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- - SPRING TOURS - -
THROUGH
California

LEAVING BOSTON, NEW YORK AND PHILADELPHIA
APRIL 19, 1898.

COLORADO,
ALASKA,
THE PACIFIC
NORTHWEST,
AND
THE YELLOWSTONE
NATIONAL PARK.

RAYMOND & WHITCOMB, 296 Washington Street, opposite School Street, BOSTON.
31 East Fourteenth Street, Lincoln Building, Union Square (West), NEW YORK.

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SEASON OF 1898



THREE SPRING and EARLY SUMMER TOURS.

Colorado, the Rocky Mountains, the Sierra Nevada, California,
the Pacific Northwest, Alaska, and the Yellowstone
. . . . National Park.

A 73-DAYS' TRIP. (See Pages 9-52.) Price, \$660.00.

The Same, omitting Alaska. _____

A 65-DAYS' TRIP. (See Pages 53-65.) Price, \$560.00.

New Mexico, California, the Sierra Nevada and Rocky Mountains and Colorado.

A 53-DAYS' TRIP. (See Pages 67-80.) Price, \$425.00.

Leaving Boston, New York and Philadelphia April 19.

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

31 East Fourteenth Street, Lincoln Building, Union Square (West), New York.

1005 Chestnut Street, Mutual Life Insurance Building, Philadelphia.

95 Adams Street, Marquette Building, Chicago, Ill.

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TOURS ACROSS THE CONTINENT.

GENERAL INFORMATION.

OUR excursions, and the methods by which they are carried out, have become so widely known to the American public that little need be said in explanation of their manifest advantages. It has been our studied purpose to meet every demand which experienced and discriminating travelers are likely to make, and at the same time provide comforts and facilities practically unattainable by individual tourists. All this may be readily accomplished without subjecting the travelers to the unpleasant prominence and display attendant upon large and promiscuous excursions. In fact our little bands of tourists, invariably limited in numbers, are essentially "private parties," enjoying not only exclusive advantages, but even greater seclusion than individuals could command. Nearly a score of years' experience in catering to the best class of the traveling public, in a wide and broadening field, has not only given us a thorough knowledge of the business and its needs, but also placed at our command special facilities for properly carrying out its details. Rooming at hotels and on steamers, the arrangement of carriage drives and other details are matters of previous adjustment, so that the wishes of those who are desirous of being placed together or in contiguity are regarded to as great an extent as possible. In long journeys, where sleeping cars or drawing-room cars are employed, persons are ensured the same places in a manner that would be simply impossible in ordinary traveling. A little party

of friends thus secures accommodations collectively, or together, without encroaching in any way upon the rights of others, and without any special effort of its own.

Sleeping-Car and Steamship Accommodations.

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 stateroom on the Alaska steamer.

Personal Escort and Attention.

Our parties are always under the charge of competent conductors, who devote their attention to the welfare and comfort of the passengers, and who superintend all business arrangements. Hotel accommodations are arranged in advance, 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.

Suggestions with Regard to Joining a Party.

Persons desiring to join one of our parties should send their names to be registered as early 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. 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 even then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen.

Persons are not compelled to come to the starting point in order to join a party,

but may connect with the train at any convenient place along the route. In all cases places are reserved on the cars for passengers who are to join *en route*.

Hints About Clothing.

Although the tours 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 overcoats, shawls, or convenient wraps, which may be brought into service or discarded, as required, is an essential part of the outfit. 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. Warm underclothing should always be worn. However warm the days may be on the Pacific Coast, the evenings and nights are cool. 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 the Yellowstone National Park. Visitors to the Yosemite should be content to leave finery behind, and baggage also must 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.

For the Alaska voyage one should dress as warmly as for an Atlantic ocean voyage, but no warmer, since that should mean woollens and wraps. 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. Closely fitting outer garments are of course more con-

venient 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 little traveling is likely to be done except on the lateral moraines, and no special preparation is needed 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.

Baggage Regulations.

Each passenger is entitled to the free transportation of 150 pounds of checked baggage for a whole ticket, or 75 pounds for a half ticket. (This does not apply to the stage journey through the Yellowstone National Park, nor to the side trip into the Yosemite Valley, where trunks are not taken by the stages.) Hand baggage in every case must be looked after by the owner, and it is advisable to take no more or heavier luggage of this description than can be conveniently carried into and out of cars, omnibuses, or hotels. A more liberal allowance of hand luggage may be necessary in the stage journeys mentioned above.

“Stop-Over” Privileges.

Our tickets allow the holders the privilege of stopping over in California, Oregon, or Washington, or at any point on the return trip between the Pacific Coast and Missouri River points, or St. Paul, until December 31, 1898.

Persons remaining in California later than June 1, 1898, should apply, before leaving for the East, to our agent, W. H. Snedaker, 14 Montgomery street, San Francisco, for information and assistance in connection with the signing of the return ticket, securing sleeping-car berths, etc.

Persons returning independently by the Northern Pacific route can apply for information or assistance to our Pacific Northwest agent, A. D. Charlton, No. 255 Morrison street, corner of Third street, Portland, Ore.

On the returning excursions sleeping-car coupons must be used for a continuous trip from the starting point to the destination named thereon. If "stop-offs" are made between the initial and terminal stations named on the coupon, the coupon will not be available on the resumption of the journey. Persons who return independently and wish to stop off at intermediate stations, should pay the usual Pullman fares from point to point and retain their coupons, which will be redeemed at the full through Pullman fare for the distance covered by the coupons.

Passengers who return independently by the Denver & Rio Grande line pass through Glenwood Springs, where stop-over privileges are allowed. This fact will be appreciated by those who may wish to spend the summer months at this charming resort. Between Denver and Chicago, passengers returning independently may travel *via* either Council Bluffs or Kansas City, over the Chicago, Rock Island & Pacific Railway.

Passengers returning independently will find full directions regarding the engagement of sleeping-car accommodations, exchange of sleeping-car coupons, etc., on the coupons in their ticket books.

For any further information respecting these tours, apply in person or by letter to

RAYMOND & WHITCOMB,

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A Tour from the Atlantic to the Pacific.

A COMPLETE ROUND OF

CALIFORNIA

AND A VOYAGE TO

. . . ALASKA . . .

INCLUDING VISITS TO

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

YELLOWSTONE NATIONAL PARK.

The Party to Leave Boston, New York and Philadelphia Tuesday, April 19,
and Return Thursday, June 30.

Price of Tickets (all Traveling and Hotel Expenses Included) \$660.00.

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.
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vessel in the fleet owned by the Pacific Coast Steamship Company. The steamer trip will occupy about ten days. All the famous scenic points in Southern Alaska which have made the Alaska tour so famous will be visited, including Fort Wrangel, Juneau, Davidson Glacier, Sitka, and the great Muir Glacier on Glacier Bay. 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. 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 grand scenic attractions of Colorado, Utah and Nevada, 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 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.

Price of Tickets.

The price of tickets for the tour, as described in the following pages, will be SIX HUNDRED AND SIXTY DOLLARS. This sum covers first-class travel over all railway and steamer routes going and returning, including the Alaska voyage, with a double

berth (half a section) in palace sleeping cars, and only two persons in each room on board the Alaska steamer; all stage rides to and through the Yellowstone National Park; stage ride from San Jose to the summit of Mount Hamilton and return; hotel accommodations according to the itinerary, for the period of the regular tour (seventy-three days), with sojourns at Chicago, Denver, Colorado Springs, Salt Lake City, Santa Barbara, Santa Monica, Avalon, Santa Catalina Island, Pasadena, Riverside, San Diego, Los Angeles, San Francisco, Monterey, Santa Cruz, San Jose, San Rafael, Portland, Tacoma, Seattle, the Yellowstone National Park (at Mammoth Hot Springs, the Lower Geyser Basin, Yellowstone Lake, and the Yellowstone Cañon), Minneapolis and St. Paul; meals in dining cars, at hotels, dining stations, or on steamers; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (Chicago, Denver, Salt Lake City, Santa Barbara, San Diego, Los Angeles, San Francisco, Monterey, Santa Cruz, San Jose, San Rafael, Portland, Tacoma, Seattle, Minneapolis and St. Paul); special carriage drives in Denver, Colorado Springs, Salt Lake City, Santa Barbara, Pasadena, Santa Cruz, Portland, Minneapolis and St. Paul; the transfer of checked baggage (150 pounds being allowed for each full ticket, all over that amount being liable to excess charges at regular rates), and the services of conductors—in short, EVERY NEEDED EXPENSE of the entire round trip from Boston, New York or Philadelphia back to the starting point.

The price from Chicago back to Chicago is \$610.

Price of transportation tickets for the Yosemite Valley trip, THIRTY-FOUR DOLLARS.

Extra Sleeping-Car Accommodations.


The cost of an extra double berth, giving an entire section to one person, for the journey between the East and Santa Barbara, in accordance with the itinerary, is

\$23.50. Drawing room with toilet annex, for one occupant, \$64.50; for two occupants, \$41.00 — \$20.50 each; for three occupants, entire extra charge, \$17.50.

The charges for extra sleeping-car accommodations between Los Angeles and San Francisco are as follows: Extra double berth, \$2.50. Drawing room with toilet annex, for one occupant, \$6.50; for two occupants, \$4 — \$2 each; for three occupants, entire extra charge, \$1.50.

For extra double berth from San Francisco to Boston, New York or Philadelphia, \$26.00. Drawing room with toilet annex, for one occupant, \$71.00; for two occupants, \$45 — \$22.50 each; for three occupants, entire extra charge, \$19.00.

The itinerary and a brief 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 Thursday, April 14, five days previous to the date of departure.

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

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ITINERARY.

TUESDAY, April 19.—Leave Boston from the Kneeland street station of the Boston & Albany Railroad at 10.30 A. M., in special vestibuled palace sleeping cars. Members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the 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 owners. Leave Worcester at 11.42 A. M., Springfield at 1.14 P. M., and Pittsfield at 2.52 P. M.; from Albany westward *via* the New York Central & Hudson River Railroad, leaving Albany at 4.30 P. M., Schenectady at 5.03 P. M., Utica at 7.00 P. M., Syracuse at 8.30 P. M., Rochester at 10.37 P. M., and Buffalo, *via* the Michigan Central Railroad, at 11.45 P. M., Central time; lunch and dinner in the dining car.

The New York passengers will depart from the Grand Central station, Forty-second street, at 1.00 P. M., *via* the New York Central & Hudson River Railroad; in Wagner palace vestibuled sleeping cars. Baggage should be checked to Chicago; leave Poughkeepsie at 2.43 P. M., and Albany at 4.30 P. M. Supper in the dining car.

The Philadelphia passengers will depart from the Reading Terminal station, corner of Twelfth and Market streets, at 9.00 A. M. Baggage should be checked to Chicago. From Bethlehem Junction westward to Buffalo over the Lehigh Valley line.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

WEDNESDAY, April 20.—On the Michigan Central Railroad *en route* westward. Leave Detroit (Third street station) at 7.15 A. M.; breakfast and lunch in the dining car; arrive in Chicago (Central station) at 3.00 P. M.; omnibus transfer to The Auditorium, Breslin & Southgate, managers.

THURSDAY, April 21.—In Chicago. Omnibus transfer to the station of the Chicago, Rock Island & Pacific Railway (Van Buren street, between Pacific avenue and Sherman street), and leave Chicago in Pullman vestibuled palace sleeping cars at 4.15 P. M.; dinner in the dining car.

FRIDAY, April 22.—Arrive at Kansas City, Mo., at 9.30 A. M.; leave Kansas City at 9.55 A. M., *via* the Atchison, Topeka & Santa Fe Railroad; meals in the dining car.

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

SATURDAY, April 23. — Arrive in Denver at 11.15 A. M.; lunch and dinner will be served at the Brown Palace Hotel; carriage drive in the afternoon through the finest sections of the city. Leave Denver in the evening for Colorado Springs.

SUNDAY, April 24. — Arrive at Colorado Springs at an early hour; at 7.00 A. M. transfer to The Antlers.

MONDAY, April 25. — Carriage drive in the morning to the Garden of the Gods and return; leave Colorado Springs about noon *via* the Denver & Rio Grande Railroad, passing through the Royal Gorge by daylight. The special cars will be side tracked at Salida or Leadville in order to secure the daylight views through the Cañon of the Grand River, etc., the next day.

TUESDAY, April 26. — *En route* over the grand scenic line of the Denver & Rio Grande Railroad and the Rio Grande Western Railway; arrive in Salt Lake City about 9.00 P. M.; transfer to Hotel Knutsford.

WEDNESDAY, April 27. — In Salt Lake City. Carriage drive in the morning, visiting the finest portions of the city; leave Salt Lake City about 12.25 P. M., and leave Ogden at 1.10 P. M. (Pacific time); lunch and dinner *en route*.

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

THURSDAY, April 28. — *En route* across the State of Nevada, and over the Sierra Nevada by daylight, passing Emigrant Gap, Blue Cañon, Shady Run, Cape Horn, etc.; arrive at Sacramento 4.50 P. M.; leave Sacramento at 5.30 P. M.

FRIDAY, April 29. — *En route* over the Southern Pacific Company's line. Arrive in Santa Barbara at 3.30 P. M.; transfer to The Arlington, E. P. Dunn, manager.

SATURDAY, April 30. — In Santa Barbara. Carriage drive to the chief points of interest.

SUNDAY, May 1. — In Santa Barbara.

MONDAY, May 2. — Transfer to the station and leave Santa Barbara at 7.35 A. M.; arrive in Santa Monica at 2.10 P. M.; to Hotel Arcadia, F. W. Richardson, manager.

