

Wayside Notes Along American Canyon Route

VIA OGDEN

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The "San Francisco Overland Limited" via Chicago & North Western Ry. and the "Pacific Limited" via Chicago, seen from the car window. For the convenience of passengers side trips are stated, and distances given, and fares noted where junctions occur. Where auto-stages run to settlements off the main line the distance is shown, also days of departure.

The San Francisco "Overland Limited" via Chicago & North Western Ry. and the "Pacific Limited" via Chicago, Milwaukee & St. Paul Ry. run daily from Chicago to San Francisco, through Omaha, Nebraska, thence via Union Pacific to Ogden, Utah, and Southern Pacific to destination, passing through the States of Illinois, Iowa, Nebraska, Colorado, Wyoming, Utah, Nevada and California to San Francisco on the shores of the Pacific.

The "St. Louis Express" runs daily from St. Louis via Wabash R. R. through Kansas City, thence via Union Pacific through Denver to Ogden, and Southern Pacific to San Francisco.

The route from Omaha follows the course of the tide of civilization that swept out to California in the golden days over seventy years ago. The pioneer always chooses the best route; the train now follows his trail. This is the great natural highway from East to West. Merely to ride over it in perfect trains is to bring one into better understanding of the men who wrested the country from the Indian, the buffalo and the sage.

These notes describe the trip from Ogden west.

Populations shown are taken from the 1920 U. S. Census.

STATE OF UTAH—POPULATION 449,446

Ogden, Utah—Alt. 4,300. Pop. 32,804. To San Francisco 782 miles. Ogden is situated at the base of the western slope of the Wasatch Mountains, a rugged and beautiful range extending north and south. It is the eastern terminus of the Southern Pacific, which here connects with the Union Pacific Railroad to Denver and Kansas City, and to Omaha; Denver & Rio Grande Western Ry. from Denver, through Salt Lake City; and the Union Pacific also to Salt Lake City, thirty-six miles south. A branch of the Union Pacific runs north to West Yellowstone, entrance to Yellowstone National Park, a night's ride from Ogden. Stopover at latter point is allowed on all tickets during season, June 20 to September 15, to permit passengers to visit the Park. Butte, the great silver and copper camp, Anaconda with its smelters, and Helena, the capital of Montana, are but a few hours' ride to the north.

Ogden is a prosperous and well-built city, with good hotels, fine residences, many churches and schools, attractive parks, well-paved, shaded streets, mills, factories and canneries.

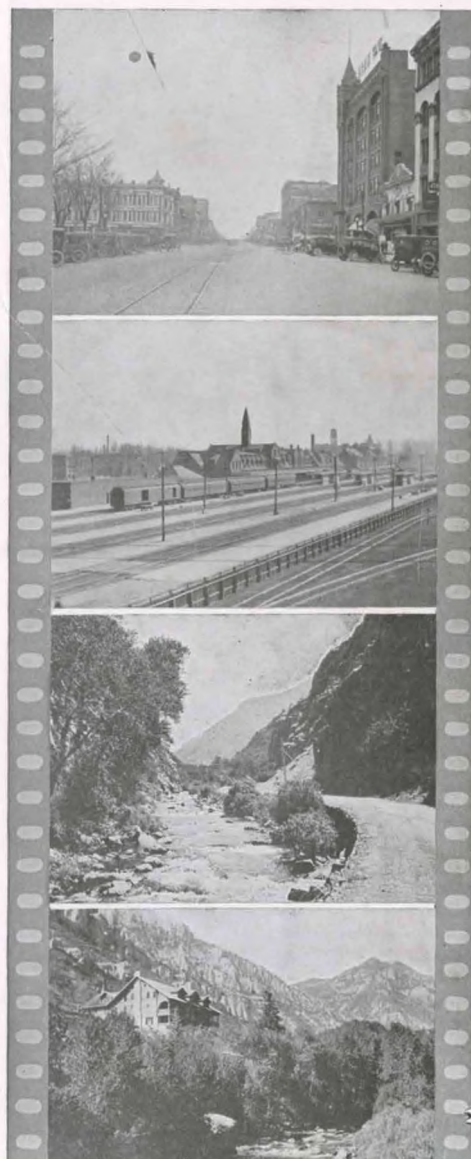
The Weber River, flowing from the east through Weber Canyon, and the Ogden and Bear rivers from the north, irrigate a wide farming and fruit-growing district about Ogden, affording opportunities for the skilled agriculturist, dairyman and stock breeder. The products embrace all the cereals, tomatoes, sugar-beets, potatoes and other vegetables; apples, pears, peaches, plums, prunes, apricots and cherries.

Visitors to Ogden may take a short and delightful trip by electric line or auto for seven miles up Ogden Canyon. The way winds through a narrow rockbound pass where there are strange geological formations. Beyond come charming vistas across timbered steeps, and summer cottages appear invitingly among the pines that overlook the rushing trout stream below. The trip ends at The Hermitage, a picturesque mountain hotel, where luncheons or dinner can be had and return to Ogden made within three hours. The round-trip fare by electric car is twenty-five cents.

Salt Lake City, Utah—Alt. 4,260. Pop. 118,110. To Ogden 36 miles. The flourishing capital and metropolis of Utah, founded in 1847 by Brigham Young, and today a great mining and smelting, as well as a manufacturing center. Salt Lake City, is one of the show-places visited by trans-continental tourists. It preserves the memory of a most unique phase in the winning of the West and there are still in the city many reminders of pioneer days as well as numerous structures and landmarks that have become historic. Through passengers via Union Pacific and Southern Pacific desiring to visit Salt Lake City and holding round trip tickets on which stopovers are permitted, will find conven-

1. Washington Avenue, Ogden, Utah
2. Union Station, Ogden

3. Scene in Ogden Canyon
4. The Hermitage, in the Canyon





ient train service from Ogden and will be furnished on request with free tickets from Ogden to Salt Lake City and return. Overland passengers via Denver & Rio Grande Western Railway stopping at Salt Lake City, will be furnished without charge—upon application to Southern Pacific Agent at Salt Lake City or Denver—with ticket via Union Pacific between Salt Lake City and Ogden, where through Pullman over latter road in connection with Southern Pacific between Salt Lake City and San Francisco is used.

The city is beautifully and strikingly situated at the base of a spur of the Wasatch Range. Its wide, tree-bordered streets, its handsome modern buildings including the commodious Hotel Utah, its theaters and fine residences, all are evidences of its growth and importance. The State Capitol is an imposing edifice occupying the brow of a hill to the north of and overlooking the city.

The Mormon Church buildings in the Sacred Square unfailingly interest the visitor and are especially notable. The magnificent Temple, built of white granite, is visible for miles around. It was commenced in 1853, completed in 1893, and cost nearly \$6,000,000. It is 200 feet long, 100 feet wide, 100 feet high, with a tower on each corner 220 feet in height. The immense Tabernacle, with its turtle-shaped roof, was constructed entirely without metal nails. It is noted for its remarkable acoustic properties, and within it ten thousand people can gather and listen to the notes of the famous organ and to the great choir of five hundred voices.

At Saltair Beach, a popular resort on Great Salt Lake near the city, bathers swim and float at pleasure but never sink, for this "Dead Sea" of America is 22 per cent salt. The Pavilion at Saltair has one of the largest dancing floors in the world.

Ogden Union Station—Southern Pacific trains leave Ogden from the Union Station and run westward for fifteen miles over a level and fertile country before reaching the lake. This is the beginning of the Great Salt Lake Cut-Off, the crossing of which is a delightful and unique experience—one of the scenic features which make the American Canyon Route so enjoyable.

Story of the Salt Lake Cut-Off—From Ogden to Lucin, 102.5 miles, extends the famous Salt Lake Cut-Off, crossing the northern arms of Great Salt Lake. This cut-off was constructed with the object of avoiding the curves and grades of the original line running around the northern end of the lake. It saves 43.7 miles, 3,919 degrees of curvature and 1,515 feet of grade. The sharpest curve on the new line is $1\frac{1}{2}$ degrees, as against 10 degrees on the old line. The curves the new line saves would turn a train around eleven times. The heaviest grade is 21 feet to the mile, as against 90 feet on the old line. The Cut-off was formally opened November 13, 1903, after eighteen months' work.

