

FRIDAY, June 9. *Forty-seventh Day*.—In San Francisco.

SATURDAY, June 10. *Forty-eighth Day*.—In San Francisco.

✓ SUNDAY, JUNE 11. *Forty-ninth Day.*— In San Francisco.

MONDAY, JUNE 12. *Fiftieth Day.*— Transfer from The Baldwin and The California to the Oakland ferry, foot of Market street, and leave San Francisco at 4.00 P. M.; from Oakland Pier eastward, *via* the Southern Pacific Company's Ogden line, in a train of Pullman palace cars, inclusive of a Pullman palace dining-car; arrive at Sacramento at 8.00 P. M.

TUESDAY, JUNE 13. *Fifty-first Day.*— In Sacramento; leave at 12.30 P. M., and cross the Sierra Nevadas by daylight.

WEDNESDAY, JUNE 14. *Fifty-second Day.*— *En route* through Nevada and Utah. Arrive at Ogden, U. T., at 11.00 P. M., and leave there *via* the Rio Grande Western Railway without change of cars. On arrival at Salt Lake City the train will be side-tracked during the night and the succeeding forenoon.

NOTE.— Railway time changes at Ogden from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian — one hour faster.

THURSDAY, JUNE 15. *Fifty-third Day.*— In Salt Lake City. Leave at 1.00 P. M. *via* the Rio Grande Western Railway.

FRIDAY, JUNE 16. *Fifty-fourth Day.*— On the Rio Grande Western and Denver & Rio Grande Railroads *en route* through Colorado. Arrive at Glenwood Springs at 8.00 A. M.; leave Glenwood Springs at 1.00 P. M.; pass through the cañon of the Grand River, the cañon of the Eagle River, and over Tennessee Pass by daylight; arrive at Leadville at 7.00 P. M.; leave Leadville at 9.00 P. M.; arrive at Salida at 12.00 midnight.

SATURDAY, JUNE 17. *Fifty-fifth Day.*— Side trip on the Denver & Rio Grande Railroad from Salida to the summit of Marshall Pass and return on narrow gauge cars, leaving Salida at 7.45 A. M., and returning at 12.45 P. M.; leave Salida at 1.00 P. M., and proceed over the main line of the Denver & Rio Grande Railroad through the Royal Gorge, etc.; arrive at Manitou Springs at 9.00 P. M.; omnibus transfer to the Barker House and Cliff House.

SUNDAY, JUNE 18. *Fifty-sixth Day.*— At Manitou Springs.

MONDAY, JUNE 19. *Fifty-seventh Day.*— At Manitou Springs. Transfer from the hotels to the station, and leave at 10.00 P. M. *via* the Denver & Rio Grande Railroad.

TUESDAY, June 20. *Fifty-eighth Day.*— In Denver. The cars will be placed upon a side track to remain until afternoon; leave Denver at 5.00 P. M. *via* the Omaha and Denver Short Line of the Union Pacific Railway; breakfast, lunch, and dinner on dining-car. Carriage ride, visiting the capitol and other leading places of interest.

WEDNESDAY, June 21. *Fifty-ninth Day.*— On the Union Pacific Railway *en route* through Nebraska; arrive at Omaha at 4.00 P. M. and at Council Bluffs at 4.30 P. M.; leave Council Bluffs at 5.30 P. M. *via* the Chicago, Rock Island & Pacific Railway.

NOTE.— Railway time changes at North Platte, Neb., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

THURSDAY, June 22. *Sixtieth Day.*— On the Chicago, Rock Island & Pacific Railway *en route* through Iowa and Illinois; arrive in Chicago (Raymond & Whitcomb's Exposition station on the Illinois Central Railroad) at 1.00 P. M.; transfer to The Raymond & Whitcomb Grand.

FRIDAY, June 23. *Sixty-first Day.*— In Chicago.

SATURDAY, June 24. *Sixty-second Day.*— In Chicago.

SUNDAY, June 25. *Sixty-third Day.*— In Chicago.

MONDAY, June 26. *Sixty-fourth Day.*— In Chicago.

TUESDAY, June 27. *Sixty-fifth Day.*— In Chicago.

WEDNESDAY, June 28. *Sixty-sixth Day.*— In Chicago.

THURSDAY, June 29. *Sixty-seventh Day.*— In Chicago. Transfer from The Raymond & Whitcomb Grand to Raymond & Whitcomb's Exposition station, and leave Chicago at 3.00 P. M.; to Harvey, Ill., on the Illinois Central Railroad, and thence eastward *via* the Chicago & Grand Trunk Railway.

NOTE.— Passengers returning to Chicago independently must notify Carroll Hutchins, agent for Messrs. Raymond & Whitcomb, at The Raymond & Whitcomb Grand, Midway Plaisance, Chicago, at least one week in advance of their arrival, in order to insure hotel accommodations.

Members of the party who return eastward independently from Chicago or any point west thereof will be required to exchange their eastbound passage and sleeping-car coupons at the ticket office of the Chicago & Grand Trunk Railway, at Chicago & Grand Trunk Railway Crossing, Blue Island Junction; or at the Dearborn station (Polk street, at the head of Dearborn street), Chicago; or at the city ticket

office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent; or at Raymond & Whitcomb's office in the Raymond & Whitcomb Grand Hotel, Midway Plaisance, Carroll Hutchins, agent. All applications in advance for sleeping-car berths should be addressed to Mr. Hutchins or Mr. Hughes. Niagara Falls is the only place east of Chicago where "stop-overs" are allowed.

FRIDAY, June 30. *Sixty-eighth Day*.—Arrive at Niagara Falls, N. Y., at 9.00 A. M., and remain until afternoon; leave Niagara Falls at 4.42 P. M., and proceed eastward *via* the West Shore Railroad.

NOTE.—Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

SATURDAY, July 1. *Sixty-ninth Day*.—From Rotterdam Junction eastward *via* the Fitchburg Railroad; arrive in Boston (Fitchburg Railroad station, Causeway street) at 10.00 A. M.

Table of Distances.

	MILES.
From Boston to Rotterdam Junction, N. Y., Fitchburg Railroad.....	212
“ Rotterdam Junction to Suspension Bridge, West Shore Railroad.....	292
“ Suspension Bridge to Port Huron, Mich., Southern Division of the Grand Trunk Railway	180
“ Port Huron, Mich., to Blue Island Junction, Chicago & Grand Trunk Railway.....	311
“ Blue Island Junction to Kansas City, Mo., Chicago, Rock Island & Pacific Railway.....	501
“ Kansas City, Mo., to Las Vegas, N. M., (786 miles), Las Vegas to Las Vegas Hot Springs and return (12 miles), Las Vegas to Lamy (65 miles), Lamy to Santa Fe and return (36 miles), and Lamy to Albuquerque (68 miles), Atchison, Topeka & Santa Fe Railroad.....	967
“ Albuquerque to Barstow, Atlantic & Pacific Railroad.....	747
“ Barstow to Riverside (90 miles), Riverside to Los Angeles (70 miles), Los Angeles to San Diego and return (254 miles), and Los Angeles to Redondo Beach and return (45 miles), Southern California Railway Company's line.....	459
“ Los Angeles to Santa Barbara (110 miles), and Santa Barbara to San Francisco (528 miles), Southern Pacific Company's Railway.....	638

Distances carried forward..... 4,307

	MILES.
Distances brought forward.....	4,307
From San Francisco to Santa Cruz, Southern Pacific Company's narrow gauge line.....	80
“ Santa Cruz to Hotel del Monte, Monterey (47 miles), and thence to San Jose (74 miles), Southern Pacific Company's Monterey line.....	121
“ San Jose to the summit of Mount Hamilton and return, Mount Hamilton Stage Company....	52
“ San Jose to San Francisco, Southern Pacific Company's Monterey line.....	50
“ San Francisco to Ogden, U. Ter., Southern Pacific Company's Ogden line.....	835
“ Ogden to Grand Junction, Colo., Rio Grande Western Railway.....	328
“ Grand Junction to Salida, Denver & Rio Grande Railroad.....	239
“ Salida to Marshall Pass and return, Denver & Rio Grande Railroad (narrow gauge).....	50
“ Salida to Manitou Springs (148 miles), and Manitou Springs to Denver (81 miles), Denver & Rio Grande Railroad.....	229
“ Denver to Council Bluffs, Union Pacific Railway.....	572
“ Council Bluffs to Chicago (Raymond & Whitcomb Exposition station), Chicago, Rock Island & Pacific Railway, and Illinois Central Railroad.....	498
“ Raymond & Whitcomb Exposition station to Harvey, Ill., Illinois Central Railroad.....	14
“ Harvey to Port Huron, Mich., Chicago & Grand Trunk Railway.....	308
“ Port Huron to Suspension Bridge, Southern Division of Grand Trunk Railway.....	180
“ Suspension Bridge to Rotterdam Junction, N. Y., West Shore Railroad.....	292
“ Rotterdam Junction to Boston, Fitchburg Railroad.....	212
 Total.....	 <hr/> 8,367



W. RAYMOND,
Proprietor.

THE COLORADO,
GLENWOOD SPRINGS, COLO.