TUESDAY, May 3. — Leave Santa Monica at 7.40 A. M.; arrive at San Pedro at 9.50 A. M.; thence by the steamer of the Wilmington Transportation Company, arriving at Avalon, Santa Catalina Island, at 12.30 P. M.; to the Hotel Metropole.

WEDNESDAY, May 4. — Leave Avalon by steamer at 1.00 P. M.; from San Pedro by the Southern Pacific Company's line, arriving in Pasadena about 5.00 P. M.; to the Hotel Green, or La Pintoresca.

THURSDAY, May 5. — At Pasadena. Carriage drive, visiting the most picturesque sections of Pasadena and its environs.

FRIDAY, May 6. — Leave Pasadena at 10.10 A. M. *via* the Southern California Railway; arrive in Riverside at 12.25 A. M.; transfer to the Glenwood Tavern, F. W. Richardson, manager.

SATURDAY, May 7. — Transfer to the station, and leave Riverside at 8.41 A. M.; arrive at San Diego 1.15 P. M.; omnibus transfer to the Hotel del Coronado, Coronado Beach, A. W. Bailey, manager.

SUNDAY, May 8. — At the Hotel del Coronado.

MONDAY, May 9. — At the Hotel del Coronado. Omnibus transfer to the station of the Southern California Railway, and leave San Diego at 1.45 P. M. by the coast line; arrive in Los Angeles at 6.00 P. M.; omnibus transfer to The Westminster, F. O. Johnson, proprietor, or to Hotel Van Nuys, Milo M. Potter, proprietor.

TUESDAY, May 10. — In Los Angeles.

WEDNESDAY, May 11. — In Los Angeles.

THURSDAY, May 12. — In Los Angeles.

FRIDAY, May 13. — In Los Angeles.

SATURDAY, May 14. — In Los Angeles.

SUNDAY, May 15. — In Los Angeles.

MONDAY, May 16. — In Los Angeles.

TUESDAY, May 17. — In Los Angeles. Transfer from the hotel to the Southern Pacific station, and leave Los Angeles at 11.45 A. M. in Pullman palace sleeping cars; supper at Mojave.

NOTE.—Parties for the Yosemite Valley will be made up during the stay at Los Angeles, to leave on different days. See pages 81-84.

WEDNESDAY, May 18.—Arrive at Oakland Pier at 7.10 A. M., and in San Francisco by ferry at 7.45 A. M.; transfer to the Palace Hotel, John C. Kirkpatrick, managing director, George B. Warren, assistant manager.

THURSDAY, May 19.—In San Francisco.

FRIDAY, May 20.—In San Francisco.

SATURDAY, May 21.—In San Francisco.

SUNDAY, May 22.—In San Francisco.

MONDAY, May 23.—Transfer from the Palace Hotel to the Southern Pacific Company's station, corner of Third and Townsend streets, and leave San Francisco at 9.00 A. M., *via* the Coast line; arrive at Del Monte station at 1.39 P. M.; to the Hotel del Monte, Georg Schönewald, manager.

TUESDAY, May 24.—At the Hotel del Monte.

WEDNESDAY, May 25.—Transfer from the hotel, and leave Del Monte station at 7.00 A. M.; arrive in Santa Cruz at 8.40 A. M.; carriage drive, visiting the beach, cliffs, etc.; lunch at the Sea Beach Hotel; leave Santa Cruz at 1.45 P. M.; halt at the "Big Trees" *en route*, and arrive in San Jose at 3.44 P. M.; transfer to Hotel Vendome, George P. Snell, manager.

THURSDAY, May 26.—Excursions to the Lick Observatory on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the Hotel Vendome in the morning and returning late in the afternoon; luncheon at Smith's Creek.

FRIDAY, May 27.—In San Jose. Leave San Jose at 1.15 P. M. (*via* Niles); arrive in San Rafael about 6.00 P. M.; transfer to Hotel Rafael, R. H. Warfield, proprietor.

SATURDAY, May 28.—In San Rafael. Leave San Rafael *via* the San Francisco & North Pacific Railroad at 5.10 P. M.; arrive in San Francisco at 6.22 P. M.; transfer to the Palace Hotel.

SUNDAY, May 29.—In San Francisco.

MONDAY, May 30.—In San Francisco. Transfer to the Market street ferry, and leave San Francisco by ferry at 8.00 P. M.; leave Oakland Pier in Pullman palace sleeping cars *via* the Southern Pacific Company's Shasta route at 8.30 P. M., and proceed northward *via* Sacramento.

TUESDAY, May 31.—*En route* in 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 1.— Arrive in Portland at 9.30 A. M.; transfer to The Portland, H. C. Bowers, manager.

THURSDAY, June 2.— In Portland. Carriage drive through the finest portions of the city, and also to the park, which affords a grand view of the city, the river, and the mountains.

FRIDAY, June 3.— In Portland. Transfer from the hotel and leave Portland *via* the Northern Pacific Railway at 11.00 A. M.; lunch in the dining car; arrive in Tacoma at 4.40 P. M.; transfer to The Tacoma, G. H. Waterman, manager, where dinner will be served. In the evening transfer to the wharf, and go on board the Pacific Coast Steamship Company's steamer "Queen," for the Alaska voyage.

SATURDAY, June 4.

SUNDAY, June 5.

MONDAY, June 6.

TUESDAY, June 7.

WEDNESDAY, June 8.

THURSDAY, June 9.

FRIDAY, June 10.

SATURDAY, June 11.

SUNDAY, June 12.

MONDAY, June 13.

On the Alaska voyage, visiting Fort Wrangel, Juneau, Douglas Island, the Davidson Glacier on Lynn Canal, the Great Muir Glacier in Glacier Bay, Sitka, etc. The steamer is expected to return not later than Tuesday, June 14.

NOTES.— On the Alaska voyage the steamer uses Pacific standard time for convenience instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached (135 degrees and 52 minutes west from Greenwich), is about one hour slower than Pacific standard.

The steamer will probably remain at Victoria, B. C., and Port Townsend, on either the outward or the return trip, long enough to permit of an inspection of those cities.

TUESDAY, June 14.— Arrive at Tacoma on the return from Alaska, and transfer to The Tacoma, G. H. Waterman, manager.

WEDNESDAY, June 15.— At Tacoma. Excursion to Seattle and return.

THURSDAY, June 16.— At Tacoma. Transfer to the station of the Northern Pacific Railway, and leave Tacoma at 5.00 P. M. in Pullman palace sleeping cars for the journey eastward; meals *en route* in the dining cars of the Northern Pacific Railway Company.

FRIDAY, June 17. — *En route* eastward in Washington, Idaho, and Montana.

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

SATURDAY, June 18. — Arrive at Livingston, Mont., at an early hour, and leave by the Park branch at 8.15 A. M.; arrive at Cinnabar 10.30 A. M.; leave Cinnabar by stage at 10.45 A. M.; arrive at Mammoth Hot Springs Hotel about 12.45 P. M.

SUNDAY, June 19. — At Mammoth Hot Springs.

MONDAY, June 20. — Leave Mammoth Hot Springs, by stage, at 8.00 A. M. for the tour through the park; arrive at Norris Geyser Basin at 12.00 noon; lunch there; leave Norris Geyser Basin at 1.30 P. M., passing near the principal geysers in this basin, and later near the Gibbon Falls; arrive at the Fountain Hotel, in the Lower Geyser Basin, at 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

TUESDAY, June 21. — Leave the Fountain Hotel at 8.00 A. M. for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half Acre"), Turquoise Spring, and Prismatic Lake; arrive at Upper Geyser Basin lunch station at 10.30 A. M.; this is situated near Old Faithful, the Bee Hive, Giantess, Castle, and other great geysers; lunch will be served here, and at 3.00 P. M. the party will return to the Fountain Hotel.

WEDNESDAY, June 22. — Leave the Fountain Hotel at 7.00 A. M., and proceed to Yellowstone Lake *via* the Upper Geyser Basin and West Bay, or "Thumb"; arrive at West Bay at 1.00 P. M.; lunch there; leave West Bay at 3.00 P. M.; arrive at the Yellowstone Lake Hotel at 7.00 P. M.

THURSDAY, June 23. — Leave the Lake Hotel at 8.30 A. M.; visit the Mud Volcano *en route*; arrive at the Yellowstone Cañon Hotel at 11.30 A. M.

FRIDAY, June 24. — Leave the Cañon Hotel at 8.00 A. M.; arrive at Norris Geyser Basin at 10.30 A. M.; lunch there; leave Norris Geyser Basin at 12.00 noon; arrive at Mammoth Hot Springs Hotel at 4.00 P. M.; dinner there; leave the hotel at 6.45 P. M. in coaches; arrive at Cinnabar 8.00 P. M.; leave Cinnabar in sleeping cars at 8.30 P. M. for Livingston.

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

SATURDAY, June 25.— Leave Livingston at 4.05 A. M. for the journey eastward through Montana and North Dakota.

SUNDAY, June 26.— On arrival in Minneapolis, transfer to the West Hotel, John T. West, proprietor.

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

MONDAY, June 27.— In Minneapolis. Carriage drive, visiting the finest residence sections of the city.

TUESDAY, June 28.— Visit St. Paul—going thither *via* the Interurban Electric line—leaving West Hotel at 9.00 A. M. Lunch and dinner at Hotel Ryan. Carriage drive, visiting the chief points of interest, the Capitol, Summit avenue, etc. Transfer by Cook & Son's omnibus line to the station, and leave St. Paul by the Chicago, Milwaukee & St. Paul Railway at 8.10 P. M.

WEDNESDAY, June 29.— Breakfast in the dining car; arrive in Chicago, Union station, corner of Canal and Adams streets, at 9.30 A. M.; transfer to the Central station, and leave Chicago *via* the Michigan Central Railroad at 10.30 A. M. The Philadelphia passengers will leave Chicago at 3.00 P. M. *via* the Michigan Central and Lehigh Valley routes.

THURSDAY, June 30.— From Buffalo eastward *via* the New York Central and Boston & Albany Railroads; arrive in Boston, station on Kneeland street, at 3.00 P. M. The New York passengers will arrive in New York, Grand Central station, Forty-second street, at 3.25 P. M.

The Philadelphia party will be due in Philadelphia, Reading Terminal station, at 7.17 P. M.

NOTES.— Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

As this itinerary is made up in advance of the publication of the summer time-tables of the various railroads, slight changes may be necessary.

A BRIEF OUTLINE OF THE TOUR.

From the East to Chicago.

THE party will leave Boston from the Kneeland street station of the Boston & Albany Railroad at 10.30 A. M. Tuesday, April 19, in vestibuled palace sleeping cars. The route is *via* Worcester, Springfield, Albany, Utica, Syracuse, Rochester and Buffalo, to Chicago, over the superb Boston & Albany, New York Central and Michigan Central lines. Persons who desire can join the party conveniently at the cities named or at other points. The train will reach the Central station, Chicago, at 3.00 P. M. the following day, and the travelers will be transferred to The Auditorium Hotel.

The New York tourists are to depart from the Grand Central station, Forty-second street, *via* the New York Central & Hudson River Railroad, at 1.00 P. M. Tuesday, April 19, and the route from Albany will be the same as that of the Boston passengers.

Passengers from Philadelphia will leave that city from the Reading Terminal station, corner Twelfth and Market streets, Tuesday, April 19, at 9.00 A. M. *via* the Philadelphia & Reading and the Lehigh Valley routes.

From Chicago to Denver.

Leaving Chicago Thursday afternoon, *via* the Chicago, Rock Island & Pacific Railway, the party will continue with a daylight ride through a large part of the great State of Illinois. The Mississippi River is crossed on a splendid bridge between Rock Island, Ill., and Davenport, Ia. Parts of Illinois and Iowa are crossed at night, and Friday morning finds the traveler approaching the Missouri River, with the stir-

ring city of Kansas City looming up on the other side. This place lies upon the boundary line of two States—Missouri and Kansas—with its chief population, public buildings, etc., in the former.

At Kansas City we enter upon the Atchison, Topeka & Santa Fe Railway, whose lines we shall follow until our arrival in Denver. We traverse the great State of Kansas from one end to the other, journeying no less than 486 miles within its borders. Western Kansas and Eastern Colorado are given up largely to cattle-grazing.

The Colorado State line is reached Saturday morning, and the railway traverses an interesting section of the Centennial State, with the Rocky Mountains in plain sight most of the way, the shapely Spanish Peaks, the Culebra Range, the high summits of the Greenhorn, and Pike's Peak, forming the chief landmarks.

Denver.

Arriving in Denver Saturday forenoon, the elegant Brown Palace Hotel will be the headquarters until evening. A carriage drive in the afternoon will bring into view the most attractive sections of this beautiful Western city. In 1860 Denver was a straggling camp, consisting principally of log cabins and tents. The last census places it the twenty-sixth in the list of American cities.

Colorado Springs.

Leaving Denver in the evening, Saturday, we return to Colorado Springs, arriving there early Sunday morning. Our headquarters in this beautiful city will be The Antlers. Monday morning there will be a carriage drive to the Garden of the Gods, near Manitou, and return. The Garden of the Gods is a park-like tract, inclosed by cliffs and hills, and scattered about its surface are fantastically formed rocks carved by the elements in past ages.

The Royal Gorge.

Leaving Colorado Springs about noon, the next stage of our journey will bring the magnificent scenery of the cañon of the Arkansas into view. The most impressive scenery is found in the portion of the cañon known as the Royal Gorge, some ten miles in length. 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 narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrower limits, brawlingly disputes the right of way with the iron steed; and at one place the latter finds a foothold on a hanging bridge.

