

# CALIFORNIA.

## SIGHTS AND SCENES

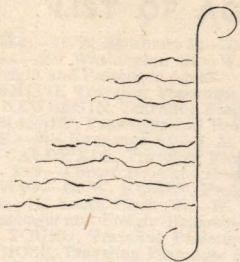


### FOR THE TOURIST.

THOS. L. KIMBALL, GENERAL MANAGER,  
T. W. LEE, E. L. LOMAX,  
ASST. GEN'L PASS. AGENT, GEN. PASS. AGENT  
OMAHA, NEB.



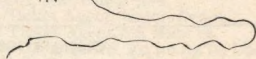




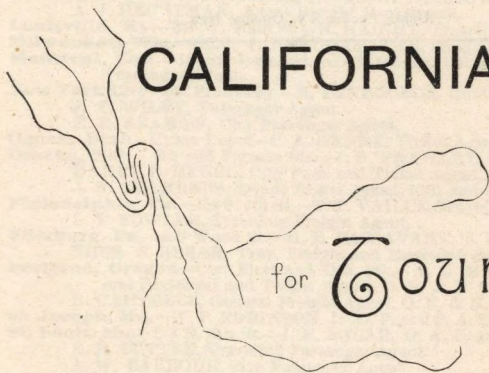
Sights <sup>AND</sup>

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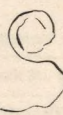


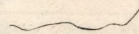
CALIFORNIA



for Tourists

Compliments of the  
Passenger Department,

Union Pacific Ry. 

Omaha, Neb. 

Rand, McNally & Co.  
Printers, Chicago

# Pullman's Palace Car Company

Now operates this class of service on the Union Pacific  
and connecting lines.

PULLMAN PALACE CAR RATES BETWEEN	Double Berths.	Drawing Room.
New York and Chicago.....	\$ 5.00	\$ 18.00
New York and St. Louis.....	6.00	22.00
Boston and Chicago.....	5.50	20.00
Chicago and Omaha or Kansas City.....	2.50	9.00
Chicago and Denver.....	6.00	21.00
St. Louis and Kansas City.....	2.00	7.00
St. Louis and Omaha.....	2.50	9.00
Kansas City and Cheyenne.....	4.50	16.00
Council Bluffs, Omaha or Kansas City and Denver.....	3.50	12.00
Council Bluffs or Omaha and Cheyenne.....	4.00	14.00
Council Bluffs, Omaha or Kansas City and Salt Lake City...	8.00	28.00
Council Bluffs, Omaha or Kansas City and Ogden.....	8.00	28.00
Council Bluffs, Omaha or Kansas City and Butte.....	9.50	36.00
Council Bluffs, Omaha or Kansas City and Portland.....	13.00	50.00
C. Bluffs, Omaha or K. City and San Francisco or Los Angeles	13.00	50.00
Cheyenne and Portland.....	10.00	38.00
Denver and Leadville.....	2.00	.....
Denver and Portland.....	11.00	42.00
Denver and Los Angeles.....	11.00	42.00
Denver and San Francisco.....	11.00	42.00
Pocatello and Butte.....	1.50	6.00

For a Section, Twice the Double Berth Rates will be charged.

The Excursion, Hotel, Dining, Hunting and Sleeping Cars of the Pullman Company will accommodate from 12 to 18 persons, allowing a full bed to each, and are fitted with such modern conveniences as private observation and smoking rooms, folding beds, reclining chairs, buffets and kitchens. They are "*just the thing*" for tourists, theatrical companies, sportsmen, and private parties. The Hunting Cars have special conveniences, being provided with dog-kennels, gun-racks, fishing-tackle, etc. These cars can be chartered at following rates per diem (the time being reckoned from date of departure until return of same, unless otherwise arranged with the Pullman Company).