A. W. BAILEY,
Manager.

THE YOSEMITE VALLEY.

A SIDE TRIP IN CONNECTION WITH THE THREE CALIFORNIA EXCURSIONS.

THE wonderful Yosemite Valley may be visited to the best possible advantage in connection with the three excursions that have been described in the foregoing pages. Each of these parties will be in Southern and Central California during the latter part of May. By that time the roads into the valley are usually well settled, the country is fresh with the flowers and foliage of spring, and the waterfalls are full. The Yosemite trip includes also the famous Big Tree Groves.

The valley lies in the heart of the Sierra Nevada Mountains, 150 miles nearly due east from San Francisco. The principal features of the Yosemite are, first, the near approach of its walls to verticality; second, their great height, not only absolutely, but as compared with the width of the valley itself; and, third, the small amount of debris at the base of the cliffs. The floor of the valley is a generally level or rolling wooded park, ranging from half a mile to a mile in width. It is immediately bordered by cliffs, nearly or quite vertical, rising to heights ranging from over half a mile to almost one mile above the valley. Elevations above the sea are as follows: Floor of the valley, 4,000 feet; El Capitan, 7,300 feet; Cathedral Rocks, 6,660 feet; Glacier Point, 7,200 feet; Half Dome, 8,737 feet; Three Brothers, 7,830 feet; North Dome, 7,568 feet; Washington Column, 5,875 feet. The waterfalls are hardly less marvelous than the cliffs — the Yosemite, 2,600 feet in height, the highest fall in the known world; the Bridal Veil, dashing into spray from an altitude of 900 feet; and

the Vernal and Nevada falls of the Merced river, 400 and 600 feet in height and of large volume.

The Big Tree Groves, Calaveras and Mariposa best known, are found only on the western slope of the Sierra, at an elevation of 5,000 to 7,000 feet. The largest growth is 115 feet in circumference, the greatest height 325 feet, and some of these giants are from 1,500 to 2,000 years old.

It has been deemed advisable to make the visit to the Yosemite Valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in previous years, rather than to include it in the regular round. This course is taken in order that every person may exercise his or her own preference in the matter, not only in reference to making the trip, but also in regard to the time to be occupied in connection therewith. As will be seen from the itineraries of the regular tours on pages 108, 137, and 168, an unusual allowance of time has been given to Santa Barbara and San Francisco. The Yosemite may be visited during this interval, with a sufficient stay in the valley, without slighting either of the cities named. The parties for the valley will leave Santa Barbara on different days during the advertised halt there, and rejoin those of their associates who do not go to the valley in San Francisco.

Berenda, 304 miles from Los Angeles and 178 miles from San Francisco, is the point of departure from the main line of the Southern Pacific Railroad. A branch road extends from Berenda to Raymond, twenty-one miles, from which latter point the stages run. The stage transportation will be furnished by the Yosemite Valley Stage & Turnpike Company. No horseback riding is now required to reach either the Yosemite Valley or the Mariposa Groves of Big Trees. The distance from Raymond to the Wawona Hotel, Big Tree Station (formerly known as Clarke's), is only thirty-four miles, and from thence to the valley twenty-six miles. Special and very advan-

tageous arrangements have been made for the accommodation of the members of our parties, and the expense of the trip will be comparatively light.

The cost of the ticket, covering railway and stage transportation from Berenda to the Big Trees and Yosemite Valley, returning to Berenda, is THIRTY-FIVE DOLLARS. As the trip will be made during some portion of the period allotted to the sojourn in Santa Barbara, or San Francisco, some of the hotel coupons will remain unused. All such will be redeemed, thus lessening the cost. The sleeping-car ticket (good from Los Angeles to San Francisco) will be taken up before Berenda is reached, and cannot be used on a subsequent date. Therefore, Yosemite Valley excursionists who desire sleeping-car or drawing-room car places from Berenda to San Francisco will be required to pay for the same. Hotel accommodations at Wawona and in the Yosemite Valley, and meals *en route*, are also extra. The entire cost of the trip, including transportation, board, meals, excursions in and about the valley, etc., after deducting the value of unused hotel coupons in the regular excursion ticket book, will be less than \$50.

As it is essential that all arrangements for stage transportation and hotel accommodations shall be made in advance of the arrival of the parties in California, persons desiring to make the trip are requested to purchase their stage tickets for the Yosemite tour when the general excursion tickets are taken before starting from the East.

Tourists usually spend about three days in the valley, the headquarters being at the Stoneman House. This is sufficient time for a leisurely viewing of the wonderful scenery. The Big Trees are visited *en route* while returning from the valley to Raymond. With a three days' stay, exactly one week is required for the trip from Santa Barbara *via* the Yosemite and the Big Trees to San Francisco, the itinerary being substantially as follows:—

ITINERARY.

FIRST DAY.— Leave Santa Barbara by the Southern Pacific Company's line at 9.17 A. M. ; dinner at the station dining-room, Saugus ; supper at the station dining-room, Mojave.

SECOND DAY.— Arrive at Berenda at 3.25 A. M., and Raymond (by the Southern Pacific Company's Yosemite Division) at 5.50 A. M. ; breakfast at Raymond ; leave Raymond by the Yosemite Stage and Turnpike Company's stages at 7.00 A. M. ; lunch at Ahwahnee ; arrive at the Wawona Hotel, Wawona, at 6.00 P. M.

THIRD DAY.— Leave Wawona by stage at 6.00 A. M. ; arrive in the Yosemite Valley, Stoneman House, at 12.00 noon.


FOURTH DAY.— In the Yosemite Valley.

FIFTH DAY.— In the Yosemite Valley.

SIXTH DAY.— In the Yosemite Valley. Leave the Stoneman House by stage at 1.00 P. M. ; arrive at the Wawona Hotel, Wawona, at 7.00 P. M.

SEVENTH DAY.— Leave Wawona by stage at 7.00 A. M. *via* the Mariposa Grove of Big Trees ; lunch at Ahwahnee ; arrive at Raymond at 6.00 P. M. ; supper at Raymond ; leave Raymond by the Southern Pacific line at 7.00 P. M.

EIGHTH DAY.— On the Southern Pacific line *en route* northward ; breakfast at the station dining-room, Lathrop ; arrive at Oakland Pier at 9.20 A. M., and in San Francisco by ferry at 9.45 A. M.

 Tickets for the Yosemite trip in connection with any of our transcontinental excursions, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston.

A SPLendid TOUR TO

— ALASKA —

IN CONNECTION WITH

A JOURNEY ACROSS THE CONTINENT BY THE CANADIAN PACIFIC RAILWAY,

INCLUDING VISITS TO

Winnipeg, Banff Hot Springs, the Glacier of the Selkirks, Victoria,

ALASKA, the PACIFIC NORTHWEST, the YELLOWSTONE NATIONAL PARK, and the
COLUMBIAN EXPOSITION.