Over the Rocky Mountains.

Later we cross the Rocky Mountains at Tennessee Pass, and descend the western slope of the range through the Eagle River Cañon, the walls of which are dotted with mining camps and mining paraphernalia, while the scenery is very grand. The last eighteen miles of the distance before reaching Glenwood Springs is through the magnificent scenery of the cañon of the Grand River. Here the mountain walls shoot up in towering columns and gigantic turrets, to a height of 2,000 feet. From Grand Junction, Colo., our route is over the Rio Grande Western Railway. The Green River is crossed some sixty miles north of its junction with the Grand River, and 200 miles west of Glenwood Springs. Passing through Castle Cañon, the road ascends the east slope of the Wahsatch Range by the side of the South Fork of the Price River, and descends the western side from Soldier Summit, following the course of Clear Creek and Spanish Fork to Provo. Salt Lake City is forty-five miles beyond Provo, and our train will be due there the evening of Tuesday, when there will be a transfer to the elegant Hotel Knutsford.

Salt Lake City.

Salt Lake City is beautifully situated. It covers a wide expanse, and has a mixed population of Mormons and Gentiles. Among the edifices demanding attention are the Tabernacle and the 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 Temple, near by, which was begun April 6, 1853, and dedicated just forty years later, cost \$4,000,000.

Visitors are admitted to the Tabernacle, but not to the Temple. Among the other Mormon edifices are the "Lion," "Bee Hive," and "Gardo" houses, built as residences by Brigham Young, the tithing offices, and the gigantic warehouse of "Zion's Co-operative Mercantile Institution," known in short as the "Co-op. Store." There will be a carriage drive through the most interesting sections of the city.

From Salt Lake City Westward.

Leaving Salt Lake City Wednesday afternoon, we proceed thirty-six miles north by the Rio Grande Western Railway to Ogden, where we enter upon the Southern Pacific Company's line for the farther journey to the Pacific Coast. The scenery along the shores of Great Salt Lake is very interesting. This remarkable inland sea covers about 3,000 square miles. 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. Near Tecoma the Nevada State line is crossed. The scenery is generally characterized by bold and rugged mountains, capped with snow, and wide stretches of desert plain. Many fruitful sections, however, are passed through. Indians, generally Shoshones, or Piutes, are frequently seen about the stations.

Across the Sierra Nevada.

We enter the State of California about fifteen miles west of Reno, and cross the magnificent range of the Sierra Nevada. 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 thirty-three miles of the Central Pacific Railway. At Emigrant Gap, Giant Gap, Blue Cañon, and Shady Run, the scenery is magnificent. Another very picturesque view is from Cape Horn, where the road rounds a mountain promontory on a little shelf 2,000 feet above the bed of the American River.

There are many traces of the old placer mining, and of the more recent hydraulic process, which washes away even the hills themselves.

We shall be due in Sacramento Thursday night, and continue our journey thence to Southern California by way of Lathrop.

The Tehachapi Loop.

One of the most remarkable triumphs of railway engineering ever achieved in any part of the world is found just north of Tehachapi Summit. A group of mountain peaks and crags belonging to the terminating southwestern spur of the Sierra Nevada here disputed the advance of the iron steed; but by a series of complex and bewildering curves, and finally, by actually crossing its own line at the famous "Loop," a pathway was made. We shall pass the Loop Friday morning. Beyond the Tehachapi Mountains we cross the western section of the Mojave Desert. At Saugus we leave the main line of the Southern Pacific Company, and proceed to Santa Barbara over a branch road. Fifteen miles from Saugus is the Camulos Ranch, the home of Helen Hunt Jackson's heroine, Ramona. Arriving in Santa Barbara, our headquarters will be at The Arlington until Monday morning.

Santa Barbara.

Santa Barbara is situated under the shelter of the Santa Ynez Mountains, and in front is a magnificent ocean beach. The best preserved of the old mission churches (established Dec. 4, 1786) stands upon the mountain slope just above the town. With the advent of the iron horse the picturesque old city has taken a new lease of life; and its enterprising citizens, by well-directed public improvements, have added greatly to its attractiveness. State street, the main thoroughfare, has been converted into one of the finest driveways in America. On Saturday there will be a drive which will include the principal attractions of this charming resort.

Santa Monica.

Leaving Santa Barbara Monday morning, we shall proceed by way of Saugus and Los Angeles to Santa Monica. This charming seaside resort is seventeen miles from Los Angeles. The Hotel Arcadia, of which F. W. Richardson is manager, faces the ocean. There are delightful drives leading to numerous cañons in the neighborhood, and a steam yacht makes frequent trips around the bay. The climate is so mild that surf-bathing is indulged in through the entire year.

Avalon, Santa Catalina Island.

From Santa Monica we go to the Hotel Metropole, at Avalon, Santa Catalina Island. About an hour's ride from Los Angeles over the Southern Pacific Company's line brings us to San Pedro, where the steamer of the Wilmington Transportation Company is taken for the short voyage to the delightful haven of Avalon, the port of Santa Catalina Island. The sojourn at Hotel Metropole will prove a most novel and delightful experience. Avalon lies on the southeast side of the island, in the lee of the ocean mountain range, and with its crescent-shaped beach, its cottages,

shops, hotels, its lines of boats and yachts, with the mountains rising all around, presents one of the most attractive scenes.

Pasadena.

Leaving Avalon Wednesday afternoon, we shall proceed to Pasadena, where until Friday forenoon the party will sojourn at Hotel Green or La Pintoresca. Pasadena is one of the loveliest towns on the Pacific Coast, and is situated in the northwest corner of the San Gabriel valley at the base of the Sierra Madre Mountains. During our stay in Pasadena there will be a carriage drive through the most interesting portions of the city.

Riverside.

Leaving Pasadena Friday morning, May 6, we proceed by way of San Bernardino to Riverside, where we shall sojourn until the following morning at the Glenwood Tavern. Riverside is older than most of the valley towns, and is a paradise of orange orchards, vineyards and gardens. Magnolia avenue is a magnificent double driveway, divided by a row of pepper trees, and lined for many miles with handsome villas and beautiful gardens. Some of the finest orange orchards in California are in or near Riverside.

San Diego and the Hotel del Coronado.

On leaving Riverside we proceed southward over the picturesque Southern California line to San Diego. For a considerable distance we are upon the shore of the ocean, along which are some charming views. 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. On arrival at San Diego there will be an omnibus transfer to the famous Hotel del Coronado, Coronado Beach, crossing the bay by ferry.

The city of San Diego, with the finest harbor south of San Francisco Bay, is the oldest of the California mission towns, but, like Los Angeles and other Southern California places, its present importance is wholly of recent growth. The development of this region followed the building of the Southern California Railway.

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. The most important embellishment of all is the Hotel del Coronado, an immense establishment which was thrown open to the public Feb. 15, 1888. It is an "all the year round" resort, and is under the management of Mr. A. W. Bailey.

Los Angeles.

Leaving San Diego Monday afternoon, the party will proceed to Los Angeles, and the headquarters will be at The Westminster or the Hotel Van Nuys. Los Angeles was founded in 1781, but 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 has increased in population to nearly 100,000. The public buildings are spacious and elegant, and the business blocks in many instances imposing. Among the handsome edifices recently built are the Court House, the Young Men's Christian Association Building, the Burbank Theatre, the City Hall, a government building, the Southern Pacific Company's Arcade station, and the Santa Fe system's La Grande station. There are substantial evidences of wealth and prosperity on every hand.

Parties to visit the Yosemite Valley will be made up during the stay in Los Angeles and will leave that city on different days. Those who proceed directly through to San Francisco will go May 17. 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 pages 81-84.

San Francisco and the Palace Hotel.

Leaving Los Angeles Tuesday about noon, we proceed to San Francisco, and for the greater part of the way over the same line of travel taken in our southward journey from Sacramento. San Francisco will be reached the following morning, and the party will be transferred to the Palace Hotel.

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. 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, the number of inhabitants in 1890 being 298,997. Oakland, situated just across the bay, is a city of 48,682 inhabitants. The Palace Hotel is a vast establishment, and in reality one of the wonders of the Pacific Coast. Not only is it one of the largest hotels in the world, but at the same time one of the richest and most elegant. In one edifice it covers the block bounded by New Montgomery, Market, Annie, and Jessie streets, occupying an area of 96,250 feet; and the distance around its outer wall is exactly one quarter of a mile. In addition, the Grand Hotel, on the opposite corner of Market and New Montgomery streets, has been absorbed in this colossal hostelry. The hotel is under the direction of John C. Kirkpatrick, managing director, and George B. Warren, assistant manager.

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.

Golden Gate Park, a beautiful tract of 1,013 acres, reclaimed from the sand dunes, is about three and a half miles from the centre of the city, and may be reached by several of the cable-car lines. The Beach, Cliff House, and Seal Rocks are about the same distance beyond the entrance to the park, and may also be reached by street-car lines.

One of the greatest curiosities 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 cellars are occupied as shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. In all the stores and other portions of the Chinese quarter Eastern visitors are received with the greatest courtesy.

Monterey and the Hotel del Monte.

Several delightful resorts on the coast and inland, from 50 to 125 miles south of the Golden Gate, are to be visited in a side trip from San Francisco. We first go to Monterey, 125 miles distant. This is one of the most interesting of the old Spanish towns on the Pacific Coast. It was California's first capital, but it was not until 1880 that it 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, footpaths, lawns, and beds of flowers. A plat of 126 acres was set aside and inclosed as the hotel grounds, while 7,000 acres more were purchased for other purposes. 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. The verandas are very spacious, and the profusion of flowers about the house makes it especially attractive. The hotel is under the personal supervision and management of Georg Schönewald.

Santa Cruz.

Leaving the Hotel del Monte Wednesday morning, the party will proceed to Santa Cruz, *via* Pajaro. There will be a carriage drive, visiting the beautiful beach and the cliffs. In places the cliffs are very abrupt, and the sea has carved them into grottoes, natural bridges, and curiously-formed towers. Lunch will be provided at the Sea Beach Hotel, and at 1.45 P. M. the party will proceed to San Jose on the narrow-gauge division of the Southern Pacific Company's line, halting to see the "Big Trees," a group of giant redwoods, some six miles from Santa Cruz. These trees are the *Sequoia sempervirens* of the botanist, and the largest one is said to be 366 feet high and 20 feet in diameter. On our arrival in San Jose, we shall transfer to the Hotel Vendome.

San Jose and the Hotel Vendome.

One of the handsomest and most enterprising cities of California is San Jose, which is about fifty miles south of San Francisco in the beautiful Santa Clara Valley of the North. 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 elegant Hotel Vendome occupies a square of twelve acres in the prettiest part of the city, and is under the management of George P. Snell.

Mount Hamilton and the Lick Observatory.

The party will make an excursion by stage from San Jose to the summit of Mount Hamilton, the site of the Lick Observatory. The elevation of the observatory is

4,209 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. It is a remarkable piece of engineering, and the drive is a constant source of delight.

The observatory was founded by Mr. James Lick, and is one of the most complete in the world. It contains, with other treasures of science, one of the world's greatest telescopes. The observatory is under the direction of Professor Edward S. Holden.

San Rafael.

Leaving San Jose Friday afternoon the party will proceed northward by way of Niles and Oakland to San Rafael. This charming place is fifteen miles from San Francisco—six miles northward across the beautiful bay, and the remainder of the distance over the San Francisco & North Pacific Railway line. It has long been a favorite abiding-place of wealthy San Francisco business men, who have dotted its fair expanse with gardens, vineyards, and beautiful villas. The Hotel Rafael occupies a commanding position in the outskirts of the village, and is conducted by R. H. Warfield. This hotel will be our headquarters until Saturday afternoon, when there will be a return to the Palace Hotel in San Francisco.

From San Francisco to Portland.

The journey from California to Oregon will be made over the Southern Pacific Company's Mount Shasta line. 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 Monday evening, May 30, by the Oakland ferry, the party will proceed to Oakland Pier, where a train of Pullman palace cars will be in waiting.

The following morning finds us in the picturesque valley of the upper Sacramento, and approaching noble Mount Shasta. Its slopes are covered with glistening snow far down from its shapely summit; and as it stands out almost solitary and alone, its height and massiveness are all the more impressive. The railway strikes across to the Siskiyou range, first descending to and crossing the Klamath River. 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 into the charming valley of the Rogue River, a region of rich farms. Further north is the valley of the Umpqua River, and thence we cross to the valley of the Willamette, which we descend for nearly 200 miles to Portland.

Portland.

Arriving in Portland Wednesday morning, there will be an omnibus transfer to the magnificent hotel, The Portland. This establishment is one of the finest hotels on the Pacific Coast. It occupies a whole square in one of the pleasantest sections of the city, and H. C. Bowers is the manager.

Portland has progressed rapidly within the past few years. The business thoroughfares are lined with fine edifices, and many of the residences on the upper streets are very tasteful as well as elegant and costly. From the slopes back of the city the views are magnificent. Mount Hood is the dominant feature in the landscape, while Mount St. Helens and other mountains are also in sight. There will be a carriage drive through the finest portions of the city, and to the heights above.

From Portland to Tacoma.

The journey from Portland to Tacoma, a distance of 144 miles, will be made over the Northern Pacific Railway, Friday, June 3. Lunch will be served *en route* in the

palace dining car of this line, and on arrival at Tacoma the party will transfer to The Tacoma, where dinner will be served. Our inspection of Tacoma and Seattle will be deferred until our return from Alaska.