The line of the Salt Lake Cut-Off runs for seventy-two miles on land, and thirty miles on rock-fills and heavy trestle work. Promontory Point separates the east and west arms of the lake. The railroad extends nine miles across the east arm, then runs five miles across the point, passing through a cut three thousand feet long. Beyond Promontory Point the line crosses the west arm of the lake on a causeway twenty miles long. The southern shore is thirty-five miles away and out of sight, beyond the islands seen in the distance.

The trip across Great Salt Lake is the most novel of journeys, long to be remembered, for it is literally "going to sea by rail." The lake is one of the most remarkable bodies of water in the world, more salty than any except the Dead Sea of Palestine. In every five pounds of water is one pound of salts, of which thirteen ounces are common salt. The water is so heavy one cannot sink in it. There are no fish in the lake, the only life being a tiny shrimp not exceeding one-third of an inch in length. This entire region, with its wide expanse of waters—now gray and still, now blue and sparkling—and with its weird mountain peaks, exercises a strange fascination upon the traveler. Great Salt Lake is 75 miles long, 31 miles wide, and covers an area of 2,000 square miles. Yet large as it is, it is but a small remnant of an ancient inland sea which once occupied a large part of the Great Basin. Twenty-three thousand years ago this body of water was 346 miles long and 145 miles wide—almost as large as Lake Michigan and much deeper. Scientists have given the name Lake Bonneville to this ancient sea, in honor of Captain Bonneville, who explored this region in 1831. In time, the surface of the lake sank below its outlet, the water became salty through evaporation, the area

1. Mormon Temple and Tabernacle, Salt Lake City
2. Hotel Utah, Salt Lake City
3. The Pavilion at Saltair, on Great Salt Lake

4. The fertile Salt Lake Valley
5. "San Francisco Overland Limited" crossing Salt Lake Cut-Off
6. "Pacific Limited" at Midlake on the Cut-Off

gradually shrinking. The American Canyon Route crosses the old bed of Lake Bonneville from Ogden to Montello, 130 miles, and the old shore-lines are observed in many places high on the mountainsides.

Lakeside, Utah.—Alt. 4,216. To San Francisco 735 miles. This station marks the western shore of Great Salt Lake. Fossil fishes have been found at several points hereabouts, showing that fish once lived in the lake. To the north is an isolated hill known as Strong Knob, while to the south rise the Lakeside Mountains. South of Lemay, thirty-three miles farther on, are the Newfoundland Mountains, with the beach-terraces of Lake Bonneville very clearly marked along their flanks. The Raft River Range is to the north. Umbria Junction, just west of Lucin, is the end of the Salt Lake Cut-Off.

STATE OF NEVADA—POPULATION 77,407

The Southern Pacific Company issues a map of Nevada, containing also a description of its resources, development, topography and climate. This may be had upon request.

Tecoma, Nev.—Alt. 4,807. To San Francisco 668 miles. At Tecoma we enter Nevada. This State's recent development in agriculture and stock-raising, as well as in mining, has been remarkable. There were shipped from Nevada during 1922 a total of 8,500 carloads of live stock and 6,000,000 pounds of wool. The output of gold, silver, copper, lead and zinc in 1922 was valued at about \$17,500,000 and many other minerals—including manganese, tungsten and gypsum—are also extensively mined.

The range country of Nevada commences at Tecoma. This is also the nearest railroad point to the silver, copper and lead mines, discovered in 1874, which include the Tecoma, Buel City, Lucin, Silver Islet and Deep Creek mines. The Goose Creek Mountains are to the north, while the Pilot Range is to the south, with Pilot Peak outstanding—a lofty landmark by which the early immigrants steered for Humboldt Wells and the water and verdure of that region.

Montello, Nev.—Alt. 4,877. Pop. 464. To San Francisco 662 miles. A division point of the Southern Pacific. The highest level of ancient Lake Bonneville was above Montello, at an elevation of about 5,000 feet. The railroad continues to climb westward from Montello, passing Loray and Omar to Cobre, near the summit of Valley Pass. The Toano Range rises to the south.

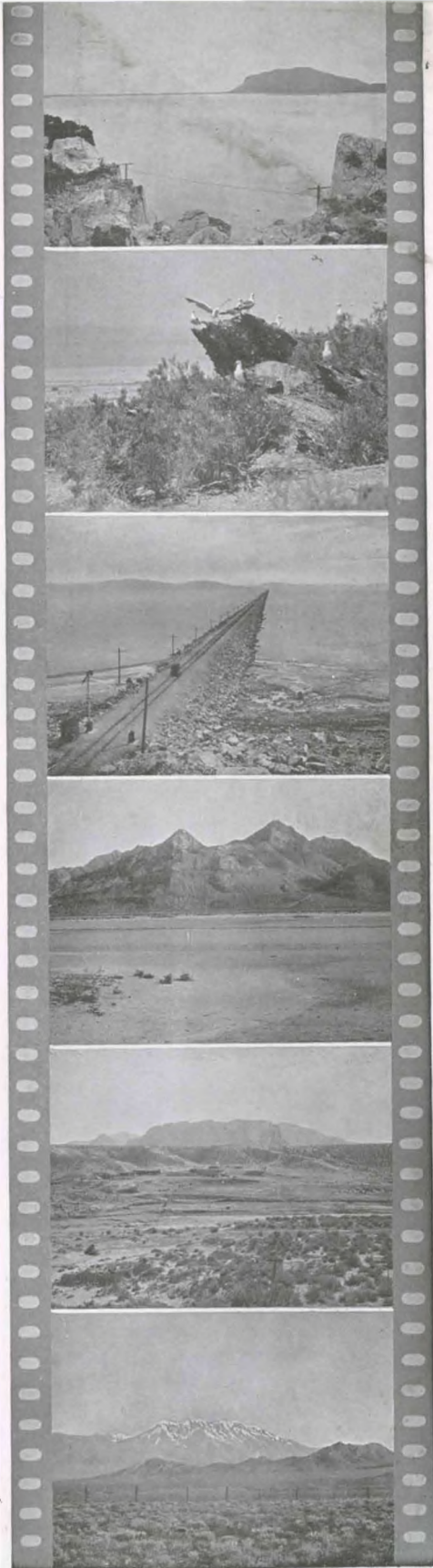
Cobre, Nev.—Alt. 5,922. Pop. 55. To San Francisco 645 miles. Many mining districts in eastern Nevada are tributary to Cobre. The Nevada Northern Railway runs south to Ely, 140 miles. Here are noted copper mines. About 16,000 tons of copper ore are hauled daily to the great concentrator and smelter at McGill, producing each day about 250,000 pounds of refined copper. This ore is not handled at the mines through a shaft as is the common practice, but lies on a plateau and is blasted out and picked up by massive shovels.

Valley Pass	Alt. 6072	As we proceed westward across Nevada we pass a succession of serrated mountain ranges, many marked by lofty snow-clad peaks. There are broad basins and sheltered valleys traversed also, which with irrigation may some day yield abundant harvests. Some of these valleys now serve only for stock-grazing purposes, but in many places the effects of regulated irrigation may be observed. South of Pequop are the Pequop Mountains, while the Independence Mountains rise beyond. Independence Valley lies between these two ranges, extending southward from Fenelon and Holborn. Moor is near the summit of Cedar Pass, and from this point there is a downward grade for over three hundred miles, the pass forming a natural gateway to the valley of the Humboldt River.
Icarus	" 6108	
Pequop	" 6144	
Fenelon	" 6154	
Holborn	" 6103	
Anthony	" 6126	
Moor	" 6166	

Wells, Nev.—Alt. 5,631. Pop. 600. To San Francisco 608 miles. In the days of the Emigrant Trail this was an important supply point, hundreds of prairie schooners sometimes being encamped there. The name Humboldt Wells was given to the place because of the numerous springs which rise in a nearby meadow. From Wells a great cattle range extends northward into Idaho, while to the south lie the ranches and small farms of Clover Valley, between the Independence Mountains and the East Humboldt Range. At Wells the Western Pacific Railway diverges toward Salt Lake City. Stage leaves Wells tri-weekly for

1. Crossing the lake Strong Knob is seen
2. Seagulls on the lake
3. Approaching Lakeside on west shore

4. The Newfoundland Mountains, near Lemay
5. Utah-Nevada State line
6. Ruby Range, seen from Wells



Rogerson and Twin Falls, ninety-five miles, and daily for Warm Creek, twenty-six miles; Arthur, forty-eight miles; Ruby City, eighty miles; O'Neil, sixty miles, and Metropolis, ten miles.