THE PARTY TO LEAVE BOSTON WEDNESDAY, MAY 24, AND TO RETURN FRIDAY, JULY 14.

PRICE OF TICKETS (ALL TRAVELING AND HOTEL EXPENSES INCLUDED), \$550.00

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston.



THIRD ANNUAL SPRING EXCURSION TO
THE CANADIAN ROCKY MOUNTAINS, THE PACIFIC NORTHWEST,
* ALASKA *

AND THE YELLOWSTONE NATIONAL PARK, WITH A VISIT TO THE
COLUMBIAN EXPOSITION.

MAY 24 TO JULY 14, 1893.

OUR third annual spring excursion across the continent by the Canadian Pacific Railway, and thence to Alaska, returning by the Northern Pacific road, and including the Yellowstone National Park, has been arranged for the accommodation of persons who may not be able to join the earlier party for California and Alaska, and of those who wish to omit Colorado and California from their round of travel. The tourists in this instance also will visit the World's Columbian Exposition on the return journey. Their route is to be from Boston to Montreal, and thence westward *via* Winnipeg and the entire Canadian Pacific line, through the grandest railroad scenery on the continent, that of the Canadian Rocky Mountains. At Tacoma the party will join the one whose tour was described in the first part of this book, and will continue with it throughout the Alaska voyage and until the return to Boston.

An outline of the trip is given below. The price of tickets is \$550. This includes all traveling and hotel expenses, transfers, and carriage rides mentioned in the itinerary, with an entire double berth (half a section) in the sleeping-cars, and one-half a stateroom (not more than two persons in each stateroom) on the steamer during the Alaska voyage.

W. RAYMOND.
I. A. WHITCOMB.

For tickets (which must be taken on or before Saturday, May 20, four days previous to the date of departure) and all information regarding the excursion, address

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston.

A TRANSCONTINENTAL TOUR.

Journeys Through the Grandest Scenery in America.

As the May party makes both the Alaska voyage and the homeward journey in connection with the Alaska excursion already described, the only part of the trip calling for separate mention is that which lies between Boston and Tacoma on the outward route. The reader will find the remainder of the journey outlined as follows: The general features of our spring tours, page 3; Seattle and Tacoma, page 81; from

Tacoma to Sitka and return, page 56; Portland and vicinity, page 53; the eastbound trip over the Northern Pacific road, including the Yellowstone Park, page 82; Minneapolis and St. Paul and thence to Chicago, page 99; the stay at the World's Fair, pages 15 and 101; and from Chicago homeward, page 105. The descriptive pages here referred to should be read in connection with the itinerary to be given hereafter.

From Boston to the Summit of the Rockies.

The party will leave Boston from the Southern Division station of the Boston and Maine Railroad (the Lowell station) at 9 o'clock Wednesday morning, May 24, and arrive in Montreal in the evening. The headquarters there will be at the Windsor Hotel, on Dominion Square. There is to be a carriage ride Thursday morning to the principal churches, the business parts of the city, and Mt. Royal Park. The view from the mountain is most beautiful, including the entire city, the river and its islands, the Victoria Bridge, and a large extent of country.

After a day in Montreal we leave that city Thursday evening by Canada's great national highway, the Canadian Pacific Railway. The distance to the Pacific ocean is over 2,900 miles. Passing Ottawa in the night, the route on Friday traverses a lake and timber region, and the following day skirts for nearly 200 miles the rocky shores of Lake Superior. We arrive in Winnipeg early Sunday morning. Winnipeg is the capitol of Manitoba, has some 28,000 inhabitants, and is well situated on the Assiniboine and Red Rivers. The famous Hudson Bay Company has its headquarters here. The Manitoba is a fine new hotel. We leave Winnipeg Monday afternoon, May 29, and between that city and the mountains cross nine hundred miles of wheat fields succeeded by broad plains.

Entering the Rocky Mountains at Canmore we have for four days a constant succes-

sion of the grandest views. Our first stop is at Banff, where in the heart of the mountains, amid scenery of the most impressive character, the Dominion government has made a reservation of a tract twenty-six miles long and ten miles wide, inclusive of a remarkable group of hot sulphur springs, as a national park. A hotel, which cost over \$300,000 and contains every modern luxury, including baths supplied from the hot springs, has been erected by the railway company, and roads and bridle paths to the various points of interest in the vicinity have been constructed. After a day's rest at Banff we resume our westward journey through the range. At Stephen we are at an elevation of 5,296 feet, and at the summit of the Rocky Mountains. Mount Stephen towers 8,240 feet above our heads, or over 13,500 feet above the sea level, a bold, precipitous peak of very striking form. High, towards its castellated summit, are two glaciers, one being seen upon the eastern approach and the other upon passing its massive front.

A peculiarity of the ascent of the Rockies from the plains to the point of highest elevation above sea level, is that it is almost imperceptible, being continued over hundreds of miles at an average of not more than fifteen feet to the mile. Then suddenly, on the western slope, the descent from the Rockies into the valley, or gorge, between that range and the Selkirks, is made in one grand downward plunge. The descent is by a grade of 234 feet to the mile, and involves some of the most daring engineering, as well as the finest appliances of train running, to be found upon any railway in the world. Although the total length of the Wapta, or Kicking Horse River, is only forty-seven miles, its descent is 2,800 feet. Down beside this rapid stream the railway twists and turns, now far above its turbulent waters, and then at its level, while on every side are new and startling pictures of grandeur. At Golden, a mining town forty-four miles west of the summit and 2,746 feet below it, we emerge

from the cañon. The broad river ahead of us is the Columbia, moving northward; and the supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases, and lifting their ice-crowned heads far into the sky.

The Selkirks and the Cañons Beyond.

Crossing the Columbia north of Donald the railroad enters the Selkirks through the Gate of Beaver River. A little way up the Beaver the line crosses to the right bank, where, notched into the mountain-side, it rises at the grade of 116 feet to the mile, and the river is soon left 1,000 feet below. There are numerous bridges across the ravines, which are generally the beds of mountain torrents. The greatest of these structures crosses Stony Creek — a noisy rill flowing at the bottom of a V-shaped channel, 295 feet below the rails. Reaching the summit and descending toward the west we are soon directly in front of the Great Glacier of the Selkirks. We halt here, at the Glacier House, from Thursday until Friday afternoon. The Glacier is between one and two miles away, and may easily be reached. A good path has been made to the great ice field, which is miles in extent and several hundreds of feet thick.

Resuming our westward journey, we descend the Selkirks beside the winding Illecillewaet through scenes of surpassing beauty. A short distance below Glacier House is the Loop, where the railway describes a succession of bewildering twists and curves. The mountain views are often superb, and every turn of the devious pathway brings fresh scenic marvels. The second crossing of the Columbia is at Revelstoke. We have traveled across the mountainous peninsula formed by the great bend of the Columbia, a distance of seventy-eight miles, while the river flows over 200 miles and descends 1,050 feet. From the Columbia the road ascends by an easy grade to Eagle Pass, in the Gold or Columbia Range, west of which lies the interior lake region of

British Columbia. The Eagle River leads us down to the Great Shuswap Lake. The railway crosses an arm of the lake at Sicamous Narrows, and then encircles the southern sweep of Salmon Arm. Descending westward, we reach the Thompson River Valley. Kamloops, the principal town of this region, is situated at the junction of the north fork of the Thompson and the main stream.

At Savona's Ferry the lake ends, the mountains draw near, and the series of Thompson River Cañons leading westward to the Fraser River is entered. At Lytton the cañon suddenly widens to admit the Fraser, the chief river of the Province, which comes down from the north between two great lines of mountain peaks. The scenery becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water. The line follows the right wall of the cañon from this point onward. The roadway in many places was carved from the solid rock, the river being left surging and swirling hundreds of feet below. The principal cañon of the Fraser begins four miles below North Bend, and thence to Yale, a distance of twenty-three miles, the scenery is both interesting and startling. The great river is forced between vertical walls of black rocks, and foams and roars against impending masses. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in quick succession. Below Yale the cañon widens, and is soon succeeded by a broad, level valley, with rich soil and heavy timber. At Mission Junction we take a branch line southward to New Whatcom, on Puget Sound, and thence we proceed to Seattle.