The Alaska Voyage.

There will be a transfer Friday evening from the hotel to the wharf, where we shall go on board the Alaska steamer, the "Queen," which is to be our home during the coming ten days. This vessel is the finest of the Pacific Coast Steamship Company's fleet. 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; and the fact that she is to visit all the attractive points upon the Alaska route, will make the trip enjoyable in the fullest degree.

Puget Sound.

The first part of the 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 of the sound are in many places abrupt, and high mountains seem to environ this beautiful body of water. At the head of the broad peninsula west of the sound, extending towards the Strait of Juan de Fuca, is the Olympic range of mountains, from 6,000 to upwards of 8,000 feet in height. The "Queen" touches at Port Townsend and Victoria both going and returning, and there will probably be a stay of several hours at the latter place. 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.

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. The view from the steamer's deck is superb. Mount Baker, the noble Olympic range, and hundreds of other peaks 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, 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.

We continue through the Strait of Georgia, which narrows when Lasqueti and Texada islands are reached. 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 fjords 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. The whole region is uninhabited except by a few scattered Indian tribes, and no signs of human life are discernible except around a few saw-mills, salmon canneries, and two or three native villages.

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. The conical peak seen on Vancouver Island, and long visible, is Mount Holdsworth. 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. The vessel soon passes from Queen Charlotte's Sound under the lee of Calvert Island, and enters the landlocked channel of Fitzhugh Sound. As we approach the northern extremity of the sound, 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. 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. Through Lama Passage we enter Seaforth Channel, with its multitude of picturesque islands.

A prominent object seen on the approach to Milbank Sound is Helmet Peak, on Lake Island; and another farther north is Stripe Mountain, on Dowager Island. The latter is marked by a great land-slip down its southwest face. Leaving Jorkins' Point, the southern extremity of Princess Royal Island, to our left, we continue northward through Finlayson Channel. The bold shores of this picturesque water way are densely wooded, while waterfalls of great height 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 is entered from Wright Sound, is for fully fifty miles as straight as an arrow, and presents 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. Then come Arthur Passage and Malacca Passage, through which we enter the broad waters of Chatham Sound. We pass 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, on the right. Continuing northward through Chatham Sound, there are many fine views of distant mountain ranges.

Alaska.

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

That the area of Alaska is vast, is a well-known fact; but few persons 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. England, Ireland, Scotland, and Wales, together with Prussia, Spain, and Italy, might all be placed within its borders, with an area to spare, for Alaska covers no less than 580,107 square miles. 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 the highest mountains on the North American Continent, save Orizaba, in Mexico. Its great river, the Yukon, computed to be not less than 3,000 miles long, is navigable for 2,000 miles.

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 being under the influence of the Kurisiwo, or Black Current of Japan, possesses in reality a 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 1890 at something over 23,000 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, 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 Innuits, the Aleuts, the Tinnehs, the Thlinkets and the Haidas. Those mostly seen by the tourists are Thlinkets, but at Wrangel there are likely to be some Haidas. The white population of the Territory in 1890 was only 4,303—3,860 males and 443 females.

The United States paid Russia the sum of \$7,200,000 for the country in 1868. The seal catch alone 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. Some forty salmon canneries are in operation during the season, giving employment to 2,000 white laborers, 2,500 Chinese, mostly skilled workmen, and 1,500 natives, most of them fishermen. For the production of gold, many mining districts have been organized. There are sixteen mills for crushing ore in the Territory, with 550 stamps, and placer mining continues active. 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. One of the first points of land seen jutting into American waters is Cape Fox, so named by Vancouver. From Dixon Entrance we course northward through Clarence Strait, which is over 100 miles long and nowhere less than four miles in width. Throughout the whole of Clarence Strait we have the great Prince of Wales Island on the West. At Port Chester, on Annette Island, Mr. Duncan has founded the new Metlakahla, and is rapidly building up a substantial town.

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. The place is interesting to the stranger as possessing the best display of totem poles he is likely to see. 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 inter-marriages becomes a sort of family crest. It was also customary to ornament the top of the totem pole 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. Silver bracelets and bangles, carved horn spoons (now becoming rare), Chilkah blankets, and black stone carvings 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.

The Alaskans have many strange customs, one of which is for the young women to besmear their faces with a hideous black paint. 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 the 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, and from one of the elevations rises a remarkable monolith called the Devil's Thumb. In one place a huge glacier pours its frozen flood nearly down to the sea. 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, and Taku Inlet, a great fjord entering from the east, where there are glaciers running down to the water's edge. The captain is accustomed to enter Taku Inlet, and to obtain a supply of ice for the ship at first hand. The glacier at the head of the inlet is magnificent, with a perpendicular wall of ice upwards of 100 feet high. 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, 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 footpath, is an Auk village. A few miles back of Juneau lies the Silver Bow mining basin; and on the opposite side of the narrow channel is the famous Treadwell gold mine. The surroundings of Juneau are very picturesque. At the Treadwell Mine, on Douglas Island, is a crushing mill of 240 stamps, one of the largest 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.

From Juneau, our steamer returns to St. Stephen's Passage before proceeding northward. We soon reach Lynn Canal, a remarkable fjord that extends sixty miles directly north into the mountains, there terminating in two forks, named respectively the Chilkah and Chilkoot inlets. High mountains line the shores, and no less than nineteen 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. 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.

The Great Muir Glacier, in Glacier Bay.

We now turn our attention to the crowning glory of this veritable wonderland—the great Muir Glacier. This is reached by retracing the 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. Willoughby Island,

near the middle of the bay, is a bare¹ 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. 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. There are mountains each side of the glacier. High up on the bare walls are seen the scored and polished surfaces produced by glacial action, indicating that once the ice stream was thousands of feet thick. 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. Sitka is on the western shore of Baranoff Island, 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.

It was founded in 1804 by Baron Baranoff, the first Russian Governor of Russian America. There are many reminders of Russian occupation, the chief of which is the Greek Church. Several other large structures, built during Russian occupancy,

remain, and serve for barracks, court rooms, etc. The principal street of the town 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.

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 to 1,000 Sitkans live in the peculiar kind of frame houses common to other parts of Southern Alaska. 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. 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. We have yet nearly 1,000 miles of water passage to accomplish before again reaching Puget Sound. The 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, 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.

Victoria, B. C.

Returning once more to Puget Sound the steamer touches again at Victoria, the capital of British Columbia. Victoria is a beautiful city of about 22,000 inhabitants, charmingly situated at the southeastern extremity of Vancouver Island. The commercial importance of British Columbia is gaining and centres largely at Victoria,

the export trade of the port amounting to some \$6,000,000 annually. The Alaska steamers lie at the outer wharf, from which a street-car line leads to the centre of the city.

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 until recently the port of entry for the whole Puget Sound district. From Port Townsend the steamer proceeds to Seattle and Tacoma, where it is expected that the party will arrive not later than Tuesday, June 14.

Tacoma.

The beautiful city of Tacoma, situated at the head of Commencement Bay, had scarcely an existence a score of years ago. In 1880 the number of inhabitants was 1,098. In 1890 it was 36,006. 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 Rainier. During the visit to Tacoma the party will make its headquarters at The Tacoma.

Seattle.

Seattle is a remarkable city that has been built up on the east shore of the sound. With a population of 42,837 in 1890 against 3,533 in 1880, the city is already one of the leading Pacific Coast points, and its many interests are constantly increasing in importance. Seattle is charmingly situated between the waters of Elliot Bay and Lake Washington, a body of fresh water thirty miles in length. The leading hotel is The Rainier-Grand.

Eastward over the Northern Pacific Railway.

The homeward journey is to be made over the Northern Pacific Railway. Nineteen miles east of Spokane, the boundary line between Washington and the new State of 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. Near Clark's Fork station, we pass out of Idaho and into the State of Montana, which is very nearly as large as the great States of New York, Pennsylvania and Illinois combined. There are in Montana nearly 40,000,000 acres of grazing lands, and 16,000,000 which are suitable for farming, in addition to its vast wealth in mines. Missoula, the county seat of Missoula County, is beautifully situated at the western gateway of the Rocky Mountains. It was formerly an isolated and remote frontier post, but the railroad has made it a stirring town.

The Rocky Mountains are crossed just west of Helena, and at Livingston we leave the main line for a tour through the Yellowstone National Park.

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 65 miles in length from north to south, and about 55 miles in width from east to west, lying chiefly in Northwestern Wyoming, and overlapping, 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. 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.

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 Mr. Arnold Hague, with a corps of scientific assistants, was engaged 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 efficient superintendent is Colonel S. B. M. Young, 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 first visit the Mammoth Hot Springs, before setting out for the stage journey through the further marvels of this most fascinating and wonderful region.

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. 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. The principal objects of interest are the Liberty Cap and Thumb; 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. 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. We halt at the Norris Geyser Basin Hotel for lunch. The principal attractions in the Norris Geyser Basin are numerous springs and a few veritable geysers, the chief one being the Monarch. The Hurricane is a fierce, roaring spring, and the Growler is the significant name of another vigorous steam and water vent. These are brought under inspection soon after leaving the Norris lunch station, and we proceed twenty miles farther, past the beautiful Gibbon River Falls to the Fountain Hotel.

The Lower Geyser Basin.

The chief points of interest visited by tourists in the Lower Geyser Basin 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 in diameter, there are mud springs, in which the material cast forth has the appearance of paint of different shades.

The Excelsior Geyser and Prismatic Lake.

On Tuesday we drive to the Upper Geyser Basin, passing through the chief wonders of the Midway Geyser Basin. These are Turquoise Spring, the Prismatic

Lake, and the crater of the Excelsior Geyser. A very expressive title given to this last-named object is Hell's Half Acre. 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. 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. The Grotto, Giant, Oblong and Castle are near the road. The Bee Hive, with its handsome cone, is upon the opposite side of the river from the hotel. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. Old Faithful makes a magnificent display, and is one of the handsomest geysers in the park.

From the Lower Geyser Basin to Yellowstone Lake.

Wednesday morning we proceed *via* the Upper Geyser Basin to Yellowstone Lake. The road twice crosses the Continental Divide, affording fine views of Shoshone

Lake and a portion of the park not otherwise seen. Lunch will be served at "West Bay," or "The Thumb," as it is often called.

Yellowstone Lake.

This magnificent sheet of water 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. The hotel, a new and commodious building, is built upon a bluff at the entrance of a little bay near the outlet. The view from this point is charming.

The Falls and Cañon of the Yellowstone.

Leaving the Lake Hotel Thursday morning, we shall proceed to the Cañon Hotel, passing on the way a wonderful object known as the Mud Volcano. It is a pit about twenty feet in depth, and from a spacious opening on one side at the bottom boiling mud surges forth with great vehemence. The hotel will be reached about noon. 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. 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 abyss of the Yellowstone Cañon, the sheer descent being 308 feet. The best views 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 is considered by many the greatest of the park marvels. 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.

Leaving the Cañon Hotel Friday morning, we pass the beautiful Virginia Cascade, one of the prettiest sights in the park. From the Norris Geyser Basin, where we halt for lunch, we proceed to the Mammoth Hot Springs Hotel.

From the Yellowstone Park Eastward.

Departing from the hotel after dinner the same afternoon, Friday, June 24, by stage, the party will proceed to Cinnabar, whence the route takes us back to Livingston, on the Park branch, and then eastward on the main line of the Northern Pacific Railway. For some 350 miles we follow the banks of the Yellowstone. Custer, Forsyth, and Miles City are places named in honor of military heroes.

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 State of North Dakota. Mandan, Bismarck, Jamestown, and Fargo are the chief cities passed through. We enter the State of Minnesota at Moorehead, and among the principal towns passed are Lake Park, Detroit, Wadena, Little Falls, and Anoka.

Minneapolis and St. Paul.

The stay in these two prosperous and beautiful cities will be long enough to accomplish much in the way of sight-seeing, carriage drives being arranged for both

cities. Our headquarters in Minneapolis will be at the West Hotel, and in St. Paul at Hotel Ryan.

From St. Paul Eastward.

Leaving St. Paul Tuesday evening, we resume the homeward journey *via* the Chicago, Milwaukee & St. Paul Railway to Chicago, arriving in that city Wednesday, at 9.30 A. M.; thence over the Michigan Central, the New York Central, and the Boston & Albany lines, and the party will be due in Boston Thursday, June 30, at 3.00 P. M.

The New York passengers will be due at the Grand Central station, Forty-second street, Thursday, June 30, at 3.25 P. M.

The Philadelphia passengers will be due at the Reading Terminal station, Twelfth and Market streets, Thursday, June 30, at 7.17 P. M.



A DELIGHTFUL TOUR . . .

ACROSS THE CONTINENT

AND THROUGH THE

PACIFIC NORTHWEST,

WITH VISITS TO

Colorado, Utah, California, Oregon, Washington, Puget Sound,
British Columbia, Montana, and the

YELLOWSTONE NATIONAL PARK.

The Party to Leave Boston, New York and Philadelphia Tuesday, April 19,
and to Return Wednesday, June 22, 1898.

PRICE OF TICKETS (all Traveling and Hotel Expenses Included), \$560.

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

31 East Fourteenth Street, Lincoln Building, Union Square (West), New York.

1005 Chestnut Street, Mutual Life Insurance Building, Philadelphia.

95 Adams Street, Marquette Building, Chicago, Ill.



FIFTEENTH ANNUAL SPRING TOUR

— TO —

CALIFORNIA, THE PACIFIC NORTHWEST,

. . . AND THE . . .

YELLOWSTONE NATIONAL PARK.

April 19 to June 22, 1898.