From Wells to Lovelock the railroad follows the valley of the Humboldt River, often along the course of the river itself. The Humboldt is the chief stream of Nevada—over three hundred miles long. It was discovered in 1825 by Peter Ogden of the Hudson Bay Company, and was later explored by General Fremont, who named it after Alexander von Humboldt, the well known traveler, who visited our Southwest in the first decade of the nineteenth century. The river empties into Humboldt Lake, which overflows in time of flood into Carson Sink.

Tulasco, Nev.—*Alt. 5,510.* Tulasco, seven miles west of Wells, is the junction for Metropolis, a newly settled agricultural district lying eight miles to the north, water being secured from Bishop's Creek.

Deeth, Nev.—*Alt. 5,341. Pop. 200.* To San Francisco 590 miles. From this station, a stage leaves twice a week for Charleston, fifty miles, and Arthur, seventy miles north. Directly south lie Ruby Valley and the picturesque Ruby Range. In the valley are many flourishing orchards, producing apples which are not excelled in flavor.

Halleck, Nev.—*Alt. 5,229.* To San Francisco 577 miles. Named after Fort Halleck, twelve miles to the south at the base of the Ruby Range. Elburz is three miles west along the railroad. A fine stock ranch is seen on the south, and a short distance farther the line crosses the north fork of the Humboldt, which here joins the main river. We follow the Humboldt River through Ryndon, Osino and Coin to Elko. As the railroad descends the narrow Osino Canyon, it crosses the river several times.

Elko, Nev.—*Alt. 5,061. Pop. 2,173.* To San Francisco 556 miles. Elko, one of the prosperous and wealthy towns of Nevada, is rapidly growing. It is the center of a vast and rich country. Some Shoshone Indians are usually to be seen about the station. The mountains to the south are the Diamond Range. Near Elko are mineral hot springs of unusual size and depth. Stage leaves daily except Sunday for Blaine, eighteen miles, and daily for Lamaille, twenty miles; Lee, twenty-five miles south. Blaine and Lamaille are the important points in the Lamaille Valley, one of the most fertile in the State. Stage for Bullion, twenty-seven miles south, leaves once a week. There is a daily stage to Tuscarora, one of Nevada's oldest mining camps, fifty miles to the north; and daily except Sunday to White Rock, ninety-two miles; Mountain City, one hundred miles, and Owyhee, sixty miles; also three times a week to North Fork, fifty-two miles and Gold Creek, seventy-four miles.

Avenel *Alt. 5026*
Vivian *" 4922*
Moleen *" 4982*
Tonka *" 4959*
 The valley of the Humboldt widens as we proceed west. We pass Avenel, Vivian, Moleen and Tonka, and reach Carlin, twenty-one miles from Elko. Dixie and Diamond valleys and the confluence of the south fork of the Humboldt River are to the south, while the Independence Mountains are seen stretching far to the northward.

Carlin, Nev.—*Alt. 4,899. Pop. 650.* To San Francisco 535 miles. Before reaching Carlin, traveling west, the railroad leads through some rugged scenery in the Five-mile Canyon. The old emigrant road divided just east of Carlin, one branch going south to the Humboldt River and the other beyond the hills on the north side, the branches joining again thirty-five miles west at Gravelly Ford.

Leaving Carlin, the Tuscarora Mountains are seen to the north and the Cortez Mountains to the south. Beyond the Station of Tyrol the line enters Palisade Canyon, where the Humboldt flows between precipitous walls rising hundreds of feet above. These walls of lava rock present peculiar formations, and in general appearance they are strikingly similar to the famed Palisades of the Hudson, which suggested their name. To the pioneers this gorge was also known as Twelve-mile Canyon.

1. Pilot Peak, a landmark for early emigrants
 2. View of Ruby Range from Deeth
 3. Five-mile Canyon, east of Carlin

4. Humboldt River, near Palisade
 5. Palisade Canyon—Humboldt River
 6. Tuscarora Mountains

Palisade, Nev.—Alt. 4,844. Pop. 200. To San Francisco 526 miles. The initial point of the Eureka-Nevada Railway which runs eighty-four miles south through Pine Creek Valley to Eureka, a famous old mining camp. Leaving Palisade on the main line we pass Devil's Peak, a perpendicular rock rising five hundred feet from the river's edge. We follow the Humboldt through Gerald, Barth and Harney. The Tuscarora Mountains are still to the north, the Cortez Mountains to the south, and beyond them the Toquima Range.

Cluro, Nev.—Alt. 4,737. To San Francisco 514 miles. Cluro is reached on emerging from the canyon. Entering an open basin on the north, the old emigrant trail is seen leading up from Gravelly Ford, one of the noted points on the Humboldt River in early days. Here on a low point jutting out toward the river on the south, just below the ford and about five miles west of Cluro, is "The Maiden's Grave." The girl was one of a party of emigrants from Missouri, and while in camp at this ford she sickened and died. A cross has been erected, bearing on one side the inscription "The Maiden's Grave," on the other her name, "Lucinda Duncan." It stands a pathetic reminder of the trials and hardships experienced by those who years ago blazed the way to the Land of Promise and the Golden Gate.

Beowawe, Nev.—Alt. 4,695. Pop. 130. To San Francisco 508 miles. Beowawe, meaning the "Gate," is named from the peculiar formation of the hills at this point on either side of the Humboldt Valley. Five miles to the south are Volcano Springs, geyser-like in character. At Beowawe is located a power plant from which runs a wire conveying power to the mill of the Buckhorn Mines, thirty-seven miles south. These mines have over seven million dollars' worth of gold ore in sight. We pass the stations of Ladoga, Farrel, Mosel, Argenta and Rosny to Battle Mountain, thirty miles, the Humboldt River flowing on the north. The rugged nature of the country through which we are passing will attract attention and suggest to us again the superiority of modern transportation over the wagon trail of those "who went before."

Battle Mountain, Nev.—Alt. 4,512. Pop. 602. To San Francisco 476 miles. Battle Mountain, taking its name from the Battle Mountain Range which lies to the south, is the distributing point for a number of gold-mining districts, towns and camps, both north and south. It is also the junction point for the Nevada Central Railroad, extending up the Reese River Valley ninety-three miles south to Austin, an old mining district. The surrounding country has many herds of cattle, particularly on the north side of the river. Large tracts of land in this vicinity are now in use and available for agricultural purposes. From Stone House are seen far across the plains the peaks of encircling mountain ranges. Tilling of the soil will be noticed in places where dry-farming is being pursued.

In early days this was a stage station. The stone house was at the base of an abrupt hill on the south, beside a spring of clear water. This was the scene of many conflicts between the emigrants and the Piute Indians.

Nine miles farther west we pass Iron Point. This ridge was the boundary between the Shoshone and Piute Indians. The railroad here runs northward to Comus. The canyon widens into a valley for several miles, then closes in, and we enter Emigrant Canyon through which passed the old wagon trail.

Golconda, Nev.—Alt. 4,389. Pop. 288. To San Francisco 434 miles. Fine cattle ranges lie to the north, and also deposits of copper and gold. There are hot springs in the vicinity of Golconda, with comfortable hotel and baths. Stage leaves tri-weekly for Midas, fifty-two miles north. The Hot Springs Range is on the north, the Sonoma Range to the south, with Sonoma Peak outstanding. We pass Eglon and Tule and approach Winnemucca, named after a chief of the Piute Indians, the word meaning "Chief." Paradise Valley and the Santa Rosa National Forest are to the north; Grass Valley lies to the south. Paradise Valley is drained by the Little Humboldt River, which joins the main stream a short distance west of Tule.