The party will arrive in Seattle Saturday afternoon, June 3, remain there over Sunday, go Monday morning to Tacoma, and take the Alaska steamer there Monday night. On the return from Alaska, Portland and the Columbia River will be visited, and the party will then proceed eastward over the Northern Pacific route and through

the Yellowstone National Park. It will spend one week in Chicago and be due in Boston Friday, July 14.

The total distance to be traveled on this excursion is 10,502 miles. The itinerary, subject to slight possible changes, will be as follows:—

ITINERARY.

WEDNESDAY, May 24. *First Day.*— Leave Boston from the station of the Southern Division of the Boston & Maine Railroad, Causeway street (the "Lowell" station), at 9.00 A. M. Baggage should be checked to Montreal *via* Plymouth. From Boston to Montreal *via* the Boston & Maine, Concord & Montreal, and Canadian Pacific Railways. Dinner at the Pemigewasset House, Plymouth, N. H. Arrive in Montreal at 8.25 P. M.; omnibus transfer to the Windsor Hotel, George W. Swett, manager.

THURSDAY, May 25. *Second Day.*— In Montreal. Carriage ride, visiting the principal churches, the business parts of the city, Mt. Royal Park, the Grey Nunnery, etc. Transfer to the Canadian Pacific station, and leave Montreal at 8.20 P. M.

FRIDAY, May 26. *Third Day.*— *En route* westward in Ontario; meals in Canadian Pacific dining-car.

SATURDAY, May 27. *Fourth Day.*— *En route* westward around the north shore of Lake Superior.

SUNDAY, May 28. *Fifth Day.*— Arrive in Winnipeg at an early hour. Omnibus transfer to The Manitoba, Fred W. Sprado, manager.

MONDAY, May 29. *Sixth Day.*— In Winnipeg. Transfer to the Canadian Pacific Railway station, and leave at 3.00 P. M.

TUESDAY, May 30. *Seventh Day.*— *En route* through Assiniboia and Alberta.

WEDNESDAY, May 31. *Eighth Day.*— Arrive at Banff at 6.45 A. M.; transfer to the Banff Springs Hotel, W. L. Mathews, manager.

THURSDAY, June 1. *Ninth Day.*— Transfer from the Banff Springs Hotel, and leave Banff at 6.45 A. M.; cross the Rocky Mountains through the Kicking Horse Pass, descend to the Columbia River at Donald, and ascend the Selkirk Mountains; arrive at Glacier House, near the Great Glacier of the Selkirks, at 2.00 P. M., and remain until the ensuing day.

FRIDAY, June 2. *Tenth Day.*—Leave Glacier House at 2.25 P. M., continue westward down the Illecillewaet, across the Columbia the second time at Revelstoke, and through the Gold range and the lake region, and later descend the Thompson River Cañon.

SATURDAY, June 3. *Eleventh Day.*—Through the Fraser River Cañon and from Mission Junction by branch line to New Whatcom, Wash.; thence by the Great Northern Railway, *via* Fairhaven, to Seattle; arrive in Seattle at 5.40 P. M., and transfer to The Rainer, DeL. Harbaugh, manager.

SUNDAY, June 4. *Twelfth Day.*—In Seattle.

MONDAY, June 5. *Thirteenth Day.*—Transfer to the Northern Pacific station, and leave Seattle at 9.25 A. M.; arrive in Tacoma at 10.55 A. M.; transfer to The Tacoma, W. K. Hatch, manager; in the evening go on board the steamer "Queen," Captain James Carroll, for the Alaska voyage.

TUESDAY, June 6. *Fourteenth Day.*

WEDNESDAY, June 7. *Fifteenth Day.*

THURSDAY, June 8. *Sixteenth Day.*

FRIDAY, June 9. *Seventeenth Day.*

SATURDAY, June 10. *Eighteenth Day.*

SUNDAY, June 11. *Nineteenth Day.*

MONDAY, June 12. *Twentieth Day.*

TUESDAY, June 13. *Twenty-first Day.*

WEDNESDAY, June 14. *Twenty-second Day.*

THURSDAY, June 15. *Twenty-third Day.*

On the Alaska voyage, visiting Fort Wrangel, Juneau, Douglas Island, Chilkat, the great Muir Glacier in Glacier Bay, Sitka, Nanaimo, etc. The steamer will probably return on Thursday, June 15. The party will leave Tacoma by the first train, and proceed to Portland, where the passengers will be transferred to The Portland, Charles E. Leland, manager.

NOTE.—On the return the steamer will remain at Victoria, B. C., and Port Townsend long enough to permit of an inspection of those cities.

FRIDAY, June 16. *Twenty-fourth Day.*—In Portland. Carriage ride through the finest residence and business sections of the city, and to the park, which affords a magnificent view.

SATURDAY, June 17. *Twenty-fifth Day.*—Transfer to the Union Pacific station, and leave Portland at 8.45 A. M. for a trip up the most picturesque parts of the Columbia River; return by steamer down the Columbia and up the Willamette; arrive in Portland at 5.30 P. M.; transfer to the hotel.

SUNDAY, June 18. *Twenty-sixth Day.*—In Portland.

MONDAY, June 19. *Twenty-seventh Day.*—Transfer from The Portland to the Northern Pacific station, and leave for the East at 8.00 A. M. in Pullman palace sleeping cars.

TUESDAY, June 20. *Twenty-eighth Day.*—Arrive at Spokane at 7.00 A. M., and leave at 6.00 P. M.

WEDNESDAY, June 21. *Twenty-ninth Day.*—*En route* through Idaho and Montana; arrive at Helena at 12.40 P. M.; leave Helena at 10.35 P. M.

THURSDAY, June 22. *Thirtieth Day.*—Arrive at Livingston at 3.45 A. M., and proceed thence to Cinnabar *via* the Yellowstone Park Branch; from Cinnabar to Mammoth Hot Springs by stage, arriving at Mammoth Hot Springs at 12.30 P. M.

FRIDAY, June 23. *Thirty-first Day.*—Leave Mammoth Hot Springs by stage at 8.00 A. M.; arrive at Norris Geyser Basin Hotel at 12.30 P. M.; lunch there; leave at 1.30 P. M.; arrive at Fountain Hotel, Lower Geyser Basin, at 6.30 P. M.

SATURDAY, June 24. *Thirty-second Day.*—Leave Lower Geyser Basin at 8.00 A. M., visiting the "Excelsior" Geyser, "Prismatic" Lake, and "Turquoise" Spring in the Midway Geyser Basin; arrive at Upper Geyser Basin Hotel at 11.00 A. M.

SUNDAY, June 25. *Thirty-third Day.*—At the Upper Geyser Basin.

MONDAY, June 26. *Thirty-fourth Day.*—Leave Upper Geyser Basin at 8.00 A. M.; arrive at West Bay, or Thumb of Yellowstone Lake, at 11.00 A. M.; lunch there; leave West Bay at 2.00 P. M.; arrive at Yellowstone Lake Hotel at 5.00 P. M.

TUESDAY, June 27. *Thirty-fifth Day.*—Leave Yellowstone Lake Hotel at 10.00 A. M.; arrive at Grand Cañon Hotel at 1.00 P. M.

WEDNESDAY, June 28. *Thirty-sixth Day.*—Leave Grand Cañon Hotel at 10.30 A. M.; arrive at Norris Geyser Basin Hotel at 12.30 P. M.; lunch there; leave at 1.30 P. M.; arrive at Mammoth Hot Springs at 5.30 P. M.

THURSDAY, June 29. *Thirty-seventh Day.*—Leave Mammoth Hot Springs at 2.00 P. M.; arrive at Cinnabar at 3.30 P. M.; leave Cinnabar at 4.15 P. M.; arrive at Livingston at 6.15 P. M., and continue eastward over the Northern Pacific Railroad.