OUR annual spring tour across the continent and through the wonderfully picturesque regions of the Pacific Northwest, which has been exceedingly popular during the past fourteen 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 Kansas, Colorado and Utah 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, its prominent cities, and 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 Railway from Portland and Tacoma to St. Paul, and a week will be devoted to the matchless wonders of the Yellowstone National Park.

The tour will thus be made to include Chicago, Denver, Colorado Springs, the Royal Gorge, the Cañon of the Grand River, Salt Lake City, Santa Barbara, Santa Monica, Avalon, Pasadena, Riverside, San Diego and Coronado Beach, Los Angeles (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, the Mount Shasta region, Portland, Tacoma, Seattle, Port Townsend, Victoria, B. C., all the places of interest within the Yellowstone National Park, Minneapolis and St. Paul—a truly grand list of places to be visited, indicating a far-reaching round of travel.

As the route of this excursion has already been described in the foregoing pages in connection with the Alaskan tour, we would refer the reader to pages 22-34 and 45-52, for a detailed account of the regions to be traversed, the characteristics of the cities that will be visited, and the principal objects of interest to sight-seers.

The two parties have the same itineraries from the time of starting in the East until their arrival in Portland after the tour throughout California. The return journey from Tacoma, with the Yellowstone National Park trip, will also be duplicated. The sketch of the former tour 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 tour, as outlined in the following itinerary, will be FIVE HUNDRED AND SIXTY DOLLARS. This sum covers first-class travel over all railway and steamer routes going and returning, with a double berth (half a section) in palace

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 (sixty-five days), with sojourns at Chicago, Denver, Colorado Springs, Salt Lake City, Santa Barbara, Santa Monica, Avalon, Pasadena, Riverside, Coronado Beach, Los Angeles, San Francisco, Monterey, Santa Cruz, San Jose, San Rafael, Portland, Seattle, Victoria, B. C., Tacoma, the Yellowstone National Park (at Mammoth Hot Springs, Lower Geyser Basin, Yellowstone Lake and Yellowstone Cañon), Minneapolis and St. Paul; meals in dining cars, at hotels, dining stations, or on steamers; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (Chicago, Denver, Salt Lake City, Santa Barbara, Riverside, Coronado Beach, Los Angeles, San Francisco, Monterey, Santa Cruz, San Jose, San Rafael, Portland, Seattle, Victoria, Tacoma, Minneapolis, and St. Paul); special carriage drives in Denver, Colorado Springs, Salt Lake City, Santa Barbara, Pasadena, Santa Cruz, Portland, Victoria, B. C., Minneapolis and St. Paul; transfer of checked baggage (150 pounds being allowed for each full ticket, all over that amount being liable to excess charges at regular rates); and the services of conductors,—in short, EVERY NEEDED EXPENSE of the entire round trip from Boston, New York or Philadelphia back to the starting point.

The price of the entire round trip from Chicago back to Chicago is \$510.

Price of transportation tickets for the Yosemite Valley trip, THIRTY-FOUR DOLLARS.


Extra Sleeping-Car Accommodations.

The cost of an extra double berth (giving an entire section to one person) for the journey between the East and Santa Barbara, in accordance with the itinerary, is \$23.50. Drawing room with toilet annex, for one occupant, \$64.50; for two occupants, \$41.00—\$20.50 each; for three occupants, entire extra charge, \$17.50.

The charges for extra sleeping-car accommodations between Los Angeles and San Francisco are as follows: Extra double berth, \$2.50. Drawing room with toilet annex for one occupant, \$6.50; for two occupants, \$4.00—\$2.00 each; for three occupants, entire extra charge, \$1.50.

For an extra double berth from San Francisco to Boston, New York or Philadelphia, \$26.00. Drawing room with toilet annex, for one occupant, \$71.00; for two occupants, \$45.00—\$22.50 each; for three occupants, entire extra charge, \$19.00.

An itinerary of the trip is given on the following pages. As the party will be limited in numbers, an early registration is desirable. Tickets must be taken on or before Thursday, April 14—five days previous to the time of departure.

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

RAYMOND & WHITCOMB,

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ITINERARY.

TUESDAY, April 19.— Leave Boston from the Kneeland street station of the Boston & Albany Railroad at 10.30 A. M., in special vestibuled palace sleeping cars. Members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the 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 owners. Leave Albany at 4.30 P. M. *via* the New York Central & Hudson River Railroad, and Buffalo *via* the Michigan Central Railroad at 11.45 P. M., Central time. Lunch and dinner in the dining car.

The New York passengers will depart from the Grand Central station, Forty-second street, at 1.00 P. M. *via* the New York Central route, in Wagner vestibuled sleeping cars. Baggage should be checked to Chicago. Supper in the dining car.

The Philadelphia passengers will depart from the Reading Terminal station at 9.00 A. M. Baggage should be checked to Chicago. From Bethlehem Junction westward to Buffalo over the Lehigh Valley line.

NOTE.— Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower. -

WEDNESDAY, April 20.— On the Michigan Central Railroad *en route* westward; breakfast and lunch in the dining car; arrive in Chicago (Central station) at 3.00 P. M.; omnibus transfer to The Auditorium.

THURSDAY, April 21.— In Chicago. Leave Chicago *via* the Chicago, Rock Island & Pacific Railway in Pullman vestibuled palace sleeping cars at 4.15 P. M.; dinner in the dining car.

FRIDAY, April 22.— Arrive at Kansas City, Mo., at 9.30 A. M.; leave Kansas City at 9.55 A. M., *via* the Atchison, Topeka & Santa Fe Railway; meals in the dining car.

SATURDAY, April 23.— Arrive in Denver at 11.15 A. M.: lunch and dinner will be served at the Brown Palace Hotel; carriage drive in the afternoon through the finest sections of the city. Leave Denver in the evening for Colorado Springs.

SUNDAY, April 24. — Arrive at Colorado Springs at an early hour; at 7.00 A. M. transfer to The Antlers.

MONDAY, April 25. — Carriage drive in the morning to the Garden of the Gods and return; leave Colorado Springs about noon *via* the Denver & Rio Grande Railroad, passing through the Royal Gorge by daylight. The special cars will be side tracked at Salida or Leadville in order to secure the daylight views through the cañon of the Grand River, etc., the next day.

TUESDAY, April 26. — *En route* over the grand scenic line of the Denver & Rio Grande Railroad and the Rio Grande Western Railway; arrive in Salt Lake City about 9.00 P. M.; transfer to Hotel Knutsford.

WEDNESDAY, April 27. — In Salt Lake City. Carriage drive in the morning, visiting the finest portions of the city; leave Salt Lake City about 12.25 P. M., and leave Ogden at 1.10 P. M. (Pacific time); lunch and dinner *en route*.

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

THURSDAY, April 28. — *En route* across the State of Nevada, and over the Sierra Nevada by daylight; passing Emigrant Gap, Blue Cañon, Shady Run, Cape Horn, etc.; arrive at Sacramento at 4.50 P. M.; leave Sacramento at 5.30 P. M.

FRIDAY, April 29. — *En route* over the Southern Pacific Company's line. Arrive at Santa Barbara 3.30 P. M.; transfer to The Arlington.

SATURDAY, April 30. — In Santa Barbara. Carriage drive to the chief points of interest.

SUNDAY, May 1. — In Santa Barbara.

MONDAY, May 2. — Leave Santa Barbara at 7.35 A. M.; arrive in Santa Monica at 2.10 P. M.; to Hotel Arcadia, F. W. Richardson, manager.

TUESDAY, May 3. — Leave Santa Monica at 7.40 A. M.; arrive at San Pedro at 9.50 A. M.; thence by the steamer of the Wilmington Transportation Company, arriving at Avalon, Santa Catalina Island, at 12.30 P. M.; to the Hotel Metropole.

WEDNESDAY, May 4. — Leave Avalon by steamer at 1.00 P. M.; from San Pedro by the Southern Pacific Company's line, arriving in Pasadena about 5.00 P. M.; to the Hotel Green or La Pintesca.

THURSDAY, May 5.— At Pasadena. Carriage drive through the finest sections of the city.

FRIDAY, May 6.— Leave Pasadena at 10.10 A. M.; arrive in Riverside 12.25 P. M.; transfer to the Glenwood Tavern.

SATURDAY, May 7.— Transfer to the station, and leave Riverside at 8.41 A. M.; arrive in San Diego at 1.25 P. M.; transfer to Hotel del Coronado, Coronado Beach.

SUNDAY, May 8.— At the Hotel del Coronado.

MONDAY, May 9.— At the Hotel del Coronado. Leave San Diego at 1.45 P. M. by the coast line; arrive in Los Angeles at 6.00 P. M.; transfer to The Westminster, or Hotel Van Nuys.

TUESDAY, May 10.— In Los Angeles.

WEDNESDAY, May 11.— In Los Angeles.

THURSDAY, May 12.— In Los Angeles.

FRIDAY, May 13.— In Los Angeles.

SATURDAY, May 14.— In Los Angeles.

SUNDAY, May 15.— In Los Angeles.

MONDAY, May 16.— In Los Angeles.

TUESDAY, May 17.— In Los Angeles. Transfer from the hotel to the Southern Pacific station, and leave Los Angeles at 11.45 A. M. in Pullman palace sleeping cars; supper at Mojave.

NOTE.— Parties for the Yosemite Valley will be made up during the stay at Los Angeles, to leave on different days. See pages 81-84.

WEDNESDAY, May 18.— Arrive at Oakland Pier at 7.10 A. M., and in San Francisco by ferry at 7.45 A. M.; transfer to The Palace Hotel.

THURSDAY, May 19.— In San Francisco.

FRIDAY, May 20.— In San Francisco.

SATURDAY, May 21.— In San Francisco.

SUNDAY, May 22.— In San Francisco.

MONDAY, May 23.— Leave San Francisco at 9.00 A. M. from the Third and Townsend street station; arrive at Del Monte station at 1.39 P. M.; to the Hotel del Monte.

TUESDAY, May 24. — At the Hotel del Monte.

WEDNESDAY, May 25. — Leave Del Monte station at 7.00 A. M.; arrive at Santa Cruz at 8.40 A. M.; carriage drive, visiting the beach, cliffs, etc.; lunch at the Sea Beach Hotel; leave Santa Cruz at 1.45 P. M.; halt at Big Tree station; arrive in San Jose at 3.44 P. M.; transfer to the Hotel Vendome.

THURSDAY, May 26. — Excursion by stage to the Lick Observatory on the summit of Mount Hamilton; luncheon at Smith's Creek.

FRIDAY, May 27. — Leave San Jose at 1.15 P. M. (*via* Niles); arrive at San Rafael about 6.00 P. M.; transfer to Hotel Rafael.

SATURDAY, May 28. — In San Rafael. Leave San Rafael at 5.10 P. M.; arrive in San Francisco at 6.22 P. M.; transfer to the Palace Hotel.

SUNDAY, May 29. — In San Francisco.

MONDAY, May 30. — In San Francisco. Transfer to the Market street ferry, and leave San Francisco by ferry at 8.00 P. M.; leave Oakland Pier in Pullman palace sleeping cars *via* the Southern Pacific Company's Shasta route at 8.30 P. M., and proceed northward *via* Sacramento.

TUESDAY, May 31. — *En route* in 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 1. — Arrive in Portland at 9.30 A. M.; transfer to The Portland, H. C. Bowers, manager.

THURSDAY, June 2. — In Portland. Carriage drive through the finest portions of the city, and also to the park, which affords a grand view of the city, the river, and the mountains.

FRIDAY, June 3. — Transfer from The Portland, and leave Portland *via* the Northern Pacific Railway, at 11.00 A. M.; lunch in the dining car; arrive in Tacoma at 4.40 P. M.; transfer to The Tacoma, where dinner will be served; in the evening transfer from the hotel to the wharf, and leave Tacoma at 8.00 o'clock on the steamer of the Puget Sound & Alaska division of the Northern Pacific Railway; stateroom berths furnished.

SATURDAY, June 4.— Arrive at Victoria, B. C., at an early hour; at 7.00 A. M. transfer to The Driard, Redon & Hartnegel, proprietors. Carriage drive, 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 5.— In Victoria.

MONDAY, June 6.— Transfer to the steamer and leave Victoria at 8.00 A. M.; lunch on board the boat; arrive at Tacoma at 3.45 P. M.; transfer to The Tacoma, G. H. Waterman, manager.

TUESDAY, June 7.— The time will be divided between Tacoma and Seattle; transfer to the Northern Pacific station, and leave Tacoma at 5.00 P. M. in Pullman palace sleeping cars for the journey eastward; meals *en route* in the dining cars of the Northern Pacific Railway.

WEDNESDAY, June 8.— *En route* eastward in Washington, Idaho, and Montana.

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

THURSDAY, June 9.— Arrive in Livingston, Mont., at an early hour, and leave Livingston by Park branch at 8.15 A. M.; arrive at Cinnabar at 10.30 A. M.; leave Cinnabar, by stage, at 10.45 A. M.; arrive at Mammoth Hot Springs Hotel about 12.45 P. M.

FRIDAY, June 10.— Leave Mammoth Hot Springs, by stage, at 8.00 A. M. for the tour through the park; arrive at Norris Geyser Basin at 12.00 noon; lunch there; leave Norris Geyser Basin at 1.30 P. M., passing near the principal geysers in this basin, and later near the Gibbon Falls; arrive at the Fountain Hotel, in the Lower Geyser Basin, at 5.30 P. M. This hotel is near the Fountain Geyser and the Mammoth Paint Pots.