## Less than Ten Days.

Hotel Cars.....	per day. \$ 50.00	Private or Hunting Cars.....	per day. \$ 35.00
Buffet Cars.....	45.00	Private Cars with Buffet....	30.00
Sleeping Cars.....	40.00	Dining Cars.....	30.00

**Ten Days or over,** \$5.00 per day less than above. Hotel, Buffet, or Sleeping Cars can also be chartered for continuous trips without lay-over between points where extra cars are furnished (cars to be given up at destination), as follows:

Where berth rate is.....	\$1.50,	car rate will be.....	\$35 00
" " ".....	2.00,	" " " ".....	45.00
" " ".....	2.50,	" " " ".....	55.00

For each additional berth rate of 50 cents, car rate will be increased \$10 00.

Above rates include service of polite and skillful attendants, and a commissariat if desired. Such chartered cars must contain not less than 15 persons holding first-class tickets, and another full fare ticket will be required for each additional passenger over 15. If chartered "per diem" cars are given up *en route*, chartering party must arrange for return to original starting point free, or pay amount of freight necessary for return thereto. Diagrams showing interior of these cars can be had of any agent of the Company.

## MEALS.

All trains (except the Golden Gate Special, in which a dining car is run,) stop at regular eating stations, where first-class meals are furnished under the direct control of this Company by the Pacific Hotel Company. Neat and tidy lunch counters are also to be found at these stations.



## SIGHTS AND SCENES IN CALIFORNIA.

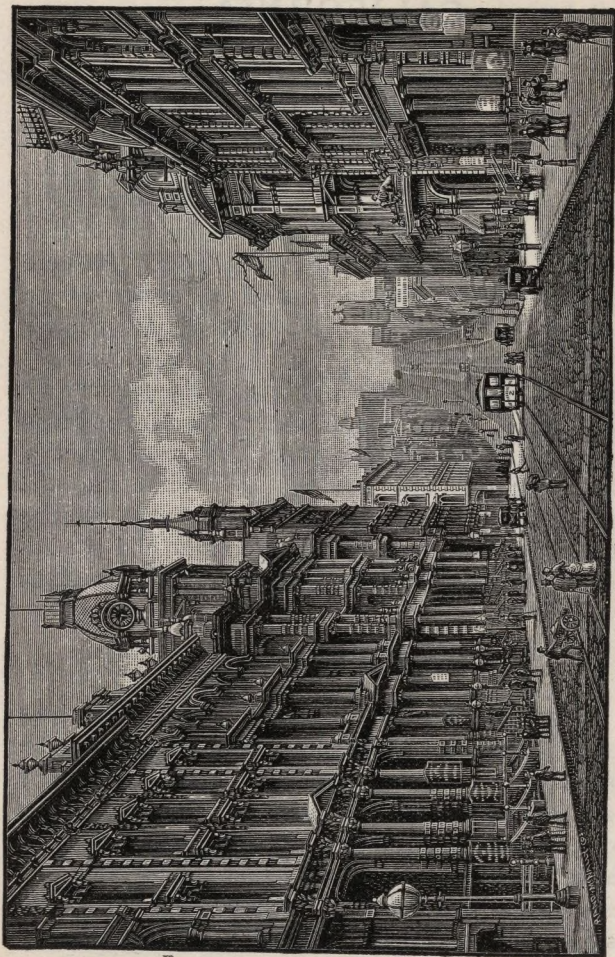
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The name California is derived from the Spanish, and means "hot furnace." It was first applied to the lower peninsula, which is now known as Lower California, upon its discovery in 1534. Juan Cabrillo, a navigator in the service of Spain was the first to visit Central and Northern California in 1542. Junipero Serra and his Franciscan friars settled at San Diego in 1769. California formed a part of independent Mexico in 1821. On July 7, 1846, the American navy seized Monterey. Gold was discovered January 19, 1848, and one month later, Upper California was ceded by treaty to the United States. On September 9, 1850, California was admitted as a State into the Union. Her dimensions are 770 miles long; extreme width, 330 miles; least width, 150 miles, and she has an area of 160,000 square miles, or 100,000,000 acres of territory.