1. The Maiden's Grave, near Cluro
2. Battle Mountain Range
3. Cattle ranges extend to north and south

4. Humboldt Range, showing Star Peak
5. Reminiscent of the Days of '49
6. Hot Springs, near Golconda





Winnemucca, Nev.—Alt. 4,554. Pop. 1,965. To San Francisco 417 miles. Winnemucca is the seat of Humboldt County, with fine court house, stamp mill, smelting works and good hotels, including the New Humboldt, 100 rooms. Winnemucca has a chamber of commerce and is a fast-growing city of much wealth. A large freighting business is done with mines in the district. Much land is being cultivated and water is found in abundance at about forty feet. The early San Francisco-Idaho stage line crossed the Humboldt River here. Winnemucca Peak, 6,600 feet, is seen to the northwest. Auto stage daily except Sunday to Paradise Valley, forty miles north; to Toll House, twelve miles; Willow Point, twenty-four miles; Amos, thirty-six miles; Rebel Creek, fifty-four miles; National, seventy-five miles; and McDermitt, eighty-four miles north. Twice a week to Denio, Oregon, 110 miles north.

The railroad runs southwest through Benin, Rose Creek, Lamar, Cosgrave and Dodon to Mill City. The Eugene Mountains are to the north, the East Range to the south.

Imlay, Nev.—Alt. 4,197. Pop. 150. To San Francisco 384 miles. At Imlay, a railroad division point, the West Humboldt Range appears to the south, with impressive snow-clad slopes. This mountain-chain culminates in Star Peak, and is also known as the Star Peak Range. Stage and auto service to Unionville, twenty-two miles south, three times a week.

Humboldt, Nev.—Alt. 4,238. To San Francisco 377 miles. The verdure and foliage of cottonwoods and willows which mark the course of the Humboldt River are noticeable. Humboldt was termed the Oasis of the Great Nevada Desert and is evidence that these semi-arid regions may be redeemed and yield paying crops by regulated irrigation.

We pass southward down the valley with the Trinity Mountains on the west and the West Humboldt Range to the east, through Valery, Rye Patch, Zola, Oreana, Woolsey and Kodak. Electric power to operate the quartz mill is obtained from the Lahontan Dam, Truckee-Carson irrigation project, later described. The Stillwater Mountains lie thirty miles to the south and beyond them the Clan Alpine Range.

Lovelock, Nev.—Alt. 3,979. Pop. 1,164. To San Francisco 344 miles. Lovelock in the broad valley of the Humboldt, near the Humboldt Meadows of the old emigrant road is a growing and important town with good hotel accommodation. Irrigation is responsible for the wide fields of alfalfa seen here. Lovelock is the center of a large sheep and cattle industry, many head being shipped yearly to the San Francisco market. The rich mining districts of Mazuma and Seven Troughs lie about thirty miles to the north.

Humboldt Lake, sixteen miles long and from six to eight miles broad, is seen to the south between Granite Point and Miriam. Carson Sink and Lower Carson Lake also lie to the southeast as we pass through Ocala, Huxley and Parran. These waters are utilized for irrigation purposes.

Hazen, Nev.—Alt. 4,012. Pop. 343. To San Francisco 288 miles. A branch line runs from Hazen sixteen miles southeast to Fallon.

FALLON BRANCH AND IRRIGATION DISTRICT

Fallon, Nev.—Alt. 3,965. Pop. 1,753. To San Francisco 304 miles. Fallon is the center of the Newlands (formerly the Truckee-Carson) Irrigation Project. This project comprises about two hundred thousand acres of irrigable land. There are upward of forty thousand acres under cultivation, the staple crop being alfalfa. Potatoes, onions, sugar-beets, grain and truck crops are raised, also the famous "Hearts of Gold" cantaloupes. Dairying and the raising of cattle and sheep are also important. Water for irrigation is taken from the Truckee River near Derby, nineteen miles west. A second source of supply is the Carson River, on which the United States Reclamation Service has constructed a large dam at Lahontan, seven miles south of Hazen.

1. Southern Pacific double track near Imlay
2. Looking across Humboldt Lake
3. Alfalfa fields between Humboldt and Lovelock

4. Riverside Ranch at Lovelock
5. Alfalfa stacks near Lovelock
6. Sheep on the Newlands Irrigation Project

Hazen is the junction for the line reaching Owens River Valley and the mining camps of Tonopah and Goldfield. At Mina, 128 miles south of Hazen, change is made to Southern Pacific narrow-gauge line which extends along the eastern base of the Sierra Nevada down the Owens River Valley to Owenyo, 143 miles. A standard-gauge track runs from Owenyo to Mojave, 144 miles, there connecting with the San Joaquin Valley line and with the line to Los Angeles, 103 miles farther south.

At Mina are Southern Pacific shops and a hotel, connection here being made with the Tonopah & Goldfield Railroad for Tonopah, seventy miles, and Goldfield, ninety-five miles, whence the Tonopah & Tidewater Railway runs to Beatty, Ryan, Silver Lake, Ludlow, etc. Mina is the shipping point for the mines of the Simon, Marietta, Candelaria and Pactolos districts, producing gold, silver, lead, zinc and quicksilver.

Fernley, Nev.—*Alt. 4,157. Pop. 250. To San Francisco 276 miles.* This is one of the more recently developed settlements resulting from the Truckee-Carson Irrigation Project. The course of the Truckee River is followed from Fernley to Truckee, sixty-eight miles.

FERNLEY-SUSANVILLE BRANCH

From Fernley a branch line extends through Wadsworth northwest 106 miles to Susanville, California, and twenty-nine miles farther across the summit of the Sierra Nevada to Westwood. The region embraces many natural phenomena in addition to numerous lakes and streams. At Wadsworth, three miles from Fernley, the line crosses the Truckee River, which flows from Lake Tahoe on the Sierra Nevada summit and empties twenty miles north of Wadsworth into Pyramid Lake, thirty-one miles in length and five to eleven wide. It lies in the Pyramid Indian Reservation and was named by Captain John C. Fremont from the peculiar and fantastic pyramids which rise from the waters of the lake. The substance is travertine, a hard crusted and porous formation of a light drab color, which also occurs in huge, odd-shaped masses along the shores. The train skirts Pyramid Lake for thirty miles, affording a fine view of its waters, encircled by the rugged Lake Range. At the mouth of the Truckee River, at the southern end of the lake, the Indian village and school may be seen. The lake has an abundance of trout, the catch ranging from five to twenty pounds each. The right to fish is reserved to the Indians.

Winnemucca Lake is a similar but smaller body of water lying immediately east. Neither lake has an outlet. The train stops at Sutcliffe on Pyramid Lake. At Zenobia, fifty-one miles from Fernley, the line leaves the lake and at Stacey, twenty-four miles farther, enters the southern end of Honey Lake Valley, which extends for thirty-six miles to Susanville, and has a maximum width of fifteen miles. There are hot springs and medicinal baths at Amedee and also at Wendel on Honey Lake. Wendel is the junction for Alturas and Lakeview, on the Nevada-California-Oregon Railway. The town of Litchfield, beyond Wendel, is the center of much cultivation. Lassen Peak, in Lassen Volcanic National Park, about eighty miles northwest, is visible ahead slightly to the left. The northern and western portions of the valley are well settled. The waters of Susan River flow in from the north.

Susanville, Cal.—*Alt. 4,216. Pop. 2,500. From Fernley 106 miles.* Situated in the foothills at the entrance to Susan River Canyon. The town is well built with brick and stone structures and is center of much activity. Has a good hotel and is distributing point for the district. The timber which covers a vast area to the north starts here. Good trout fishing can be had in Susan River, which winds for twenty miles through its timbered and rugged canyon, also in Eagle Lake, reached by auto road, twelve miles north.

Westwood, Cal.—*Alt. 5,088. Pop. 3,640. From Fernley 136 miles.* Thirty miles from Susanville and terminus of the branch, Westwood is the site of the large lumber-mills of the Red River Lumber Company, timber holdings covering eight hundred thousand acres in seven counties. One mill alone will produce one million feet or forty carloads of lumber per day.

Lassen Volcanic National Park—Comprises a region of wild beauty lying about 50 miles northwest of Westwood. Lassen Peak, 10,577 feet elevation, is the only active volcano in continental United States. On May 30, 1914, it renewed its volcanic activity, believed to have last occurred two hundred years ago. At varying intervals it emitted volumes of smoke, with ashes and rock, the latest explosive eruption occurring on May 22, 1915. Since then innumerable fissures have provided vent holes through which Lassen's internal forces continually escape in steam.