FRIDAY, June 30. *Thirty-eighth Day.*—*En route* through Montana and North Dakota.

SATURDAY, July 1. *Thirty-ninth Day*.— Arrive in Minneapolis at 11.40 A. M. ; transfer to the West Hotel, John T. West, proprietor ; carriage ride in the afternoon, with visits to the chief business and residence sections, the bridge below St. Anthony's Falls, etc.

SUNDAY, July 2. *Fortieth Day*.— In Minneapolis.

MONDAY, July 3. *Forty-first Day*.— Transfer to the Union station and leave Minneapolis at 9.55 A. M. ; arrive in St. Paul at 10.30 A. M. ; transfer to the Hotel Ryan, Eugene Mehl & Son, proprietors. In the afternoon carriage ride, visiting the Capitol, Summit avenue, and other principal places of interest.

TUESDAY, July 4. *Forty-second Day*.— In St. Paul. Transfer to the station of the Minneapolis & St. Louis Railway, and leave St. Paul by the Albert Lea route at 7.00 P. M.

WEDNESDAY, July 5. *Forty-third Day*.— Arrive in Chicago, Raymond & Whitcomb's Exposition station, at 2.30 P. M. ; transfer to the Raymond & Whitcomb Grand Hotel.

THURSDAY, July 6. *Forty-fourth Day*.— In Chicago.

FRIDAY, July 7. *Forty-fifth Day*.— In Chicago.

SATURDAY, July 8. *Forty-sixth Day*.— In Chicago.

SUNDAY, July 9. *Forty-seventh Day*.— In Chicago.

MONDAY, July 10. *Forty-eighth Day*.— In Chicago.

TUESDAY, July 11. *Forty-ninth Day*.— In Chicago.

WEDNESDAY, July 12. *Fiftieth Day*.— In Chicago. Transfer to the Raymond & Whitcomb station, and leave at 3.00 P. M. ; from Chicago to Harvey *via* the Illinois Central Railroad ; from Harvey eastward through Indiana, Michigan, and Ontario *via* the Chicago & Grand Trunk and Grand Trunk Railways.

NOTE.— Passengers who return to Chicago independently must notify Carroll Hutchins, agent for Raymond & Whitcomb, at The Raymond & Whitcomb Grand, Midway Plaisance, Chicago, at least one week in advance, in order to insure hotel accommodations.

Members of the party who return eastward independently from Chicago or any point west thereof will be required to exchange their eastbound passage and sleeping-car coupons at the ticket office of the Chicago & Grand Trunk Railway at Chicago & Grand Trunk Railway Crossing, Blue Island Junction ; or at the Dearborn station (Polk street, at the head of Dearborn street), Chicago ; or at the city ticket office

of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent; or at Raymond & Whitcomb's office in The Raymond & Whitcomb Grand, Midway Plaisance, Carroll Hutchins, agent. All applications in advance for sleeping-car berths should be addressed to Mr. Hutchins or Mr. Hughes. Niagara Falls is the only point east of Chicago where stop-over privileges are permitted.

THURSDAY, July 13. *Fifty-first Day*.— Arrive at Niagara Falls, N. Y., at 8.30 A. M., and remain until afternoon; leave Niagara Falls by the West Shore Railroad at 4.42 P. M.

FRIDAY, July 14. *Fifty-second Day*.— From Rotterdam Junction eastward by the Fitchburg Railroad; arrive in Boston at 10.00 A. M.

Standards of Time.

EASTERN STANDARD.— From Boston to Port Arthur, Ont.

CENTRAL STANDARD, one hour slower than Eastern time.— From Port Arthur to Brandon, Manitoba.

MOUNTAIN STANDARD, two hours slower than Eastern time.— From Brandon to Donald, B. C.

PACIFIC STANDARD, three hours slower than Eastern time.— From Donald to Tacoma, Wash.

STEAMER TIME.— On the Alaska voyage steamer time varies from day to day as the voyage tends westward. The time at Sitka, the westernmost point reached (135 degrees and 52 minutes west from Greenwich), is reckoned one hour slower than Pacific standard.

PACIFIC STANDARD, three hours slower than Eastern time.— From Tacoma to Hope, Id.

MOUNTAIN STANDARD, two hours slower than Eastern time.— From Hope to Mandan, N. D.

CENTRAL STANDARD, one hour slower than Eastern time.— From Mandan to Port Huron, Mich.

EASTERN STANDARD.— From Port Huron to Boston.



BOOKS OF AMERICAN TRAVEL.

A PARTIAL LIST OF GUIDES FOR THE TRANSCONTINENTAL TOURS.

THE books of travel and adventure relating to the Pacific Coast and to the different parts of the country passed through in the various routes across the continent are legion. Numerous guide books of a local character may be bought in the principal localities visited, but there is a lack of comprehensive books of this class covering the long transcontinental lines. Crofutt's is unquestionably the most comprehensive. The publications of the several railroad companies are generally very useful in this connection, and the same may be said regarding maps.

The Crest of the Continent, by Ernest Ingersoll, is a graphic description of the scenery on the line of the Denver & Rio Grande route.

Over the Range to the Golden Gate, by Stanley Wood, is another excellent work devoted largely to the same route.

The Great Northwest, a guide book and itinerary for the use of travelers over the Northern Pacific Railroad and its allied lines, is published by Riley Brothers, St. Paul.

Persons desirous of gaining information relative to the ancient ruins in Colorado, New Mexico, Arizona, etc., will find maps and interesting papers by W. H. Jackson and W. H. Holmes in the *Tenth Annual Report* (Professor Hayden's) of the *United States Geological and Geographical Survey* — the volume for 1876. *The Seventh Annual Report of the United States Geological and Geographical Survey* (for 1873) and the

Smithsonian Institution Reports for 1854 and 1869 also contain articles upon the same subject.

The Round Trip from the Hub to the Golden Gate, by Susie C. Clark, is a new and entertaining account of a journey to the Pacific Coast and back again by a member of one of our excursion parties. Published by Lee & Shepard, Boston.

A History of the Northern Pacific Railroad, by E. V. Smalley, is an account of that great enterprise from the time of its inception, in 1834, to the opening of the road, in 1883.

Dominion of Canada.

There are innumerable books about Canada, but little has been written in book-form about the scenery on the Canadian Pacific Railway. The most useful hand-book for the traveler is the admirably prepared *Time Table, with Notes*, published by the company. An illustrated pamphlet entitled *The New Highway to the Orient*, also issued by the company, contains much of interest.

W. H. H. Murray has written a book of travel (1888) entitled *Daylight Land*. It is a glowing account of a journey over the Canadian Pacific Railway.

B. C. 1887, A Ramble in British Columbia, by J. A. Lees and W. J. Clutterbuck, is a book of travel issued in 1888.

Among the Selkirk Glaciers, by William Spottswood Green (London, 1890), is the fullest account of the Selkirk mountains yet published.

California.

The most complete and exhaustive work upon California and the Pacific Coast is comprised in Hubert Howe Bancroft's series of volumes, published by the Bancroft Company, San Francisco.

All About Pasadena and Its Vicinity, by Charles Frederick Holder, is a comprehensive guide book, published by Lee & Shepard, of Boston. It is sold at \$1 (cloth binding), and 50 cents (paper covers), and will be forwarded by mail from this office on receipt of price.

Southern California, by Theodore S. Van Dyke, sets forth the advantages of that region both as a place of interest to the tourist and for permanent residence. *California of the South*, by Walter Lindley, M. D., and J. P. Widney, M. D., is a new work published by D. Appleton & Co., of New York. Other works relating to Southern California are the following: *The Climate of Southern California: Its Relation to Health*, by P. C. Remondino, M. D.; *The Climate of Southern California: Its Relation to Disease*, by W. A. Edwards, M. D.; *Californian Fruits*, by E. J. Wickson; and *Orange Culture*, by A. C. Fish.