### SAN FRANCISCO.

Though San Francisco has only a little over three hundred thousand inhabitants, and must therefore be classed as a third-rate city as to size, it may fairly claim position in the front rank in points of interest to the student and traveler. It is six miles from the Pacific Ocean, on a peninsula thirty miles long. It rests on the shore of San Francisco Bay, which, with its branches, covers over six hundred square miles, and for beauty and convenience for commerce is worthy of its magnificent entrance—the Golden Gate. It has been aptly termed "A City of One Hundred Hills." The Mission Peaks (nine hundred and twenty-five feet), Reservoir Hill (nine hundred and twenty feet), Russian Hill and Telegraph Hill, are among its most prominent places of interest.

THE STREETS.—The visitor lands in San Francisco



CALIFORNIA STREET, SAN FRANCISCO, CAL.



at the foot of Market street, which runs about southwest and northeast, and divides the two main systems of streets. The others cross at right angles, and are numbered from the water front westward, or from Market street, one hundred numbers being assigned to each block.

THE CLIMATE OF SAN FRANCISCO.—In July the thermometrical mean is sixty degrees, and demands heavy clothing and active movement for those who spend much time in the open air. San Francisco is cooler than New York or Cincinnati in July by seventeen degrees. San Francisco is a great seaport, and has heretofore almost monopolized the foreign commerce north of Mexico.

TELEGRAPH HILL is in the northeastern part of the city, reached by the North Beach and Hill Street Railroads, and from it may be had a fine view of the San Francisco Bay and many points of interest. The best time to visit the Hill is about 9 a. m. on a clear morning. The following are the directions and distances of various points :

	DISTANCE.	DIRECTION.
The Farallones .....	35 miles	W.
Pt. Bonita Lighthouse.....	6½ "	Nearly West.
Alcatraz.....	1½ "	NNW.
Yerba Buena Island.....	2½ "	E.
Saucelito.....	5 "	NW.
Red Rock.....	9 "	N.
Two Brothers.....	11 "	N.
Two Sisters.....	13 "	N.
Fort Point.....	3½ "	W.
Oakland.....	7 "	E.
Monte Diablo.....	29 "	NNE.
Tamalpais.....	12 "	NW.

Monte Diablo and Tamalpais are the two most prominent peaks visible from the hill.

NOB HILL is reached by a ride of less than five minutes from Kearney street on the California street cable cars. Here you may see three or four of the most costly residences in San Francisco, owned by railroad and mining magnates.

PUBLIC LIBRARIES.—San Francisco has seven public libraries, with over 250,000 volumes in the aggregate. The principal of these are the Free, 426 Bush street; the Law; the Mercantile, 216 Bush street; the Mechanics', 31 Post street; the Odd Fellows', corner

Seventh and Market streets; the San Francisco Verein, and the French. The Mercantile and the Free Libraries are among the largest, having respectively over fifty-five thousand and sixty thousand volumes.