1. Truckee River Dam near Derby
2. Outflow Basin, Lahontan Dam
3. Tonopah, surrounded by peaks and mines

4. Pyramid Lake on the Fernley Branch
5. Heading Barley in Honey Lake Valley
6. Susanville and roundabout



In 1905 Lassen Peak was created a National Monument, and in 1916 the region round about was set aside as the Lassen Volcanic National Park. Roads within the Park are now under construction by the Government, the present means of exploring the interior being by horse and foot trails. Cinder Cone, Chaos Crags, Snag Lake, Butte Lake, Lake Helen and Juniper Lake, with scores of lesser lakes, creeks and streams, are some of the many attractions of this new playground, while within the Park also are hundreds of boiling springs and geysers. Drakesbad is a resort within the Park boundary near the base of Lassen Peak.

Drakesbad, Cal.—Is thirty-two miles northwest of Westwood, and is reached during the summer by daily auto-stage to Chester, thence by special auto. Here are hot and cold soda and sulphur springs, several geysers, ice and crystal caves, the Devil's Kitchen with active mud pots and a boiling lake, covering a region of unusual interest to the tourist. Drakesbad is equipped with floored and comfortably furnished tent-houses, and provides good meal service. Horses and guides are available for trail trip to Lassen Peak, about seven miles.

MAIN LINE

From Fernley west the Southern Pacific main line proceeds along the Truckee River forty-eight miles through Derby, Thisbe and Vista. At Thisbe, south of the track, is seen the concrete diversion dam of the United States Reclamation Service. Here water is taken from the Truckee River for distribution over the Truckee-Carson Irrigation Project. The concrete-lined canal is visible for several miles on the south side of the river. Vista is on the edge of the Truckee Meadows.

Sparks, Nev.—Alt. 4,425. Pop. 3,238. To San Francisco 244 miles. Sparks, three miles from Reno, is a division point and location of Southern Pacific shops. It is growing substantially and has many comfortable residences. Steamboat Valley stretches north and south, showing much agricultural development.

Reno, Nev.—Alt. 4,497. Pop. 12,016. To San Francisco 244 miles. Reno, the metropolis of Nevada, is the county seat of Washoe County and the location of the University of Nevada. It was named in honor of General Reno, who was killed at the battle of South Mountain. The city is attractively situated on the Truckee River in the foothills near the eastern base of the Sierra Nevada. It has a fine court house, many good business blocks, library, churches, good hotels, handsome residence and excellent public schools. The University, with its buildings on the rising ground north of the city, offers special courses in agriculture and mining. Reno is the distributing point for a large freight business and is surrounded by an extensive area of agricultural land.

The Virginia & Truckee Railroad runs south to Carson City, capital of Nevada, thirty-one miles, thence fifteen miles to Minden. From Carson City the line runs north twenty-one miles to Virginia City on the famous "Comstock Lode," which in the early days produced millions of dollars in gold and silver. At Mound House connection is made with the Southern Pacific through Churchill for Wabuska.

Leaving Reno the Southern Pacific main line runs west, winding through the foothills of the Sierra Nevada, and at Verdi, eleven miles, elevation 4,904 feet, enters the wild and picturesque canyon of the Truckee River, the ascent from here to the summit being 2,114 feet in thirty-nine miles. At Verdi, where there is a sawmill and ice-house, we reach the pine timber which continues for one hundred miles to the western foothills of the Sierra.

Verdi, Nev. Alt. 4,919
Calvada, Cal. " 5038 STATE OF CALIFORNIA. POPULATION 3,426,536
Floriston " 5327 The train ascends the picturesque Truckee River Canyon and at Calvada, four miles west of Verdi, we cross the Nevada-California line and parallel it three miles to Mystic. At Floriston, three miles farther on, at the north end of Saddle Mountain, are large paper mills manufacturing from wood-pulp. At Boca, six miles west, is a hotel frequented by anglers who find good sport in the Truckee and Little Truckee rivers and in Prosser Creek.

Truckee, Cal.—Alt. 5,819. Pop. 1,500. To San Francisco 208 miles. Truckee is picturesquely situated on a bend of the Truckee River where it flows in from the southwest out of Lake Tahoe. The principal industries are lumbering, ice-cutting and dairying. Truckee during the snow season holds a Winter Sports carnival. At Hobart, eight miles north, and reached by daily auto-stage, are lumber mills.

1. Mills of Red River Lumber Company at Westwood
2. Truckee River near Sparks
3. Bridge across the Truckee, Reno
4. Mackay School of Mines, University of Nevada
5. Southern Pacific track with overhead Safety Signals
6. In the Canyon approaching Truckee

The narrow-gauge line of the Lake Tahoe Railway & Transportation Company runs south from Truckee, winding through the narrowing canyon of the Truckee River fifteen miles to Lake Tahoe. This delightful side trip should not be omitted by tourists in California during the summer months. Stopover of ten days is allowed on all rail tickets.

During the season, April 15 to Oct. 31, 1924, special fares are in effect from Truckee for side trips to Lake Tahoe, and can be availed of by holders of through tickets, namely: To Tahoe Tavern and return, \$3.00; to Tahoe Tavern and return, including seventy-two mile steamer trip around Lake Tahoe, \$5.40; to Lake Tahoe and return, including steamer trip, with stopover at any resort on the lake, \$6.60. For special fares for parties of fifteen or more, ask railroad agents.

Tioga Pass Road Lake Tahoe to Yosemite National Park

An added attraction to the American Canyon Route during period July 15 to September 17, is the two-day 250-mile rail-and-auto detour from Truckee, under through ticketing arrangements, via Lake Tahoe Railway & Transportation Company to Lake Tahoe, thence by automobile stages that follow for thirty-five miles Lake Tahoe's shores and proceed via Minden, Bridgeport and Mono Lake over the New Tioga Pass Road to Yosemite Valley. Leaving Yosemite you depart from El Portal via the Yosemite Valley Railroad for Merced, there connecting with Southern Pacific's San Joaquin Valley Line, main line tickets through Truckee being honored to San Francisco, Los Angeles or other destination. Detour fare, \$44.00 extra.

The trip can be made in either direction, eastern tourists going in via Merced and out via Truckee, and from California locally round trip tickets to Truckee can be purchased.

Lake Tahoe—Lake Tahoe is one of the largest and most beautiful mountain lakes in the world. It is noted for its crystal clearness and its wonderful coloring—a zone of brilliant emerald encircling a heart of deepest indigo blue. Its altitude is 6,280 feet; it is twenty-three miles long, thirteen miles wide, and its sounded depth 1,800 feet, beyond which instruments have failed. Most of the lake is in California; the eastern and part of the northern shores are in Nevada. It is completely hemmed in by snow-capped mountains, their peaks varying in height from 8,250 to 11,120 feet above sea level. Its shores, pine-fringed and indented, have many charming resorts with attractive and comfortable hotels and numerous cottages. A twin-screw steel steamer makes the seventy-two mile circuit of the lake daily during the season, calling at the boat landings of all the resorts. Over sixty named smaller mountain lakes and many unnamed, together with numerous trout streams are in this wonderful region, from two to twenty-five miles from Lake Tahoe by auto road or horse trail.