SATURDAY, June 11.— Leave the Fountain Hotel at 8.00 A. M. for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half Acre"), Turquoise Spring and Prismatic Lake; arrive at Upper Geyser Basin lunch station at 10.30 A. M.; this is situated near Old Faithful, the Bee Hive, Giantess, Castle, and other great geysers; lunch will be served here, and at 3.00 P. M. the party will return to the Fountain Hotel.

SUNDAY, June 12.— At the Fountain Hotel.

MONDAY, June 13.— Leave the Fountain Hotel at 7.00 A. M., and proceed to Yellowstone Lake

via the Upper Geyser Basin and West Bay, or "Thumb"; arrive at West Bay at 1.00 P. M.; lunch there; leave West Bay at 3.00 P. M.; arrive at the Lake Hotel at 7.00 P. M.

TUESDAY, June 14. — Leave the Lake Hotel at 8.30 A. M.; visit the Mud Volcano *en route*; arrive at the Yellowstone Cañon Hotel at 11.30 A. M.

WEDNESDAY, June 15. — Leave the Cañon Hotel at 8.00 A. M.; arrive at Norris Geyser Basin at 10.30 A. M.; lunch there; leave Norris Geysgr Basin at 12.00 noon; arrive at Mammoth Hot Springs Hotel at 4.00 P. M.; dinner there; leave Mammoth Hot Springs at 6.45 P. M. in coaches; arrive at Cinnabar 8.00 P. M.; leave Cinnabar in sleeping cars at 8.30 P. M. for Livingston.

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

THURSDAY, June 16. — Leave Livingston at 4.05 A. M. for the journey eastward through Montana and North Dakota.

FRIDAY, June 17. — *En route* eastward through North Dakota and Minnesota. Arrive in Minneapolis at 4.00 P. M.; transfer to the West Hotel, John T. West, proprietor.

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 18. — In Minneapolis. Carriage drive, visiting the finest sections of the city.

SUNDAY, June 19. — In Minneapolis.

MONDAY, June 20. — Visit St. Paul — going thither *via* the Interurban Electric line — leaving West Hotel 9.00 A. M. Lunch and dinner at Hotel Ryan; carriage drive in the afternoon, visiting the finest business sections, the Capitol, Summit avenue, etc. Transfer by Cook & Son's omnibus line from Hotel Ryan to the Union station, and leave St. Paul by the Chicago, Milwaukee & St. Paul Railway at 8.10 P. M.

TUESDAY, June 21. — Breakfast in the dining car; arrive in Chicago, Union station, corner of Canal and Adams streets, at 9.30 A. M.; transfer to the Central station, and leave Chicago *via* the Michigan Central Railroad at 10.30 A. M. The Philadelphia passengers will leave Chicago at 3.00 P. M. *via* the Michigan Central and Lehigh Valley routes.

WEDNESDAY, June 22. — From Buffalo eastward *via* the New York Central and the Boston & Albany railroads; arrive in Boston, Kneeland street station, at 3.00 P. M. The New York passengers will arrive in New York, Grand Central station, Forty-second street, at 3.25 P. M. The Philadelphia party will be due in Philadelphia, Reading Terminal station, at 7.17 P. M.

NOTES. — Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

As this itinerary is made up in advance of the publication of the summer time-tables of the various railroads, slight changes may be necessary.







A MAGNIFICENT SIGHT-SEEING TOUR

. . . THROUGH . . .

California and Colorado,



With visits to Santa Fe, New Mexico, the most attractive points on the Pacific Coast, and the Picturesque Regions of the Rocky Mountains, including Coronado Beach, Riverside, Pasadena, Santa Barbara, Santa Monica, Avalon, Santa Catalina Island, Los Angeles, San Francisco, Monterey, Santa Cruz, Mount Hamilton, and San Rafael; and, on the Return Journey, Salt Lake City, Glenwood Springs, the Royal Gorge, Denver, Manitou, and the Garden of the Gods..



The Party to Leave Boston, New York and Philadelphia Tuesday, April 19, and to Return Friday, June 10, 1898.

PRICE OF TICKETS (all Traveling and Hotel Expenses included), \$425.

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

31 East Fourteenth St., Lincoln Building, Union Square (West), New York.

1005 Chestnut Street, Mutual Life Insurance Building, Philadelphia.

95 Adams Street, Marquette Building, Chicago, Ill.



EIGHTEENTH ANNUAL SPRING EXCURSION

— TO —

GALIFORNIA and COLORADO,

April 19 to June 10, 1898.

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 the East with the two parties already mentioned in this book. In California the round of sight-seeing will be the same, and this is true of that portion of the outward journey east of La Junta, Colorado. Beyond La Junta we have an entirely different route until California is reached, traversing a very interesting section of New Mexico and Arizona, and visiting the old Spanish city of Santa Fe. The homeward route, on the other hand, is through the grand scenic portions of Nevada, Utah, and Colorado, instead of the more northerly route followed by the two other parties. This tour, accordingly, has its own special attractions.

The time selected for the trip 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 excursion 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.

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.

Inasmuch as the route of this party for over one-half the distance from the Atlantic Coast to Southern California, and also the various places to be visited in California, have been described 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. 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 delightful in every respect. The round trip will occupy fifty-three days.

Cost of the Tour.

The price of tickets for the excursion, as outlined in the following itinerary, will be FOUR HUNDRED AND TWENTY-FIVE DOLLARS. This sum covers first-class travel over all routes, going and returning, with a double berth (half a section) in palace sleeping cars; stage ride from San Jose to the summit of Mount Hamilton and return; hotel accommodations according to the itinerary, for the period of the regular tour (fifty-three days), with visits in Chicago, Santa Fe, Coronado Beach, Riverside, Pasadena, Santa Barbara, Santa Monica, Avalon, Los Angeles, San Francisco, Monterey, Santa Cruz, San Jose, Salt Lake City, Glenwood Springs, Denver and Manitou; meals while traveling in dining cars, or at hotels or dining stations; omnibus

or carriage transfers from railway stations to hotels, and *vice versa*, wherever needed (in Chicago, San Diego, Riverside, Santa Barbara, Los Angeles, San Francisco, Monterey, Santa Cruz, San Jose, San Rafael, Salt Lake City, Denver and Manitou; special carriage rides in Santa Barbara, Pasadena, Santa Cruz, Salt Lake City, Denver and Manitou; the transfer of checked baggage (150 pounds being allowed for each full 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, New York or Philadelphia back to the starting point.

The price of the entire round trip from Chicago back to Chicago is \$375.00.

Price of transportation tickets for the Yosemite trip, THIRTY-FOUR DOLLARS.

Extra Sleeping-Car Accommodations.

The cost of an extra double berth, giving an entire section to one person, for the journey between the East and San Bernardino or San Diego, in accordance with the itinerary, is \$21.00. Drawing room, with toilet annex, for one occupant, \$58.00; for two occupants, \$37 — \$18.50 each; for three occupants, entire extra charge, \$16.00.

From Los Angeles to San Francisco: Extra double berth, \$2.50. Drawing room with toilet annex, for one occupant, \$6.50; for two occupants, \$4 — \$2 each; for three occupants, entire extra charge, \$1.50.

From San Francisco to Boston, New York or Philadelphia: Extra double berth, \$21.00. Drawing room with toilet annex, for one occupant, \$58.00; for two occupants, \$37 — \$18.50 each; for three occupants, entire extra charge, \$16.00.

A sketch of the tour is given in brief in the pages following the itinerary. Persons desirous of joining this party should register their names as early as convenient.

The tickets must be taken on or before Thursday, April 14 — five days previous to the date of departure.

ITINERARY.

TUESDAY, April 19. — Leave Boston from the Kneeland street station of the Boston & Albany Railroad at 10.30 A. M., in special vestibuled palace sleeping cars. Members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. 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 owners. Leave Albany at 4.30 P. M. *via* the New York Central & Hudson River Railroad, and Buffalo *via* the Michigan Central Railroad at 11.45 P. M., Central time; lunch and dinner in the dining car. The New York passengers will depart from the Grand Central station, Forty-second street, at 1.00 P. M., *via* the New York Central route, in Wagner vestibuled sleeping cars. Baggage should be checked to Chicago; supper in the dining car. The Philadelphia passengers will depart from the Reading Terminal station at 9.00 A. M.; baggage should be checked to Chicago. From Bethlehem westward to Buffalo over the Lehigh Valley line.

NOTE. — Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

WEDNESDAY, April 20. — On the Michigan Central Railroad *en route* westward; breakfast and lunch in the dining car; arrive in Chicago (Central station) at 3.00 P. M.; omnibus transfer to The Auditorium.

THURSDAY, April 21. — In Chicago. Leave Chicago *via* the Chicago, Rock Island & Pacific Railway in Pullman palace sleeping cars at 4.15 P. M.; dinner in the dining car.

FRIDAY, April 22. — Arrive at Kansas City, Mo., at 9.30 A. M.; leave Kansas City at 9.55 A. M. *via* the Atchison, Topeka & Santa Fe Railway; meals in the dining car.

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

SATURDAY, April 23. — Leave La Junta, Colo., at 9.35 A. M.; cross the Raton Pass by daylight; arrive in Santa Fe at 12.00 midnight; the cars will be side tracked.

SUNDAY, April 24. — In Santa Fe, New Mexico. Leave Santa Fe at midnight.

MONDAY, April 25. — *En route* through Arizona over the Santa Fe Pacific Railroad (the Atchison, Topeka & Santa Fe Railway System).

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

TUESDAY, April 26. — From Barstow, Cal., southward *via* the Southern California Railway to San Bernardino and Los Angeles, and thence by the same line to San Diego, arriving in San Diego at 6.20 P. M.; transfer to the Hotel del Coronado, Coronado Beach, A. W. Bailey, manager.

WEDNESDAY, April 27. — At Coronado Beach.

THURSDAY, April 28. — At Coronado Beach. Transfer to the station of the Southern California Railway, and leave San Diego at 1.45 P. M.; arrive in Riverside at 7.21 P. M.; transfer to Glenwood Tavern, F. W. Richardson, manager.

FRIDAY, April 29. — At Riverside. Leave Riverside at 3.40 P. M.; arrive in Pasadena at 5.45 P. M.; to the Hotel Green or La Pintoresca.

SATURDAY, April 30. — At Pasadena. Carriage drive, visiting the finest sections of the city and its environs.

SUNDAY, May 1. — At Pasadena.

MONDAY, May 2. — At Pasadena.

TUESDAY, May 3. — Leave Pasadena at 7.20 A. M.; arrive at Santa Barbara 12.22 noon; transfer to The Arlington, E. P. Dunn, manager.

WEDNESDAY, May 4. — In Santa Barbara. Carriage drive to the chief points of interest.

THURSDAY, May 5. — Leave Santa Barbara at 7.35 A. M.; arrive in Santa Monica at 2.10 P. M.; to Hotel Arcadia, F. W. Richardson, manager.

FRIDAY, May 6. — Leave Santa Monica at 7.40 A. M.; arrive at San Pedro at 9.50 A. M.; thence by the steamer of the Wilmington Transportation Company, arriving at Avalon, Santa Catalina Island, at 12.30 P. M.; to the Hotel Metropole.

SATURDAY, May 7.—Leave Avalon by steamer at 1.00 P. M.; from San Pedro by the Southern Pacific Company's line, arriving in Los Angeles at 4.30 P. M.; transfer to Hotel Van Nuys, or The Westminster.

SUNDAY, May 8.—In Los Angeles.

MONDAY, May 9.—In Los Angeles.

TUESDAY, May 10.—In Los Angeles.

WEDNESDAY, May 11.—In Los Angeles.

THURSDAY, May 12.—In Los Angeles.

FRIDAY, May 13.—In Los Angeles. Transfer to the Southern Pacific Company's station, and leave Los Angeles at 11.45 A. M. in Pullman palace sleeping cars; supper at Mojave.

NOTE.—Parties for the Yosemite Valley will be made up during the stay at Los Angeles, to leave on different days. See pages 81-84.

SATURDAY, May 14.—Arrive at Oakland Pier at 7.10 A. M., and in San Francisco by ferry at 7.45 A. M.; transfer to the Palace Hotel, John C. Kirkpatrick, managing director, George B. Warren, assistant manager.

SUNDAY, May 15.—In San Francisco.

MONDAY, May 16.—In San Francisco.

TUESDAY, May 17.—In San Francisco.

WEDNESDAY, May 18.—In San Francisco. Transfer to the Southern Pacific Company's station, corner of Third and Townsend streets, and leave San Francisco at 2.30 P. M.; arrive at Del Monte station at 6.00 P. M.; to Hotel del Monte, Georg Schönewald, manager.

THURSDAY, May 19.—At Hotel del Monte.

FRIDAY, May 20.—At Hotel del Monte.

SATURDAY, May 21.—At Hotel del Monte.

SUNDAY, May 22.—At Hotel del Monte.

MONDAY, May 23.—Leave Del Monte station at 7.00 A. M.; arrive in Santa Cruz at 8.40 A. M.; carriage drive, visiting the beach, cliffs, etc.; lunch at the Sea Beach Hotel; leave Santa Cruz at

1.45 P. M.; halt at the "Big Trees" *en route*, and arrive in San Jose at 3.44 P. M.; transfer to Hotel Vendome, George P. Snell, manager.

TUESDAY, May 24.— Excursion to the Lick Observatory on the summit of Mount Hamilton and return; lunch at Smith's Creek.

WEDNESDAY, May 25.— In San Jose. Leave San Jose at 1.15 P. M. (*via* Niles); arrive in San Rafael about 6.00 P. M.; transfer to Hotel Rafael, R. H. Warfield, proprietor.