Some of the publications of the railway companies contain much valuable information. The Southern Pacific Company have issued the *Southern Highway, Shasta—the Keystone of California Scenery* (by E. McD. Johnstone), *California Resorts, That Wonderful Country* (for the farmer and fruit grower), *West by South, Half South* (by Mr. Johnstone), and a *Climatic Map of California*.

Major Ben. C. Truman has recently written a guide entitled *Southern California*, which may be had free by addressing W. F. White, Traffic Manager, Chicago, or any of the agents of the Atchison, Topeka & Santa Fe Railroad.

Yosemite: Where to Go, and What to Do, by Lewis Stornaway, can be found at the California book-stores.

Hand-book of the Lick Observatory, by Professor Edward S. Holden, is invaluable to persons who visit Mount Hamilton.

A Pacific Coast Scenic Tour, by Henry T. Finck, is a recently published book descriptive of scenery from Southern California to Alaska, etc.

Among other books on California are *In the Heart of the Sierras*, by J. M. Hutchings; *Santa Barbara and Around There*, by Edwards Roberts; *Ramona*, by Helen Hunt Jackson; and *California as It Is and Was*, by William H. Thomes (also author of *On Land and Sea* and *Lewey and I*, two books of early adventure on the Pacific Coast.

Wild Flowers of the Pacific Coast and *Wild Flowers of the Rocky Mountains*, by Emma Homan Thayer, are two superbly illustrated books, published by Cassell & Co., of New York. The illustrations are from water-color paintings executed by Mrs. Thayer, and reproduce with fidelity every shade of color in the originals.

Oregon and Washington.

The Wealth and Resources of Oregon and Washington, by C. N. Miller (1889), issued by the Union Pacific Railway Co., is the latest work relating to the Pacific Northwest.

Washington Irving's *Astoria* and Lewis and Clark's narrative of their expedition give interesting accounts of the early explorations in Oregon and other parts of the Pacific Northwest.

The Northwest, an illustrated monthly publication devoted to the Northwest, is issued from St. Paul at \$1.50 per year. E. V. Smalley is the editor and publisher.

Alaska.

The earliest accounts of the region now denominated Alaska are probably to be found in the narratives of the early voyages of Captain Cook and Vancouver, and in J. Von Straehlin's *Account of the New Northern Archipelago* (published in London,

1774). A work by Baron Ferdinand von Wrangel, on the Russian possessions in America, was published in St. Petersburg in 1839.

There are many accounts of Alaska in the United States government reports, and the speeches of Charles Sumner in the Senate (1867) and Nathaniel P. Banks in the House of Representatives (1868) will be perused with peculiar interest. Volume 28 of Hubert Howe Bancroft's *History of the Pacific States of North America* gives an historical sketch of the country, and popular accounts will be found in Hartwig's *Polar World, Hours at Home*, the *Atlantic Monthly* for June, 1867, *Harper's Magazine* for 1867 and 1869, *Lippincott's Magazine* for February and November, 1868, and the *American Journal of Science* for 1867 and 1881.

Among the later books relating to Alaska are the following:—

Travel and Adventure in the Territory of Alaska, by Frederick Whymper (1869).

Alaska and its Resources, by William Healey Dall (1870).

Alaska and Missions on the North Pacific Coast, by Rev. Sheldon Jackson, D. D., (1880).

The Seal Islands of Alaska, by Henry W. Elliott (1881).

Among the Alaskans, by Julia McNair Wright (1883).

Fifth Avenue to Alaska, by Edwards Pierrepont (1884).

Along Alaska's Great River, by Frederick Schwatka (1885). Lieutenant Schwatka was also the author of an account of a voyage to Alaska printed in *Wonderland*, a pamphlet issued by the passenger department of the Northern Pacific Railroad in 1886 and subsequently, and devoted to the Yellowstone National Park and the Pacific Northwest.

Alaska, Its Southern Coast, and the Sitkan Archipelago, by E. R. Scidmore (1885).

A Trip to Alaska, by George Wardman (1885).

Our Arctic Provinces, by Henry W. Elliott (1886).

Our New Alaska ; or, The Seward Purchase Vindicated, by Charles Hallock (1886).

Report on Education in Alaska, by Rev. Sheldon Jackson, D. D (1886).

Shores and Alps of Alaska, by H. W. Seton-Karr (1887).

Thirteen Years of Travel and Exploration in Alaska, by W. H. Pierce (edited by Professor and Mrs. J. H. Carruth).

Picturesque Alaska, by Abby Johnson Woodman (1889).

The Ice Age in North America and its Bearings on the Antiquity of Man, by G. Frederick Wright (1889); published by D. Appleton & Co., New York. Chapter II. of this work is devoted to the glaciers of the Pacific Coast, and Chapter III. to Professor Wright's experiences on the Muir Glacier in 1866.

The New Eldorado, a Summer Journey to Alaska, by Maturin M. Ballou (1890). This is one of Mr. Ballou's latest volumes of travels. It is devoted in part to the Yellowstone National Park.

The Wonders of Alaska, by Alexander Badlam, published by the Bancroft Company, San Francisco (1890). This and Miss Scidmore's work are the nearest approach to the guide-book form of anything extant.

A Woman's trip to Alaska, by Septima M. Collis (1890).

Alaskana (the legends of Alaska in poetic form), by Dr. Bushrod W. James, 1892.

The Yellowstone National Park.

The latest and most useful handbook for the visitor to the American Wonderland is the *Practical Guide to Yellowstone National Park*, by A. B. Guptill, illustrated and published by F. Jay Haynes. A pocket edition (50 cents) may be obtained at Mammoth Hot Springs.

The Fifth Annual Report of the United States Geological and Geographical Survey (for 1871) contains Dr. F. V. Hayden's original account of the Yellowstone Park

region; and the subsequent volumes also contain much relating thereto, the fullest and most exhaustive account yet prepared appearing in the *Twelfth Report* (for 1878). Part II. (503 pages), together with numerous maps, includes interesting contributions by W. H. Holmes on the Geology of the Park, Dr. A. C. Peale on Thermal Springs, and Henry Gannett on the Topography of the Park. An interesting paper on the *Formation of Travertine and Silicious Sinter by the Vegetation of Hot Springs*, by Walter Harvey Weed, will be found in the *Ninth Annual Report of the United States Geological Survey* (J. W. Powell, director), for 1887-88; and a paper on *Obsidian Cliffs*, by Joseph P. Iddings of the Survey, appeared in the *Seventh Annual Report* for 1885-86.

The American Encyclopædia, *Johnson's New Universal Encyclopædia*, *Picturesque America*, *Scribner's Magazine*, for 1871, '72, and '73, *Lippincott's Magazine* for 1880, *The Southern Magazine* for 1871, *Appleton's Journal* for 1881, *Nature* for 1872, *Chamber's Journal* for 1882, and the *United States Census Report* for 1880, all contain articles relating to the park; and the later works on geology by Geikie, Dana, and LeConte have scientific references to its marvels.

There are many books of travel relating to the park, and among them are *The Great Divide*, by Lord Dunraven; James Richardson's *Wonders of the Yellowstone*; *Horseback Rides through the Yellowstone Park*, by H. J. Norton; *Camp and Cabin*, by Rossiter W. Raymond; *Rambles in Wonderland*, by Edwin J. Stanley; *A Pilgrimage to Geysers Land; or, Montana on Muleback*, by Ellsworth Spencer; *Rambles Overland*, by Rev. Almond Gunnison, D. D.; and *The New Eldorado* (elsewhere mentioned), by Maturin M. Ballou.

A complete list of all works having reference to the Yellowstone Park (published previous to 1882), and also lists of authorities on the thermal springs of all parts of the world, will be found in *Hayden's Twelfth Report* (Part II., pages 427-499).

Mr. Arnold Hague's paper — *Geological History of the Yellowstone National Park*— appears in the "Transactions of the American Institute of Mining Engineers for 1887."

It should be said that some of the books enumerated in the foregoing pages are out of print, and obtainable only in the libraries.

Photographs.