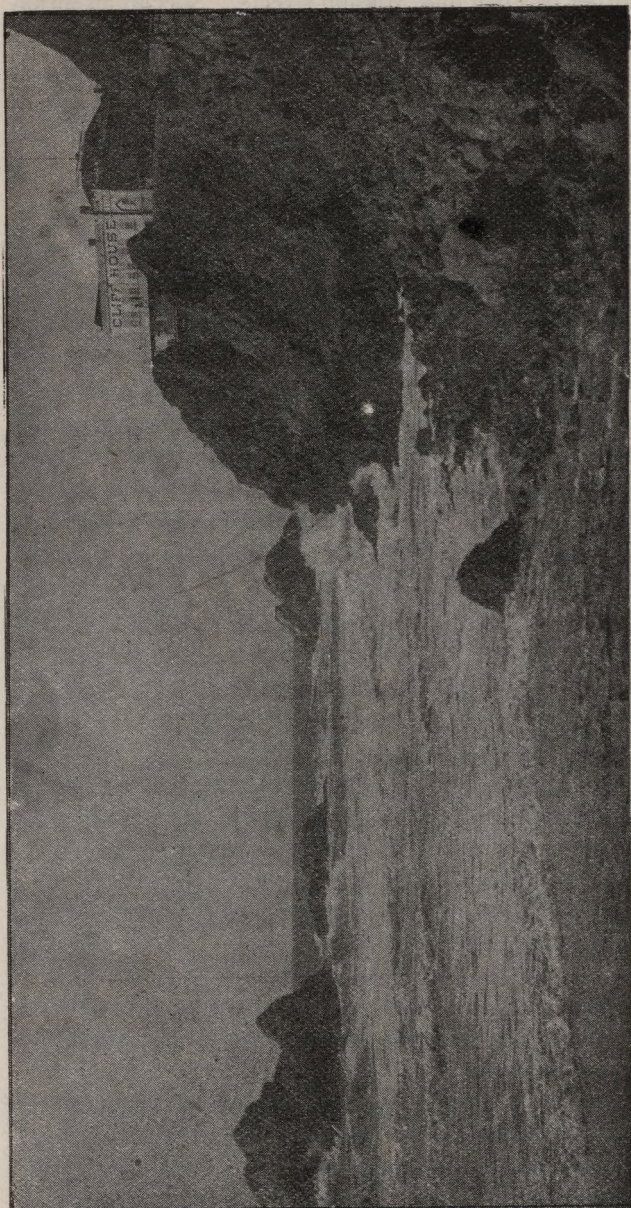
**GOLDEN GATE PARK.**—San Francisco has several public parks, the largest of which is the Golden Gate Park, three miles long and a half a mile wide, containing 1,013 acres, extending from Stanyan street to the ocean. From \$900,000 to \$1,000,000 has been spent in its improvement during the last fifteen years. Drive out on Golden Gate avenue, or by the Haight street, McAllister street, Hayes street, or Geary street cable cars. Fare five cents.

**PRESIDIO RESERVATION** fronts on the Golden Gate for two miles on each side of Fort Point, which is situated at the narrowest portion of the Golden Gate. It has several miles of beautiful drives, is owned by the General Government, and its barracks have the largest military force on the western slope of the United States. Drive out California street or take Union street or California street cable cars and walk over the hills.

**CLIFF HOUSE, SEAL ROCK, AND SUTRO HEIGHTS** are situated at Point Lobos, or the South Head at the entrance of the Golden Gate, and are among the chief attractions and famous places of California. From the balcony of the hotel which overhangs the cliff, hundreds of seals, or sea-lions, may be seen in the water or climbing over the rocks; while, still higher up the cliff, behind you are Sutro Heights, or the private garden of Adolph Sutro, made beautiful beyond description by the gardener and artist. South from this point for three miles, is a beautiful beach, affording a fine drive at low tide. Tickets of admission to Sutro Heights are issued at the Cliff House free of cost to strangers. Drive out through Golden Gate Park, or through Geary street and Point Lobos avenue, or take Haight street cable cars to the Park, and transfer to the Park and Ocean steam cars. Six miles for ten cents.

**CEMETERIES.**—Laurel Hill Catholic and Odd Fellows' Cemeteries may be reached by Geary street cable cars or Sutter street cable line; the Masonic Cemetery by the McAllister street cable line. Fare five cents.





BEACH AT CLIFF HOUSE, SAN FRANCISCO, CAL.

POST-OFFICE.—Corner Washington and Battery streets.

MINT.—The United States Mint is situated at the corner of Fifth and Mission streets. Special attention to visitors 9 A. M. to 3 P. M.

NEW CITY HALL on Park avenue, McAllister and Larkin streets, is not yet completed. Over \$3,000,000 has been expended on it, and the entire cost of the structure is estimated at \$4,500,000.

MARKETS for fruit, flowers, fish, game, and other produce are in the neighborhood of the post-office—the “California Market,” on California below Kearney; the “Central Market,” corner of Dupont and Sutter. Visit early in morning. Semi-tropical fruits and flowers all the year round.

HOTELS.—The first-class hotels in San Francisco are the Palace, the Occidental, the Baldwin, the Lick, and the Grand. The Palace and Grand hotels, located on the south side of Market street, and on opposite sides of New Montgomery street, are connected by a covered bridge.