THURSDAY, May 26.— In San Rafael.

FRIDAY, May 27.— In San Rafael. Leave San Rafael at 5.10 P. M.; arrive in San Francisco at 6.22 P. M.; transfer to the Palace Hotel.

SATURDAY, May 28.— In San Francisco.

SUNDAY, May 29.— In San Francisco.

MONDAY, May 30.— In San Francisco.

TUESDAY, May 31.— Leave San Francisco at 8.00 A. M. from the Oakland ferry, foot of Market street, and leave Oakland Pier at 8.30 A. M. by the Southern Pacific Company's Ogden route, taking a train of Pullman palace sleeping cars with dining car; proceed eastward *via* Port Costa, Benicia, and Sacramento, and cross the Sierra Nevada by daylight.

WEDNESDAY, June 1.— *En route* through Nevada and Utah; arrive at Ogden 6.00 P. M. (Mountain time), and leave at once *via* the Rio Grande Western Railway, arriving at Salt Lake City at 7.30 P. M.; transfer to Hotel Knutsford, G. S. Holmes, proprietor.

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

THURSDAY, June 2.— In Salt Lake City. Carriage drive, visiting the chief points of interest. Transfer from the hotel, and leave *via* the Rio Grande Western Railway at 7.40 P. M.

FRIDAY, June 3.— From Grand Junction eastward *via* the Denver & Rio Grande Railroad; arrive at Glenwood Springs, Colo., at 8.30 A. M.; the train will be side tracked for a few hours, affording an opportunity to visit the hot springs, baths, swimming pool, etc.; leave at 11.30 A. M., passing through the cañon of the Grand River, Eagle River Cañon, and over Tennessee Pass by daylight; arrive at Salida at 8.00 P. M.; side track for the night.

SATURDAY, June 4.—Leave Salida at an early hour, passing down the Cañon of the Arkansas River and through the Royal Gorge; arrive in Denver at 5.30 P. M.; transfer to The Brown Palace Hotel.

SUNDAY, June 5.—In Denver.

MONDAY, June 6.—In Denver. Carriage drive in the forenoon through the finest sections of the city. Transfer from the hotel to the station in the evening and resume the sleeping cars. Leave Denver at a late hour for Manitou.

TUESDAY, June 7.—Arrive at Manitou at an early morning hour. Carriage drive in the forenoon through the Garden of the Gods and to other points of interest; leave Manitou at 3.00 P. M., and Colorado Springs at 3.30 P. M. *via* the Chicago, Rock Island & Pacific Railway.

WEDNESDAY, June 8.—*En route* eastward through Kansas, Nebraska, and Iowa; arrive at Omaha about 12.00 noon, and Council Bluffs about 12.30 P. M.; leave Council Bluffs about 1.30 P. M.

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

THURSDAY, June 9.—On the Chicago, Rock Island & Pacific Railway *en route* through Illinois; arrive in Chicago at 9.00 A. M.; thence east at 10.30 A. M. on the Lake Shore & Michigan Southern Railway; the Cleveland passengers will be due in Cleveland at 7.35 P. M.; the Philadelphia passengers will leave Chicago at 3.00 P. M. *via* the Michigan Central and Lehigh Valley routes.

FRIDAY, June 10.—From Buffalo eastward *via* the New York Central and the Boston & Albany railroads; arrive in Boston, Kneeland street station, at 3.00 P. M. The New York passengers will arrive in New York, Grand Central station, Forty-second street, at 3.25 P. M.

The Philadelphia party will be due in Philadelphia, Reading Terminal station, at 7.17 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

This itinerary is made up in advance of the publication of the summer time-tables of the various railroads, and slight changes may be necessary.

THE JOURNEY IN BRIEF.

Crossing the Continent Westward.

THE California and Colorado party, setting forth to cross the continent, will leave Boston from the Kneeland street station of the Boston & Albany Railroad at 10.30 A. M. Tuesday, April 19, and proceed by way of the superb Boston & Albany, New York Central, and Michigan Central lines. Chicago will be reached at 3.00 P. M. the following day, and there will be a transfer to The Auditorium.

The New York passengers will depart from the Grand Central station, Forty-second street, *via* the New York Central & Hudson River Railroad, Tuesday, April 19, at 1.00 P. M., and the route from Albany will be the same as that of the Boston party.

The Philadelphia tourists will leave that city from the Reading Terminal station, corner of Twelfth and Market streets, Tuesday, April 19, at 9.00 A. M., *via* the Philadelphia & Reading and the Lehigh Valley routes.

Westward from Chicago.

Thursday afternoon, April 21, the party will resume the westward journey over the Chicago, Rock Island & Pacific Railway, which takes us to Kansas City, where we enter upon the extensive Atchison, Topeka & Santa Fe Railway system, over which the farther journey to Southern California is to be made. The course takes us from Kansas City through Kansas, a corner of Colorado, and across the Territories of New Mexico and Arizona. Sunday will be passed in the quaint old Spanish city of

Santa Fe, the oldest city in the United States. We 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 on Tuesday, April 26, find ourselves in the garden of Southern California.

In California.

The round of travel and sight-seeing in California is essentially the same as that of the two parties whose route is outlined on pages 27-33, though the places will be visited in a little different order. As will be seen by referring to the itinerary, the first visit will be to Coronado Beach, near San Diego. Then will follow visits to Riverside, Pasadena, Santa Barbara, Santa Monica, Avalon, Los Angeles, San Francisco, Monterey, Santa Cruz, San Jose and Mount Hamilton, and San Rafael. There will also be an opportunity to make the side trip into the Yosemite Valley. As will readily be seen, the round of travel in California is very comprehensive and brings the very best portions of the State under inspection.

From San Francisco Eastward.

Leaving San Francisco for the homeward journey, the route eastward will be over the Southern Pacific Company's line across Central California and Nevada to Ogden, Utah; thence to Denver, Colo., by the Rio Grande Western and the Denver & Rio Grande lines; and from Denver to the Missouri River, through Kansas and Nebraska, and thence across Iowa and Illinois to Chicago, by the Chicago, Rock Island & Pacific Railway. The schedule has been arranged so that the train will traverse the most attractive part of 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 to Benicia 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 the course is over fresh ground.

Across the Sierra Nevada.

The route of this party from Sacramento to Denver is that of the outward Alaska party taken in reverse order, and by referring to pages 23-26, a more complete outline of its attractions will be found. We first cross the Sierra Nevada, passing Cape Horn, with its magnificent outlook, and later on, Shady Run, Blue Cañon and Emigrant Gap. After passing the Summit station, we descend to the great inclosed continental plateau between the Sierra Nevada and the Rockies. We cross the great State of Nevada, and enter Utah just east of Tecoma, 680 miles from San Francisco. There will be a visit for a day in Salt Lake City at Hotel Knutsford, with a carriage drive about the city; the Royal Gorge will be seen Saturday forenoon; two days will be spent in Denver, with a sojourn at the Brown Palace Hotel, Denver's truly palatial and most celebrated hostelry.

There will be a carriage drive on Monday through the most interesting sections of the city. Resuming the sleeping cars Monday evening, the following morning will find us in Manitou. A carriage drive on Tuesday forenoon through the Garden of the Gods and other interesting points will bring under inspection one of the most novel and attractive sections of Colorado.


From Manitou Eastward.

The party will leave Manitou Tuesday afternoon by the Manitou branch of the Denver & Rio Grande Railroad, and Colorado Springs eastward *via* the Chicago, Rock Island & Pacific Railway. The route for many hours lies over the "Great Plains," which stretch from the Rocky Mountains to the Missouri River. Omaha

occupies elevated ground on the west bank of the Missouri, and the train crosses the river to Council Bluffs, Ia., on a splendid iron bridge. The Rock Island route passes through some of the principal towns of Iowa and Illinois. The party will be due in Chicago Thursday, June 9, at 9.00 A. M. The homeward route from Chicago will be *via* the Lake Shore & Michigan Southern Railway to Cleveland and Buffalo, and thence over the New York Central and the Boston & Albany railroads. The train will be due in Boston, station on Kneeland street, at 3.00 P. M. Friday, June 10.

The New York party will be due at the Grand Central station, Forty-second street, Friday, June 10, at 3.25 P. M.

The Philadelphia passengers will return from Chicago *via* the Michigan Central and Lehigh Valley routes, and will be due in Philadelphia, Reading Terminal station, Friday, June 10, at 7.17 P. M.

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

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

31 East Fourteenth Street, Lincoln Building, Union Square (West), New York.

1005 Chestnut Street, Mutual Life Insurance Building, Philadelphia.

95 Adams Street, Marquette Building, Chicago, Ill.

THE YOSEMITE VALLEY.

A SIDE TRIP IN CONNECTION WITH THE THREE CALIFORNIA TOURS.

THE wonderful Yosemite Valley may be visited to the best possible advantage in connection with the three tours that have been described in the foregoing pages. The different parties will be in Southern and Central California during the larger part of May. At that time the roads in 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 *débris* 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.

The Big Tree Groves, of which the Calaveras and Mariposa are the 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 17, 18, 61, 62, 74 and 75, an unusual allowance of time has been given to Los Angeles and San Francisco. The Yosemite may be visited during this interval, with a sufficient stay in the valley, without slighting the cities named. The parties for the valley will leave Los Angeles 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 Grove of Big Trees. The distance from Ray-

mond to the Wawona Hotel (formerly known as Clarke's) is forty-two miles, and from there to the valley twenty-eight miles.

The cost of the ticket, covering railway and stage transportation from Berenda to the Big Trees and Yosemite Valley, returning to Berenda, is THIRTY-FOUR DOLLARS. As the trip will be made during some portion of the period allotted to the sojourn in Los Angeles 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 will have to pay for sleeping-car space from Berenda to San Francisco. 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 buy 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. 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, unless the traveler chooses, as he may well do, to spend an extra day or two at Wawona, in order to visit the trees and Signal Peak. With a three days' stay, about one week is required for the trip from Los Angeles *via* the Yosemite and the Big Trees to San Francisco, the itinerary being substantially as follows:—

ITINERARY.

FIRST DAY.— Leave Los Angeles by the Southern Pacific Company's line at 11.45 A. M.; supper at the station dining-room, Mojave.

SECOND DAY.— Arrive at Berenda at 6.33 A. M., and Raymond (by the Southern Pacific Company's Yosemite Division) about 7.20 A. M.; breakfast at Raymond; leave Raymond by the Yosemite Stage & Turnpike Company's stages at 8.00 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 at 12.00 noon.


FOURTH DAY.— In the Yosemite Valley.

FIFTH DAY.— In the Yosemite Valley.

SIXTH DAY.— In the Yosemite Valley. Leave the valley 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; arrive at Oakland Pier at 7.10 A. M. and in San Francisco by ferry at 7.45 A. M.

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

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

31 East Fourteenth Street, Lincoln Building, Union Square (West), New York.

105 Chestnut Street, Mutual Life Insurance Building, Philadelphia.

95 Adams Street, Marquette Building, Chicago, Ill.

OTHER TOURS IN 1898='99.

Special Tour through the Hawaiian Islands.—Our tenth excursion to the Hawaiian Islands under special escort will take place in April and May. The party will sail from San Francisco Wednesday, April 6, and pass five weeks upon the islands, inclusive of a visit to the Volcano of Kilauea.

Japan and China.—Leaving San Francisco March 23, a party will sail for Japan and China, touching at Honolulu. A month will be passed in Japan, encompassing the period of the cherry-blossom season, and the Boys' Festival (May 5).

Italy and Central Europe.—A tour through Italy, Austria-Hungary, Germany, Switzerland, Holland, Belgium, France and England has April 16 as its date of departure. There will be an annex trip, leaving New York May 31, and including Germany, Switzerland, the Rhine country, Holland, Belgium, France and England.

The Land of the Midnight Sun.—Our fifth annual tour through the picturesque fjords of Norway and to the North Cape will have May 31 as its date of departure from New York. This will be one of our most delightful tours of the year. It will include, in addition to Norway, a considerable part of rural England, Denmark and Sweden, together with Berlin, the Rhine, Paris and London.

The Land of the Czar.—In connection with the last-named tour, and sailing on the same date, a party of limited numbers will make a tour of Russia, at the conclusion of the other tour, returning through Central Europe.

Switzerland, Northern Italy, the Rhine, etc. — Our annual summer tour through France, Switzerland, the Italian lake region, the Rhine district, Holland, Belgium and England will take place during July, August, and the first half of September. The date of departure is July 2.

Grand Tour Around the World. — In August a small party will leave Boston, New York and Philadelphia for a tour around the world, with visits to the Hawaiian Islands, Japan, China, the Straits Settlements, Ceylon, India, Egypt, the Holy Land, Turkey, Greece, Italy, Austria-Hungary, Germany, Switzerland, France, England, etc.

Alaska. — Parties will leave the East in July for two unsurpassed tours of about 38 days over the most picturesque routes in the world. In addition to the magnificent round of sight-seeing in Alaska, there will also be a visit to the Yellowstone National Park.

The Yellowstone National Park and Colorado. — A party will leave the East in July for an attractive excursion to the Yellowstone National Park, in connection with a trip through Utah and Colorado, including visits to St. Paul, Minneapolis, the mining districts of Butte and Anaconda, Salt Lake City, Glenwood Springs, the Royal Gorge, Manitou, the summit of Pike's Peak, Denver, etc.

The Yellowstone Park and California. — About September first there will be a party for a magnificent tour across the continent, including a week in the Yellowstone National Park, with a visit to California, and a return homeward through Utah, Colorado, etc.; also a party for the Yellowstone Park, returning direct.