Donner Lake—From Truckee west the grade steepens as we wind among the crests of the Sierra summit. Eight miles from Truckee a most remarkable car-window view is had of Donner Lake, lying directly beneath us on the north. It is three miles long, one mile wide and 483 feet in depth, and is one of the most picturesque alpine lakes in California. The lake is named after the ill-fated Donner Party, emigrants who were snow-bound on its shores in the winter of 1846. Under the leadership of George Donner they toiled across Utah and

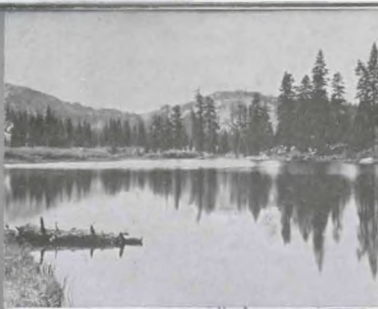
Summit	Alt. 6963
Soda Springs	" 6752
Spruce	" 6543
Tamarack	" 6201
Cisco	" 5933
Crystal Lake	" 5765
Yuba Pass	" 5618
Smart	" 5354

Nevada, enduring many privations, and on the last day of October reached this point, not far from the summit of the Sierra. Here they were overtaken by heavy snow-storms; their store of provisions gave out and at last starvation was upon them. A few succeeded in crossing the Sierra on snowshoes, reaching Sacramento, but when the rescue parties arrived at Donner Lake they found that 36 out of 81 had perished. A monument has been erected to their memory at the east end of the lake. At Lake View, twelve miles west of Truckee, the full length of the lake, lying far beneath us, is a splendid sight. An outing resort with comfortable tent-houses and

1. Fishing in the Truckee River
2. Boating on Lake Tahoe at Tahoe Tavern
3. Emerald Bay, Lake Tahoe

4. Mount Tallac, Lake Tahoe
5. Tioga Pass Road, Lake Tahoe to Yosemite
6. Donner Lake, from car window, at Lake View





hotel service has been established on the western shore of the lake and is open during the summer season. It is reached by auto-stage from Truckee, three miles.

The altitude of the pass at Summit is 7,018 feet. Surrounding peaks and granite crests tower three thousand feet higher, with deep gorges and mountain lakes between. South of the station of Soda Springs is Lake Van Norden, a reservoir whose waters develop electric power used in the distant lowlands of California. The South Fork of the Yuba River flows below, north of the track. Cisco is a favorite resort for anglers, with a hotel near the station. The headwaters of the American River flow south of the track, two thousand feet below, through a canyon of remarkable beauty. This mountain region is sought during the summer months by many from San Francisco, Oakland and the bay and valley cities for vacation and week-end trips. The view north from Smart is particularly fine, embracing the gorge of the South Fork of the Yuba River and Bear Valley.

Emigrant Gap, Cal.—Alt. 5,219. In a pass above the present railroad track, the old emigrant road from the East crossed a divide and thence followed down the ridges of the Sierra and through the foothills to the Sacramento Valley.

AMERICAN RIVER CANYON

Blue Canyon, Cal.—Alt. 4,692. To San Francisco 167 miles. The beautiful scenery through which we now pass must not be missed by the traveler, who should be on the lookout toward the south as the line curves around mountain shoulders and winds along the heavily timbered canyon sides.

For miles the line follows the ridge above the American River, affording vistas of magnificent sweep across a hundred miles of mountains, range after range reaching off into the purple distance. Into the abyss the mountainsides slope at precipitous angles, sinking in almost sheer descent. The Sierra rise like a wall beyond, and ahead looms the rugged promontory of Giant Gap, pushing its bulky form far out into the canyon, the stream swirling in swift water around its base. At American

a stop of five minutes is made to enable passengers to view the canyon from an observation platform.

We pass Towle, Alta and mountain resort towns in charming surroundings. Alta Lake is seen to the south near Alta station.

Dutch Flat and Gold Run are names associated with the romantic days of '49. The view from the car window to the north and south, over a vast area once the scene of the most extensive placer mining in the world, brings to mind the mining activity of that time. Silent and deserted now, it spreads before you in a great basin weirdly picturesque in its upthrusts of scarred rocks of brilliant coloring and strange formation.

Cape Horn, a mountain-shoulder high above American River Canyon, is pierced by two tunnels through which we pass, and five miles beyond we reach Colfax.

Colfax, Cal.—Alt. 2,418. Pop. 685. To San Francisco 142 miles. A prosperous town in the midst of a fertile fruit-growing district, for here the orchards begin, the fruits including Hungarian prunes, Bartlett pears and Tokay grapes.

To the first-time visitor to California the American Canyon Route more completely than any other fulfills expectation by its rapid transition from snow-capped peaks, timbered heights and rugged canyons to foothills checkered with orchards and vineyards, gardens with flowers abloom, and homes surrounded by fertile valley-lands.

The Nevada County Narrow Gauge Railroad runs northward from Colfax to Grass Valley, seventeen miles and Nevada City, twenty-three miles, in a rich orchard, farming and mining region. From Colfax we pass through Lander, New England Mills, Applegate, Clipper Gap and Bowman, small stations in the hills, to Auburn, eighteen miles.

New England Mills, Applegate, Clipper Gap and Bowman, small stations in the hills, to Auburn, eighteen miles.

1. Lake Mary, near Summit
2. Winding through the pass at crest of Sierras
3. Observation Platform, American River Canyon

4. Giant Gap, American River Canyon
5. The Gold Fields of '49 near Dutch Flat
6. East and west bound tracks cross near Applegate

Auburn, Cal.—Alt. 1,267. Pop. 2,289. To San Francisco 124 miles. Auburn, county seat of Placer County, is a pretty foothill city with attractive homes and public buildings. The westbound line passes south of the town, the eastbound passes to the north. The fertile hills for miles around are blanketed with vineyards and with orchards producing apples, peaches, pears, plums, prunes and cherries. To the west the great Sacramento Valley is spread out like a map.

Newcastle Alt. 960 Newcastle is five miles west, a prosperous foothill town and large shipping point for fruit. Cherry trees in this vicinity are remarkable for their size and yield. Passing
Penryn " 628 Penryn, Loomis and Rocklin, the outlook over a great
Loomis " 402 expanse of hills and valleys is ideal, the train winding
Rocklin " 249 among foothills covered with orchards and orange groves.
 Bungalows and attractive country homes are picturesquely situated on the hill-sides. Near Loomis is the Government Experimental Station for fig-raising. At Rocklin there are large granite quarries, Rocklin granite being used in the construction of the beautiful State Capitol at Sacramento.

Roseville, Cal.—Alt. 163. Pop. 4,477. To San Francisco 107 miles. Roseville has extensive yards of the Southern Pacific and is the point of junction with the "east side" line of the "Shasta Route" northward to Portland and westward to San Francisco. Roseville is in a fertile farm and fruit section, producing plums, cherries, almonds, grapes and berries, and has the largest fruit-icing station in the West. To the east lie the foothills of the Sierra. Passing through Antelope, Walerga, Benali, and Elvas we reach Sacramento, eighteen miles. Between Benali and Elvas we cross the American River, which joins the Sacramento River just north of Sacramento.

Sacramento, Cal.—Alt. 35. Pop. 65,908. To San Francisco 89 miles. (Ten days' stopover allowed on all interstate tickets.) Sacramento, the capital of California, and seat of government of Sacramento County, is the largest inland city of the State, one of its principal manufacturing cities and the shipping point for a very large deciduous fruit region. The Southern Pacific's general shops are located here. The city is situated on the east bank of the Sacramento River, one of the great waterways of the United States. This river is navigable for 75 miles above Sacramento.

The capitol building is an imposing structure costing \$3,000,000 situated in a beautiful park of thirty-five acres, which contains 120 varieties of trees from all regions of the world. A fine view of the surrounding country is had from the capitol dome. There are many imposing public buildings and modern hotels. The residence section is adorned with a luxuriant growth of semitropical trees and plants.

Places of interest include the Crocker Art Gallery (Third and O Streets), containing one of the finest art collections in the West, and old Sutter's Fort, founded in 1839 by General John A. Sutter, who obtained a large grant in this region from the Mexican Government.

There are many pleasant side trips to be taken from Sacramento. A branch of the Southern Pacific extends eastward sixty miles to Placerville, a famous mining town founded in the glorious era of 'Forty-nine. Another branch line reaches south along the Sacramento to Walnut Grove, twenty-five miles.

The Southern Pacific's Netherlands Route steamers leave daily, except Sunday for San Francisco, a trip of 120 miles down the Sacramento River, passing a maze of islands—Grand Island, the largest, having eighteen thousand acres—through the delta region of the Sacramento and San Joaquin rivers and crossing the northern reaches of San Francisco Bay to San Francisco. Rail tickets are accepted for passage on steamers.

Leaving Sacramento we cross a great steel bridge over the Sacramento River, containing one of the largest spans in the world. The upper deck is used for highway purposes.