Jackson's Photographic views of scenery in Colorado, New Mexico, etc., may be ordered of the W. H. Jackson Photograph Company, 1615 Arapahoe street, Denver, Col. Catalogues will be sent on application. W. K. Vickery, 108 Grant avenue, San Francisco, is agent in that city for the company.

In San Francisco choice photographs may be obtained of I. W. Taber & Co., No. 8 Montgomery street. Fine photographic views (large or small sizes) of California scenery may be had of Taber & Co.

W. H. Partridge, No. 2832 Washington street, Boston, has a large assortment of Alaska views. Catalogues will be sent on application. These views may be purchased at Sitka, and also views taken by Edward de Groff, a local photographer.

F. J. Haynes, of St. Paul, Minn., has made a specialty of photographing the geysers and other wonders of the Yellowstone National Park. His views are sold at the Mammoth Hot Springs, and also at No. 392 Jackson street, St. Paul, where tourists will be welcomed at all times. Catalogues will be sent from St. Paul on application.

British Columbia views may be obtained of Notman, Montreal; Ross, Best & Co., Winnipeg; and Mrs. R. Maynard, Victoria.

A SERIES OF EXCURSIONS

— TO THE —

WORLD'S COLUMBIAN EXPOSITION.

Magnificent Vestibuled Trains of Pullman Palace Sleeping and Dining-Cars, a New and Elegant First-Class Hotel near the Fair Grounds, and the Best Possible Facilities for Seeing the Great Exhibition.

FOR the purpose of providing the best possible facilities for visiting the World's Columbian Exposition, in Chicago, May 1 to October 30, we have made the most elaborate plans. Special trains of vestibuled Pullman palace cars, comprising both sleeping and dining-cars of the latest and most elegant design, will leave Boston at frequent intervals during the entire season, constituting nearly a daily service. There will be every week (with only one exception) at least four trains, and at times this number will be increased to five and six trips a week.

Two routes will be followed, the period of sojourn in Chicago being the same. The trains leaving Boston Monday, Tuesday, Wednesday, Thursday, or Friday, will depart from the Fitchburg Railroad station, Causeway street, and go westward *via* the Fitchburg (Hoosac Tunnel route), West Shore, Grand Trunk (Southern Division), and Chicago & Grand Trunk lines. Every Saturday forenoon a train will leave the Southern Division station of the Boston & Maine system, Causeway street (Boston & Lowell station), the route westward being over the Boston & Maine, Concord &

Montreal, Central Vermont, Grand Trunk, and Chicago & Grand Trunk Railways. Sunday will be passed at Niagara Falls, the train resuming its westward journey Monday morning soon after midnight. The westbound trains by the Fitchburg route go through to Chicago without delays at any point, arriving at their destination the succeeding evening. Niagara Falls will be visited on the return. The parties going westward *via* the Boston & Maine and Grand Trunk route return from Chicago direct, the visit to Niagara Falls being made on the outward trip.

Recognizing the fact that ordinary hotel accommodations would be inadequate, we have built an elegant and commodious hotel of the best class, which will meet the requirements of the most exacting traveler. The Raymond & Whitcomb Grand, Oscar G. Barron, manager, situated on Fifty-ninth street, Washington and Madison avenues, is made of fire-proof materials, the walls being of pressed brick, and every luxurious appointment of a modern first-class hotel has been introduced. A well-lighted and thoroughly well-ventilated bath and toilet room communicates with every sleeping-room. For a full description of the hotel see page 15 of this circular. A special railway station within two squares of the hotel, which, like the hotel, is to be used solely for our passengers, will further enhance the comfort of the tourist.

Every needful item of expense, inclusive of first-class railway fare, a double berth (half a section) in the sleeping-cars, meals in the dining-cars *en route*, hotel accommodations for one week, transfers to and from the hotel, twelve admissions to the Exposition grounds, care of baggage, and services of conductors, is included in each ticket.

Further details, copies of the special Exposition circular, and all required information, may be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.

GRAND SUMMER AND AUTUMN TOURS,

In July, August, and September, 1893.

ALASKA VIA THE CANADIAN PACIFIC RAILWAY.

Parties will leave Boston July 8, and 22 for two unsurpassed tours of 56 days over the most picturesque routes in the world. The outward journey from ocean to ocean to be by the Canadian Pacific Railway, and the return by the Northern Pacific Railroad, with a week in the Yellowstone National Park.

THE ROCKY MOUNTAINS OF COLORADO.

Parties will leave Boston June 5, July 17, August 28, September 11, and October 9, and Chicago eight days later, for delightful sight-seeing trips to Pueblo, the Royal Gorge of the Arkansas, Tennessee Pass, The Colorado at Glenwood Springs, Leadville, Manitou, Pike's Peak, and Denver.

COLORADO AND THE YELLOWSTONE NATIONAL PARK.

Parties will leave Boston July 10 and August 7, and Chicago July 18 and August 15, for two attractive excursions to the Yellowstone National Park, in connection with trips through Colorado and Utah, including visits to Denver, Manitou, the summit of Pike's Peak, the Royal Gorge, Glenwood Springs, Salt Lake City, the mining districts of Anaconda and Butte, etc.


THE YELLOWSTONE PARK AND CALIFORNIA.

A party will leave Boston August 30, and Chicago September 7, for a magnificent tour of 72 days across the continent, including a week in the Yellowstone National Park, with a visit to California and a return homeward through Utah, Colorado, etc.

The foregoing excursions include in each instance a week at the **World's Columbian Exposition**. All travel in magnificent palace sleeping-cars with dining-cars.

SHORT TRIPS TO LEADING EASTERN RESORTS.

Parties will leave Boston weekly during the season for complete rounds of the leading New England, New York, and Canadian resorts—the White Mountains, Saratoga, Lake George, Quebec, the Saguenay, etc.

 Descriptive circulars, tickets, and all required information can be obtained of
RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston.

ANNUAL WINTER TRIPS TO CALIFORNIA

For the Season of 1893-94.

OUR annual series of winter tours to the Pacific Coast, intended especially for the accommodation of persons who desire to make extended sojourns at the various California resorts (although equally available for shorter trips), will begin in October, and continue at short intervals through November, December, January, February, and March. Magnificent trains of vestibuled Pullman palace cars, with Pullman palace dining-cars, are brought into requisition for all the tours, affording for the entire journey accommodations not otherwise attainable. A choice of routes both ways is given, and the tickets may be used returning independently, so that the individual wishes of travelers are fully met.

Full details will be announced at an early date in our book, "A Winter in California."

TOURS THROUGH MEXICO.

OUR excursions through Mexico, which have proved so popular during the past nine years, will be resumed in January. As the facilities for travel in that interesting country are increased, we shall add to the attractiveness of these tours. There will be two or three trips to include California, and one or more with a return direct from Mexico, without the visit to California.

EXCURSION TO THE HAWAIIAN ISLANDS.

OUR sixth annual trip to the Sandwich Islands will take place in the early spring of 1894, the party sailing from San Francisco. Particulars of the tour will be given in the circular of Winter Trips to California.

LIST OF RAYMOND & WHITCOMB'S OFFICES.

CHIEF OFFICE, 296 Washington Street, opposite School Street, Boston, Mass.

New York Office: 31 East Fourteenth Street, corner of Union Square, Raymond & Whitcomb.

Philadelphia Office: 111 South Ninth Street, under Continental Hotel, Raymond & Whitcomb.

Chicago Office: 103 South Clark Street, corner Washington Street, E. H. Hughes, Agent.

And during the World's Columbian Exposition, The Raymond & Whitcomb Grand, Midway Plaisance, Raymond & Whitcomb.

AGENTS ON THE PACIFIC COAST.

For Southern California: Charles C. Harding, Agent, The Raymond, East Pasadena, Cal.

Los Angeles Office: 138 South Spring Street, Raymond & Whitcomb, F. W. Thompson, Agent.

San Francisco Offices: Room 89, Crocker Building, opposite Palace Hotel, Carroll Hutchins, Agent (during Winter and Spring); and also 36 Montgomery Street (corner Sutter Street), Clinton Jones, Agent.