The Palace is the largest hotel in the world, and cost, with all its equipments and furniture, about \$7,000,000. It is seven stories in height, with five elevators and five broad stairways, fronts 275 feet on Market street, with a depth of 350 feet, contains 755 rooms above the ground floor, and is capable of accommodating 1,200 guests. The building is solid, massive, and simple in its style of architecture. More than 30,000,000 bricks were used in its construction.

The Baldwin Hotel is noted for the perfection of its internal arrangements, the elegance of its appointments, and the excellence of its *cuisine*. As a place of residence, it combines the seclusion of a private residence with the numberless luxuries of the most perfect hotel.

The Lick House is another of San Francisco's palatial hotels. It was built by James Lick, the noted millionaire, in 1861. Its dining-room is the handsomest on the Pacific coast, and is adorned with ten oil paintings, and several mirrors of great size and beauty. It is conducted on the European plan.

The Occidental is essentially a home hotel, being patronized by families who are satisfied to remain year after year. It has 425 rooms, and a dining-hall



capable of seating 300 guests at once, and its central location renders it a favorite resort.

San Francisco has more and better hotels and restaurants at popular prices than any other city in the United States in proportion to its population.

CHURCHES.—There are 120 church organizations in San Francisco, all of which have houses of worship in different parts of the city.

SCHOOLS.—There are doubtless finer school-houses, but we doubt if there are better systems of education in the United States than can be found in San Francisco. There are two high schools, one public commercial, sixteen grammar, upwards of thirty primary, and nine uniting both grammar and primary grades. There are about one hundred private schools in the city, over 72,000 children between the ages of five and seventeen years, and 800 public school-teachers. San Francisco is the third city in the Union in the number of children taught in kindergartens.

NEWSPAPERS.—As a class, the newspapers of California have become distinguished for their intelligent treatment of local industries and commerce, and they have exerted great influence on the development of California's resources and for the promotion of the cause of popular education. The value of the newspaper and literary business amounts to over \$4,000,000 annually. There are about eighty daily newspapers in California, with a circulation of upwards of 250,000 copies, of which San Francisco furnishes over 180,000 from fourteen publications. The demands of the people regarding the current news of the day are intelligently supplied.

INFORMATION FOR STRANGERS. — San Francisco Post-office, Washington and Battery streets.

Main Post-office general delivery is open from 7.30 a. m. to 6 p. m. every day, Sundays excepted. Sundays from 1 to 2 p. m.

Post-office Station "A"—Polk and Austin streets.

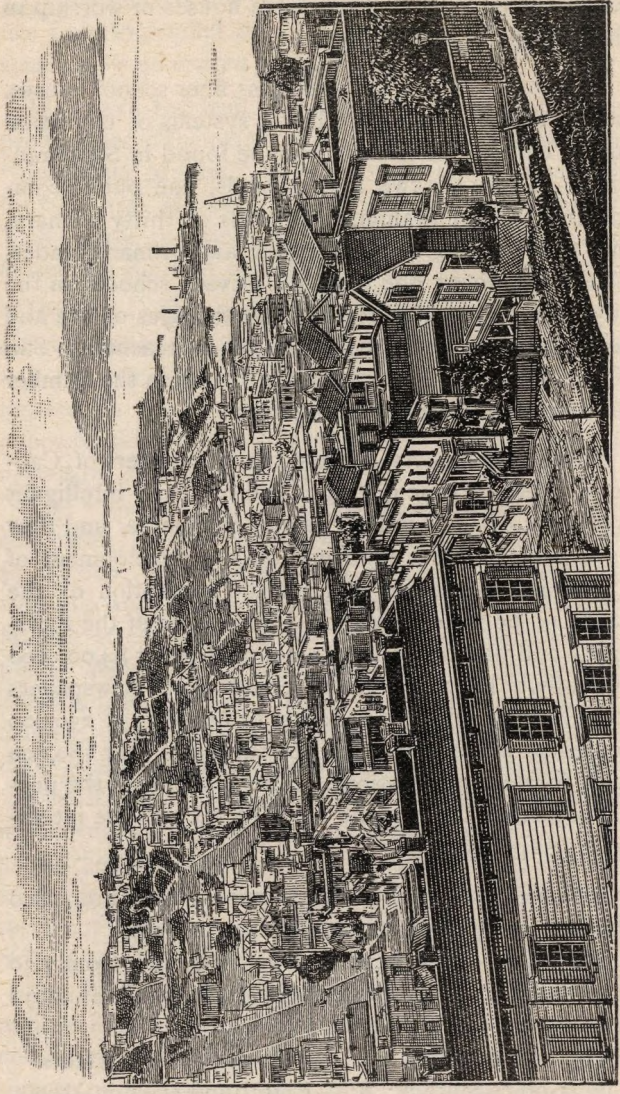
Post-office Station "B"—Eighth and Mission streets.