Davis, Cal.—Alt. 57. To San Francisco 76 miles. Davis, thirteen miles southwest of Sacramento, is the junction with the Southern Pacific's west side Sacramento Valley line from Tehama, part of the "Shasta Route." At

1. Pear Orchard near Colfax
2. Vineyard and Orchard in Foothills
3. Orange Grove at Loomis

4. Peach Orchard near Roseville
5. Combined Harvester in Sacramento Valley
6. The State Capitol at Sacramento





Davis is situated the State Agricultural College farm of 780 acres, conducted by the University of California. Leaving Davis the line runs southwest forty-four miles through an agricultural area extending south twenty miles into the marsh lands bordering Suisun Bay—an expansion of San Francisco Bay—and the mingled waters of the Sacramento and San Joaquin rivers. We pass the valley towns of Dixon, Batavia, Elmira and Suisun-Fairfield, in a rich farming country devoted

to the growing of alfalfa, fruits and nuts. There are many green dairy-pastures in these lowlands. Toward the bay are tule marshes which are declared by many sportsmen to be the finest duck-shooting grounds in America. Several gun clubs have their preserves in this region.

From Elmira a Southern Pacific branch extends north fifty-one miles, through Vacaville, Winters, Madison, Esparto and Guinda to Rumsey, passing through a farming and fruit-growing section, including the fertile Vaca Valley, and the Capay Valley, which is watered by Cache Creek.

Fairfield, the county seat of Solano County, is situated directly north of the line at Suisun, the two practically forming one city. In the hills to the north is seen a large cement plant. From Suisun-Fairfield branch lines reach into the Napa and Sonoma Valleys, the former branch having its terminus at Calistoga and the latter at Santa Rosa. Tourists desiring to visit these fertile and picturesque regions may leave the main line either at Suisun-Fairfield or at Vallejo Junction, farther south.

Beyond Suisun-Fairfield on the main line we run south, across the Suisun marshes—now being transformed into alfalfa fields and truck-gardening lands—to Army Point, nineteen miles, headquarters for the United States Army Signal Corps and Ordnance. The train skirts Suisun Bay for two miles to Benicia, on Carquinez Straits. Beyond the Contra Costa hills on the opposite shore rises Mount Diablo, elevation 3,896 feet.

Benicia, Cal.—Alt. 10. Pop. 2,693. To San Francisco 32 miles. Benicia was the capital of California in 1853-54. The old brick building which served as the Hall of Legislature is still standing and is now the Town Hall. There are tanneries and factories at Benicia, with deepwater frontage. Southern Pacific trains cross Carquinez Straits, one mile in width, from Benicia to Port Costa on the ferry boat *Contra Costa* or the *Solano*, the largest train-ferries in the world, each capable of carrying twenty passenger coaches and four locomotives. The trains run on and off the great boats on aprons which rise and lower with the tide.

Port Costa, Cal.—Alt. 14. Pop. 805. To San Francisco 31 miles. Junction for Southern Pacific's San Joaquin Valley lines. From Port Costa, where the largest ocean-going vessels load at docks, the railroad skirts the shore of San Francisco Bay to Oakland Pier, twenty-seven miles, affording sweeping views across the broad waters to the Marin County hills beyond, with the bold outline of Mount Tamalpais over all. We pass several manufacturing towns with excellent transportation facilities. The land toward the Contra Costa hills on the east is intensely cultivated and hereabouts are market gardens for the large cities near at hand. At Crockett is seen the extensive plant of the California-Hawaiian Sugar Works. From Vallejo Junction a Southern Pacific ferry steamer plies to Vallejo on the opposite shore. Vallejo is a city of 21,107 inhabitants and displays much business activity, for nearby across the channel lies Mare Island Navy Yard, our chief naval station on the Pacific Coast. A branch line of the Southern Pacific extends northward from Vallejo through the fertile Napa Valley to Calistoga. On this route are Napa, an industrial

center, and St. Helena, picturesquely situated amidst the vineyards. Calistoga, the terminus, has mineral springs and a remarkable geyser, which every two hours shoots hot water and steam from 100 to 300 feet into the air. About five miles distant by road is the Petrified Forest, another natural wonder. From Calistoga start the automobile stages which enter the vacation realm of Lake County, beyond Mount St. Helena. More than a score of resorts, most of them with hot mineral springs, are in this region.

1. Southern Pacific Bridge at Sacramento
2. Sutter's Fort, Sacramento
3. Southern Pacific Sacramento River Steamer

4. Model Dairy at Dixon
5. Duck Shooting on the Suisun Marshes
6. Cherry Orchard near Vacaville

Another branch railroad line from Vallejo leads through the fruitful Sonoma Valley to Santa Rosa, a city of 8,758 people.

Proceeding along the main line beyond Vallejo Junction we pass through Selby, site of the large plant of the National Lead Company; Oleum, where the Union Oil Company has its extensive refinery and tank "farm"; Rodeo, Pinole and Giant, where there are smelters, oil refineries, powder works, etc.; and San Pablo, an old Spanish town.

Richmond, Cal.—Pop. 16,843. To San Francisco 15 miles. Richmond is one of California's younger cities—the energetic growth of the last ten years. Extensive harbor improvements promise further development. Large manufacturing interests include the Standard Oil Company, crude petroleum being carried by pipe lines all the way from the great oil fields of the San Joaquin Valley to its immense refining works here. The Pullman car shops are seen south of the city to the east of the tracks.

Stage Albany

After leaving Richmond the line passes through Stege and Albany to Berkeley, University Avenue station.

Berkeley, Cal.—Pop. 56,036. To San Francisco 9 miles. Berkeley is the seat of the University of California and has much charm as a residential city. Its comfortable homes extend from the gently sloping coastal plain far up into the tree-clad hills. The Hotel Whitecotton and the Claremont provide good accommodations. The university is the second largest in the country in attendance. Its campus is a place of imposing granite buildings, green lawns, fine groves of ancient oaks and towering eucalyptus trees. The beautiful Greek Theatre where are held open-air performances and concerts adds to its attractiveness. Another imposing structure is the bell-tower, or Campanile, 307 feet high. Berkeley directly faces the Golden Gate and commands a fine sweep of the bay, while the ridges of the Berkeley hills rise to the east of the city, with Grizzly Peak outstanding.

From Berkeley the line passes the station of Shell Mound, where there have been notable discoveries in the Indian mound that rises to the west of the track. The next stop is the fine Sixteenth-street Station, Oakland. Here Southern Pacific suburban electric trains, in connection with its twenty-minute ferry service between Oakland Pier and San Francisco, run on elevated tracks reached by a stairway from the station platform, avoiding all danger from passing main-line trains. Electric street-car service from Sixteenth-street Station reaches all parts of the city.

Oakland, Cal.—Pop. 216,261. To San Francisco 6 miles. Oakland is a city of beautiful homes and handsome business buildings, as well as a commercial center of growing importance, with large manufacturing and ship-building interests. Its steady development will be increased by the extensive harbor improvements now under way.

The massive tower of the new City Hall, one of the tallest buildings in California, is a striking landmark. Oakland's gardens are beautiful with flowers and trees. Lake Merritt, in a fine park near the civic center, is skirted by modern apartments, and on its calm surface thousands of wild ducks make their winter home. Near the lake stands the imposing Municipal Auditorium, with a seating capacity of 12,000 people. The building, which represents an outlay of almost \$1,000,000, also includes the municipal theatre and an art collection. There are many attractive residence districts in the hills surrounding the city. The popular Hotel Oakland is equipped with every modern convenience and furnishes high-class accommodation and service for tourists. The many good auto roads that lead through the picturesque regions of Alameda and Contra Costa counties attract thousands of motorists. Southern Pacific's Oakland Pier ferry service and its Oakland Harbor ferry service, Broadway and First Street slip, Oakland, carry automobiles, horse-vehicles and their occupants to and from San Francisco, south end of Ferry Building.

Alameda is directly south of Oakland, separated from the larger city by a wide estuary. It is a chosen place of residence and is served by Southern Pacific electric suburban trains, in connection with thirty-minute service between Alameda Pier and San Francisco. Its tree-shaded homes stand in gardens noted for a profusion of roses. The bathing beaches of Alameda are a special attraction, Neptune Beach including many amusement features.