Portland (Or.) Office: 121 First Street, corner Washington Street, A. D. Charlton, Agent.

AGENTS IN EUROPE.

We have recently completed arrangements whereby persons in Europe can join any of our American tourist parties, and be supplied with tickets inclusive of all incidental expenses from their point of departure. Our representatives abroad are the Compagnie Internationale de Voyages, 25 Rue des Mathurins, Paris, and the agents of the Compagnie Internationale des Wagons Lits et des Grands Express Européens, under whose direction sleeping-cars and dining and restaurant cars are run over all the important railway lines throughout Europe. All required information may be obtained at any of the agencies of the company, where tickets and sleeping-car berths for the European journey, steamship accommodations, etc., may also be secured.

Persons residing in America, and having friends abroad who are likely to be interested in these excursions, are requested to send addresses to us, in order that descriptive circulars and other information may be forwarded.

List of Foreign Agencies.

Paris.—COMPAGNIE INTERNATIONALE DE VOYAGES, 25 RUE DES MATHURINS; ALSO, THE OFFICES OF THE COMPAGNIE INTERNATIONALE DES WAGONS LITS ET DES GRANDS EXPRESS EUROPÉENS, 3 PLACE DE L'OPERA, TICKET OFFICE OF HOTEL TERMINUS, TICKET OFFICE AT THE GARE DU NORD, AND THE BUREAU OF THE CHIEF INSPECTOR OF THE SERVICE, 46 RUE DES MATHURINS.

London.—122 PALL MALL, S. W., HENRY M. SNOW, LONDON MANAGER OF THE INTERNATIONAL SLEEPING-CAR AND EUROPEAN EXPRESS TRAINS COMPANY.

Vienna.—15 KARNTHNER RING.

Berlin.—69 UNTER DEN LINDEN.

Rome.—31 AND 32 VIA CONDOTTI.

ALGERIA.

- Algiers.**— Office of the Compagnie Generale Transatlantique.
Oran.— Office of the Compagnie Generale Transatlantique.
Tunis.— Office of the Compagnie Generale Transatlantique.

AUSTRIA-HUNGARY.

- Agram.**— Ticket Office of the Hungarian State Railways.
Brasso.— Henri Aronsohm, Chief of the Bureau des Voyageurs, Hungarian State Railways.
Budapest.— Schenker & Company, 2 Wag-gasse (Grand Hotel Hungaria); and M. Schwimmer, official agent of the Hungarian State Railways.
Carlsbad (Bohemia).— Rudolph Mayer, Bureau des Voyageurs.
Clouembourg.— Bureau des Voyageurs, Hungarian State Railways.
Herculesbad.— Office of Direction of the Baths.
Marienbad (Bohemia).— Stügl & Stern.
Prague (Bohemia).— Schenker & Company, 21 Heuwags-platz.

BELGIUM.

- Brussels.**— Hotel de Belle-Vue.
Liege.— M. Crahay, Rue de l'Université.

BULGARIA.

- Sofia.**— Schenker & Company.

ENGLAND.

- Birmingham.**— Mr. Lavery, 137 New street.
Liverpool.— Thomas Meadows & Company, Water street.
Manchester.— Thomas Meadows & Company, Piccadilly.
Portsmouth.— Curtiss & Sons.
Ryde (Isle of Wight).— Curtiss & Sons.

FRANCE.

- Aix les Bains.**— M. Mermoz, Place du Revard.
Bagneres de Luchon.— M. Lafont, library, 61, Allée d'Etigny.
Biarritz.— M. Delvaile, Place de la Mairie.
Bordeaux.— Office of the Compagnie des Chemins de Fer du Midi, 10 Cours du 30th Juillet.
Calais.— Railway station on the Pier (Gare Maritime); and 15 Rue de l'Etoile.
Cannes.— 63 Rue d'Antibes.
Cauterets.— 8 Avenue du Mamelon Vert.
Chalons-sur-Marne.— 14 Rue de Marne (office of Chemins de Fer de l'Est).
Clermont-Ferrand.— At the Railway station.
Hendaye.— At the Railway station.
Hyerès.— Messrs. Truc & Fugairon, 6 Avenue Alphonse Denis.
Havre.— R. Odinet, armateur, 4 and 14, Rue Ed. Larue.
Luchon.— M. Lafont, library, 61 Allée d'Etigny.
Lyons.— Grand Hotel Collet.
Marseilles.— 12 Rue de la Republique; and the Railway station.
Mentone.— M. Massiera, 14 avenue Victor Emmanuel.
Monte Carlo (Monaco).— Hotel de Paris.
Nancy.— 31 Rue Gambetta (Compagnie Chemins de Fer de l'Est).
Nice.— 2 Quai Massena.
Pau.— M. Malan, 20 Rue Latapie.
Royat.— M. Carreau, Bureau de Renseignements, Parc de Royat.

GERMANY.

- Cologne.**— No. 8 Domhof.
Frankfort-on-the-Main.— Messrs. Schötenfels & Company.
Hamburg.— Hamburger Hof, 6 Grosse Bleichen.
Homburg.— Messrs. Schötenfels & Company.

- Lemberg.**— Office of the Carl-Ludwigsbahn.
Munich.— Messrs. Schenker & Company, 44 Neuhauserstrasse; and at the Central Railway station.
Neustrelitz.— 2 Bahnhofstrasse.
Strasburg.— At the Railway station.

GREECE.

- Corfu.**— Gazzi Freres, Grand Hotel d'Angleterre et Belle-Venise.

HOLLAND.

- Vlissingen** (Flushing).— At the Railway station on the Pier.

ITALY.

- Bordighera.**— Banque Anglo-Ligurienne, Rue Victor Emmanuel.
Brindisi.— Office of the Compagnie Peninsulare Orientale.
Florence.— Office at the Railway station.
Genoa.— Gondrand Freres, at the Railway station.
Messina (Sicily).— Orlandi Bonfiglio & Company.
Milan.— Gondrand Freres, 24 Galerie Victor Emmanuel.
Naples.— M. Grimaldi, Santa Brigida; and at the Railway station.
San Remo.— M. Massiera, 5 Via Roma.
Turin.— At the Railway station.
Venice.— At the Railway station.
Ventimiglia.— M. Massiera, Place de la Gare.

PORTUGAL.

- Lisbon.**— Rua do Principe; and at the Railway station.
Oporto.— M. Falcao, city railway ticket office, 100 Rua Sa da Bandeira; and at the Railway station.

ROUMANIA.

- Bucharest.**— Grand Hotel du Boulevard; city railway ticket office; and Gare du Nord.
Galatz.— Grand Hotel Metropole.
Jassy.— Grand Hotel Trajan.

RUSSIA.

- Graniza.**— Messrs. Reicher & Company.
Moscow.— Maison Peters, Chaussée de St. Petersburg.
St. Petersburg.— 7 Grand Morskaia.
Varsovie.— 13 Rue Santa-Kryska; and at the Railway station.
Wirballen.— At the Railway station.

SCOTLAND.

- Edinburgh.**— Messrs. J. & H. Lindsay, 31 Princess street.
Glasgow.— Thomas Meadows & Company, 10 South Hanover street.

SERVIA.

- Belgrade.**— St. Georges Petrobits, Chief of the city railway ticket office.

SPAIN.

- Barcelona.**— Hotel des Quatre Nations.
Irun.— At the Railway station.
Madrid.— 1 Puerta del Sol.
Seville.— Grand Hotel de Madrid.

SWITZERLAND.

- Basle.**— Opposite the Railway station, No. 19.
Geneva.— 28 Grand Quai; and at the Railway station.
Zurich.— Messrs. Hirschhorn & Grob, bankers, at the Railway station.

TURKEY.

- Constantinople.**— 152 Grand Rue de Pera.
Salonique.— M. Theod Chavanis.





HOTEL DEL CORONADO, CORONADO BEACH (near San Diego), CALIFORNIA.