Summer and Autumn Tours.— During July, August, September and October we shall present our usual list of attractive tours to the most important mountain, seashore, lake and spring resorts of New England, New York State and Canada.

Annual Winter Trips to California and Mexico.— Our annual series of winter tours to the Pacific Coast, and also to Mexico, will begin in November, and continue at short intervals through the winter of 1898-'99. Magnificent trains of vestibuled palace sleeping cars, with dining cars, are employed.

Florida, the Bahamas, and Jamaica.— Parties will leave at frequent intervals in January and February, 1899, for complete tours through Florida, including St. Augustine, Palatka, Tampa, Belleair, Key West, Miami, Palm Beach, Rockledge, and other resorts. Visits will also be paid to the beautiful Bahama Islands, and to the Island of Jamaica.

DESCRIPTIVE CIRCULARS OF ANY OF THE FOREGOING TRIPS WILL BE PROMPTLY FORWARDED ON APPLICATION, OR AS SOON AS ISSUED. IN WRITING, PLEASE INDICATE FULLY THE PARTICULAR TRIP OR SERIES OF TRIPS DESIRED.



SUMMER AND AUTUMN TRIPS

— FROM —

BOSTON TO EASTERN RESORTS == 1898.

The Prices given in this list include All Cost of Railway, Steamer or Stage Transportation, Transfer Charges, Hotel Accommodations, and Miscellaneous Traveling Expenses.

- No. 1, June 29-July 5.**— Boston & Maine Railroad, Poland Spring House, South Poland, Me. Price, **\$32.50**
- No. 2, July 7-15.**— Boston & Maine Railroad, Poland Spring House, South Poland, Mount Kineo House, Moosehead Lake, Bar Harbor, Mount Desert, returning from Bar Harbor to Portland *via* the elegant steamer, "Frank Jones." Price, **\$55.00**
- No. 3, July 11-16.**— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. Price, **\$38.50**
- No. 4, July 11-19.**— Hudson River, Albany, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, and Newport, Vt. Price, **\$70.00**
- No. 5, July 11-20.**— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and the White Mountains (including the Profile House, Franconia Notch, a night on Mount Washington, Crawford House, Mount Willard, and White Mountain Notch). Price, **\$67.50**

- No. 6, July 11-21.**—Hudson River, Albany, the Adirondack Mountains (including Lake Placid, Mirror Lake, Adirondack Lodge, Cascade Lakes, the beautiful Keene Valley, Ausable Lake, Elizabethtown, Ausable Chasm, etc.), and Burlington, Vt. Price, **\$70.00**
- No. 7, July 12-16.**—Boston & Albany Railroad, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. Price, **\$35.50**
- No. 8, July 12-19.**—Boston & Albany Railroad, Albany, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, and Newport, Vt. Price, **\$67.00**
- No. 9, July 12-20.**—Boston & Albany Railroad, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and the White Mountains (including the Profile House, Franconia Notch, a night on Mount Washington, Crawford House, Mount Willard, and White Mountain Notch). Price, **\$64.50**
- No. 10, July 12-19.**—Boston & Albany Railroad, Saratoga, Lake George, Lake Champlain, Montreal, St. Lawrence and Saguenay Rivers, Quebec, and Newport, Vt. Price, **\$65.00**
- No. 11, July 12-21.**—Boston & Albany Railroad, Albany, the Adirondack Mountains (including Lake Placid, Mirror Lake, Adirondack Lodge, Cascade Lakes, the beautiful Keene Valley, Ausable Lake, Elizabethtown, Ausable Chasm, etc.), and Burlington, Vt. Price, **\$67.00**
- No. 12, July 12-23.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Burlington, Vt. Price, **\$75.00**
- No. 13, July 12-30.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, the Lower St. Lawrence, Saguenay River, Quebec, Newport, Vt., and the White Mountains (including the Franconia Notch, Flume and Pool, Profile House, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch). Price, **\$125.00**
- No. 14, July 13-19.**—Boston & Maine Railroad, the White Mountains (including Plymouth and the Pemigewasset House, the Franconia Notch, Profile House, Crawford House, Mount Willard, White Mountain Notch, and Wentworth Hall). Price, **\$36.50**

- No. 15, July 15-23.**—Boston & Albany Railroad, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Burlington, Vt. Price, **\$62.50**
- No. 16, July 20-26.**—Boston & Maine Railroad, the White Mountains (including Plymouth and the Pemigewasset House, the Franconia Notch, Profile House, Crawford House, Mount Willard, White Mountain Notch, and Wentworth Hall). Price, **\$36.50**
- No. 17, July 20-August 5.**—Boston & Maine Railroad, Mount Kineo House, Moosehead Lake, and a comprehensive tour through the Maritime Provinces, with visits to St. Andrews, Fredericton, the St. John River, and the city of St. John, in New Brunswick; the Annapolis Valley, the Land of Evangeline, Halifax, Nova Scotia; and Charlottetown and Summerside in Prince Edward Island. Price, **\$110.00**
- No. 18, July 25-August 4.**—Hudson River, Albany, the Adirondack Mountains (including Lake Placid, Mirror Lake, Adirondack Lodge, Cascade Lakes, the beautiful Keene Valley, Ausable Lake, Elizabethtown, Ausable Chasm, etc.), and Burlington, Vt. Price, **\$70.00**
- No. 19, July 26-August 4.**—Boston & Albany Railroad, Albany, the Adirondack Mountains (including Lake Placid, Mirror Lake, Adirondack Lodge, Cascade Lakes, the beautiful Keene Valley, Ausable Lake, Elizabethtown, Ausable Chasm, etc.), and Burlington, Vt. Price, **\$67.00**
- No. 20, July 26-August 1.**—Boston & Maine Railroad, the White Mountains (including Wentworth Hall, White Mountain Notch, Crawford House, Fabyan House, Mount Willard, a night on Mount Washington, Profile House, Franconia Notch, Flume House, Flume, Pool, etc.). Price, **\$42.50**
- No. 21, July 27-August 4.**—Boston & Maine Railroad, Steamer "Frank Jones," Bar Harbor, Mount Desert, Mount Kineo House, Moosehead Lake, Portland, Me., etc. Price, **\$55.00**
- No. 22, August 1-6.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. Price, **\$38.50**
- No. 23, August 1-9.**—Hudson River, Albany, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, and Newport, Vt. Price, **\$70.00**
- No. 24, August 2-6.**—Boston & Albany Railroad, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. Price, **\$35.50**

- No. 25, August 2-9.**— Boston & Albany Railroad, Albany, the Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, and Newport, Vt. Price, **\$67.00**
- No. 26, August 9-20.**— The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Burlington, Vt. Price, **\$75.00**
- No. 27, August 9-27.**— The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, the Lower St. Lawrence, Saguenay River, Quebec, and the White Mountains (including the Franconia Notch, Flume and Pool, Profile House, a night on Mount Washington, Crawford House, Mount Willard, and White Mountain Notch). Price, **\$125.00**
- No. 28, August 12-20.**— Boston & Albany Railroad, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Burlington, Vt. Price, **\$62.50**
- No. 29, August 22-27.**— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. Price, **\$38.50**
- No. 30, August 22-September 3.**— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Montreal, the Lower St. Lawrence, Saguenay River, Quebec, and Newport, Vt. Price, **\$80.00**
- No. 31, August 23-27.**— Boston & Albany Railroad, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. Price, **\$35.50**
- No. 32, August 23-September 3.**— Boston & Albany Railroad, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Montreal, the Lower St. Lawrence, Saguenay River, Quebec, and Newport, Vt. Price, **\$77.00**
- No. 33, August 31-September 14.**— A comprehensive tour through the Maritime Provinces, with visits to St. Andrews, and the city of St. John, in New Brunswick; Summerside and Charlottetown in Prince Edward Island; Halifax, the Land of Evangeline, the Annapolis Valley, and Yarmouth in Nova Scotia. The journey from Boston to St. John, N. B., by the steamer of the International Steamship Company's line, and the return from Halifax, N. S., to Boston, on the steamer of the Yarmouth Steamship Company's line. Price, **\$80.00**

- No. 34, September 6-12.**— Boston & Maine Railroad, the White Mountains (including Wentworth Hall, White Mountain Notch, Crawford House, Fabyan House, Mount Willard, a night on Mount Washington, Profile House, Franconia Notch, Flume House, Flume, Pool, etc.). Price, **\$42.50**
- No. 35, September 6-17.**— The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Burlington, Vt. Price, **\$75.00**
- No. 36, September 6-24.**— The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, the Lower St. Lawrence, Saguenay River, Quebec, Newport, Vt., and the White Mountains (including the Franconia Notch, Flume, and Pool, Profile House, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch). Price, **\$125.00**
- No. 37, September 9-17.**— Boston & Albany Railroad, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Burlington, Vt. Price, **\$62.50**
- No. 38, September 12-17.**— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. Price, **\$38.50**
- No. 39, September 12-20.**— Hudson River, Albany, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, and Newport, Vt. Price, **\$70.00**
- No. 40, September 12-21.**— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and the White Mountains (including the Profile House, Franconia Notch, a night on Mount Washington, Crawford House, Mount Willard, and White Mountain Notch). Price, **\$67.50**
- No. 41, September 12-22.**— Hudson River, Albany, the Adirondack Mountains (including Lake Placid, Mirror Lake, Adirondack Lodge, Cascade Lakes, the beautiful Keene Valley, Ausable Lake, Elizabethtown, Ausable Chasm, etc.), and Burlington, Vt. Price, **\$70.00**
- No. 42, September 13-17.**— Boston & Albany Railroad, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. Price, **\$35.50**

- No. 43, September 13-20.**— Boston & Albany Railroad, Albany, the Thousand Islands, Alexandria Bay, the St. Lawrence River and Rapids, Montreal, Quebec, and Newport, Vt.
Price, **\$67.00**
- No. 44, September 13-21.**— Boston & Albany Railroad, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and the White Mountains (including the Profile House, Franconia Notch, a night on Mount Washington, Crawford House, Mount Willard, and White Mountain Notch).
Price, **\$64.50**
- No. 45, September 13-22.**— Boston & Albany Railroad, Albany, the Adirondack Mountains, (including Lake Placid, Mirror Lake, Adirondack Lodge, Cascade Lakes, the beautiful Keene Valley, Ausable Lake, Elizabethtown, Ausable Chasm, etc.), and Burlington, Vt.
Price, **\$67.00**
- No. 46, September 14-20.**— Boston & Maine Railroad, the White Mountains (including Plymouth and the Pemigewasset House, the Franconia Notch, Profile House, Crawford House, Mount Willard, White Mountain Notch, and Wentworth Hall).
Price, **\$36.50**
- No. 47, September 19-24.**— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt.
Price, **\$38.50**
- No. 48, September 19-24.**— Hudson River, Albany, Niagara Falls.
Price, **\$45.00**
- No. 49, September 20-24.**— Boston & Albany Railroad, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt.
Price, **\$35.50**
- No. 50, September 20-24.**— Boston & Albany Railroad, Albany, and Niagara Falls.
Price, **\$42.00**
- No. 51, September 21-27.**— Boston & Maine Railroad, Poland Spring House, South Poland, Maine.
Price, **\$32.50**
- No. 52, September 22-October 5.**— Fall River Line to New York, thence *via* Harrisburg to the Battlefield of Gettysburg, Blue Mountain House, Harper's Ferry, Shenandoah Valley, Luray Caverns, the Natural Bridge of Virginia, Valley of the James River, Richmond, Old Point Comfort, and Washington, D. C.; and homeward *via* Baltimore, Philadelphia and New York.
Price, **\$85.00**

No. 53, September 27–October 5. — Fall River Line to New York, thence *via* Harrisburg to the Battlefield of Gettysburg, Hagerstown, Harper's Ferry, and Washington; with a return *via* Baltimore, Philadelphia, and New York. Price, \$45.00

A descriptive circular, giving full details of these tours, will soon be published, and copies will be mailed to any address.

Tours corresponding to many of the above trips will also be arranged from New York and Philadelphia, and circulars descriptive of the same will be sent from the respective offices as soon as issued.

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

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AGENTS ON THE PACIFIC COAST.

FOR SOUTHERN CALIFORNIA: John W. Gay, Jr., Agent, 214 South Spring Street, Los Angeles, during the Winter and Spring.

LOS ANGELES OFFICE: 214 South Spring Street, Raymond & Whitcomb, F. W. Thompson, Agent.

SAN FRANCISCO OFFICE: Room 61, Crocker Building, opposite Palace Hotel, John W. Gay, Jr., Agent (from January to June); and also 14 Montgomery Street, W. H. Snedaker, Agent.

PORTLAND (OR.) OFFICE: 255 Morrison Street, corner Third Street, A. D. Charlton, Agent.

IN EUROPE.

PARIS.—The offices of the Compagnie Internationale des Wagons-Lits et des Grands Express Européens, 3 Place de l'Opera; and the ticket office under Hotel Terminus.

LONDON.—14 Cockspur Street, S. W., Henry M. Snow, London Manager International Sleeping Car and European Express Trains Company.

NICE.—2 Avenue Massena.

BRUSSELS.—Hotel de Belle-Vue; and 65 and 67 Rue de l'Ecuyer.

VIENNA.—No. 9 (Grand Hotel) and 15 Karntner Ring.

BERLIN.—69 Unter den Linden.

ROME.—31 and 32 Via Condotti.

MADRID.—Equitable Building, 18 Calle de Alcalá.

ST. PETERSBURG.—2 Petite Morskaja.

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