1. Old State Capitol at Benicia
2. Entire trains cross Carquinez Straits on Mammoth Ferries
3. Berkeley looks out through the Golden Gate
4. Sixteenth Street Station, Oakland
5. Oakland, looking across Lake Merritt
6. Southern Pacific's Ferry Steamers between Oakland and San Francisco



Ship building activities at Oakland and Alameda add much to the importance of the East Bay cities.

Oakland Pier—To San Francisco 4 miles. From Sixteenth-street Station, Oakland, the line proceeds to Oakland Pier Station. The pier extends a mile into the bay and on each side has been filled in almost to its end, providing for the extensive yards here located. Incoming and outgoing trains are protected by overhead semaphores, connected with the automatic block safety signals with which all Southern Pacific lines are equipped. This is terminus of Southern Pacific's American Canyon and Shasta Routes, East and North, respectively, and of its San Joaquin Valley Line, connecting via San Jose with its Coast Line—which enters the handsome Third Street Station, San Francisco—both lines running to Los Angeles and forming the Sunset Route through El Paso to New Orleans, and Southern Pacific Steamers New Orleans to New York.

Bay of San Francisco—At Oakland Pier passengers for San Francisco board one of the splendid ferry steamers of the Southern Pacific's transbay service, most complete and extensive ferry system in the world. The trip of four miles is made in eighteen minutes, the landing being at the great Ferry Station at the foot of Market Street. On a sunny day, with blue sky above, bluer waters beneath and the seagulls that navigate the clear air acting as a winged escort, the ferry trip provides a picturesque approach to the most unique and interesting city in America. Midway, on the right, we pass close to Yerba Buena Island, where is located the United States Receiving Ship. Alcatraz Island with its lighthouse and military prison, rising from the waves like an immense dreadnaught, lies farther to the north, directly facing the entrance to Golden Gate. Beyond Alcatraz and forming the northern shore of Golden Gate rise the Marin County hills, with Mount Tamalpais high in the background, Angel Island, with internment camp, quarantine station and hospital, lies near this shore. The Bay of San Francisco is one of the largest landlocked harbors in the world. It extends in two arms, thirty miles north and thirty-five miles south of San Francisco, and is from five to fifteen miles in width, the water area covering over 450 square miles and providing forty square miles of good anchorage.

San Francisco, Cal.—Pop. 506,676. As we cross the Bay, San Francisco rises impressively on its hills, the foreground bristling with tall buildings of the business section. Telegraph Hill, comprising the Italian quarter, is the first prominence on the right, beyond it is Russian Hill, an artistic residence district, and directly in the center over the clock-tower of the Ferry Building is seen Nob Hill, topped by the palatial Fairmont Hotel, a conspicuous landmark. Twin Peaks are the two cones on the southwestern sky-line to the left and the auto drive around the summits affords a splendid panorama of the city and surroundings. Market Street, leading from the Ferry Building, is the main artery of the city, the Broadway of San Francisco. At 65 Market Street, only one block from the Ferry Building, rises the splendid Southern Pacific Building. This ten-story structure represents an outlay of \$2,000,000, and is one of the largest office buildings west of Chicago. It houses the general offices of the Pacific System, Southern Pacific Lines.

In addition to the Palace, Fairmont and St. Francis, containing the last achievements in accommodations, comforts and service, there are hundreds of hotels in the city, suiting all purses. San Francisco's hotels are capable of accommodating fifty thousand visitors.

San Francisco has many noted restaurants and excellent theatres. Its shops are particularly attractive, equal to those of any city in the world. Chinatown, with its quaint Oriental community and gorgeous bazaars, is full of interest. The modern business section, the parks and boulevards, picturesque Fishermen's Wharf, the Ocean Beach, the Civic Center, the imposing public buildings, libraries, museums, art galleries, monuments—all these will demand the visitor's attention. The Presidio, with its cantonments of regular troops holds an important place among the nation's garrison-posts. Many pleasant hours may be passed in Golden Gate Park, the playground of San Francisco and the center of its outdoor life.

1. Approaching San Francisco from Bay
2. Southern Pacific General Office Building, 65 Market Street
3. A San Francisco view with Bay in background

4. Band Stand in Golden Gate Park
5. Ocean Beach, Cliff House and Seal Rocks
6. The City Hall in San Francisco's Civic Center



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San Jose, Cal., First and San Fernando Streets.....	R. B. Houston, Dist. Freight and Passenger Agent
Seattle, Wash., 314 Union Street.....	E. Shillingsburg, Dist. Freight and Passenger Agent
St. Louis, Mo., Southern Pacific Bldg., 312-314 North Sixth Street.....	B. C. Taylor, General Agent
Stockton, Cal.....	L. B. Banks, General Agent
Tonopah, Nev., Mizpah Hotel.....	S. C. Beane, Dist. Freight and Passenger Agent
Tucson, Ariz., Score Bldg., 233 East Congress Street.....	E. L. Turnbaugh, Travelling Agent

Industrial Agents { A. K. Frye, 65 Market St., San Francisco, Cal.; C. R. Smurr, Pac. Elec. Bldg., Los Angeles, Cal.; W. F. Miller, General Freight Agent, Portland, Ore.; J. I. McGregor, Agricultural Agent, Houston, Tex.; H. C. Fondren, Agr. & Col. Agent, Lake Charles, La.; H. Lawton, Traffic Manager, Guaymas, Mex.

FOREIGN AGENCIES

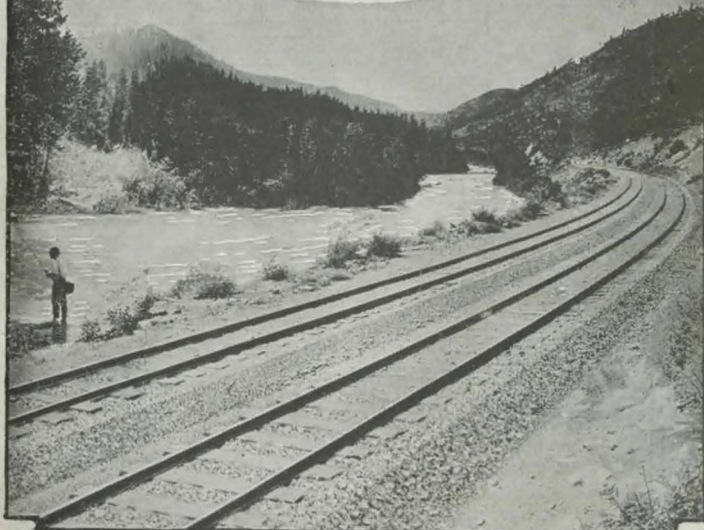
Genoa (4), Italy, via Roma Sa. Brizzolesi, Kemsley & Millbourn, General Agents	Mexico City, Mex., Avenida Cinco de Mayo, No. 32. Geo. F. Jackson, General Agent
Hamburg, Germany, 18 Glockengieserwall.....G. Ruhr, General Agent	Monterrey, Mex., Langstroth Bldg., Escobedo and Padre Mier Streets
Havana, Cuba, 409-410 Castaleiro Bldg.....F. M. Giral, General Agent	Alfonso Marquez, Travelling Agent
Liverpool, England, 21 Water Street.....Thos. Cooper, General Agent	Paris, France, 3 Rue Tronchet.....H. Desmidt, General Agent
London, England, 49 Leadenhall Street.....R. G. Bonser, Agent	
W. C. McCormick, General Passenger Agent, Houston, Tex.	F. S. McGinnis, Asst. Pass. Traffic Manager, Los Angeles, Cal.
J. T. Monroe, General Passenger Agent, New Orleans, La.	C. L. McFaul, Asst. Pass. Traffic Manager, San Francisco, Cal.
John M. Scott, Asst. Pass. Traffic Manager, Portland, Ore.	H. Lawton, Traffic Manager, Sou. Pac. R. R. of Mex. Guaymas, Mex.
Wm. Simmons, Gen. Freight and Pass. Agent, Sou. Pac. Atlantic S. S. Lines, New York, N. Y.	J. H. R. Parsons, Passenger Traffic Manager, San Francisco, Cal.

WAYSIDE NOTES
ALONG
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