Post-office Station "C"—Twentieth and Mission streets.

Post-office Station "D"—Foot of Market street, at ferries.

Hack fares : One person not more than one mile





VIEW IN SAN FRANCISCO.



\$1.50; two or more persons \$2.50; four or less, by the hour—first hour \$3.00; each subsequent hour \$2.00.

Cab fares: One person not more than one mile \$1.00; two or more persons, by the hour—first hour \$1.50; each subsequent hour \$1.00.

N. B. Dress warmly in San Francisco, or else carry overcoat or wraps, especially after nightfall. Cool sea breezes come without warning.

CONVEYANCES.—The means of public conveyance about San Francisco, and from the city to the surrounding country, are excellent, and the fares generally are relatively low. The street railroads are numerous, the trips frequent, the cars clean, the conductors attentive, and the fare on each road only five cents. The cable roads of San Francisco are an especial feature of city travel. There are seven lines at present completed, and others are projected.

THE CLAY STREET HILL R. R. Co. is the pioneer line, and was started in 1873. Its termini are Clay and Kearney streets and Clay street and Van Ness avenue.

CALIFORNIA STREET R. R. Co., opened in 1878, starts from California and Kearney streets, passes St. Mary's Cathedral, Grace Church, and many of the finest private residences in the city, and terminates at First avenue, but a few minutes' walk from the entrance of Laurel Hill Cemetery.

SUTTER STREET R. R. Co. runs the entire length of Sutter street from Cemetery avenue to Sansom street, from which point passengers are conveyed to the ferries by horses. A branch cable runs from the corner of Sutter and Polk streets to the foot of Ninth street. Transfers at Mission and Ninth are given to the Mission Street R. R., which terminates at Thirty-first street. Transfers are also given at Larkin street to horse cars running through Polk street to Union street.

GEARY STREET R. R. Co.—Cars leave junction of Geary, Market and Kearney streets every three minutes for Cemetery avenue, where passengers are transferred to steam dummy cars which take them direct to Golden Gate Park. This is a direct line to the park, race track, and all the cemeteries. Horse cars or carriages may be taken at First avenue for the Cliff House.

PRESIDIO R. R. Co. takes passengers at Oakland

Ferry by horse cars to Montgomery avenue, where the cable road conveys them to the corner of Union and Fillmore streets. A steam dummy runs from here to the Presidio Reservation.

MARKET STREET R. R. Co. is most solidly constructed, being laid on iron framework in cement for its entire length of four miles. It extends from the ferries to Twenty-ninth and Valenica streets, and a branch runs through the Market street cut from Valenica to Castro. There is a cable branch of this road from Market through Haight street to Golden Gate Park, and one from Market through McAllister to Lott street.

CITY R. R. Co. (horse cars) extends from Oakland Ferry to Thirty-first and Mission streets. On all return trips, transfers are given at Ninth street to Sutter street cable cars. This is the only direct line to Woodward's Gardens.

OMNIBUS R. R. Co. (horse cars)—From Oakland Ferry through Howard to Twenty-fifth street. Transfers at Third street to North Beach cars. Branches run to Central and Southern Pacific Railroad offices, corner Fourth and Townsend streets, to the wharf of the Pacific Mail Steamship Co., and the depot of the Southern Pacific Railroad Co.

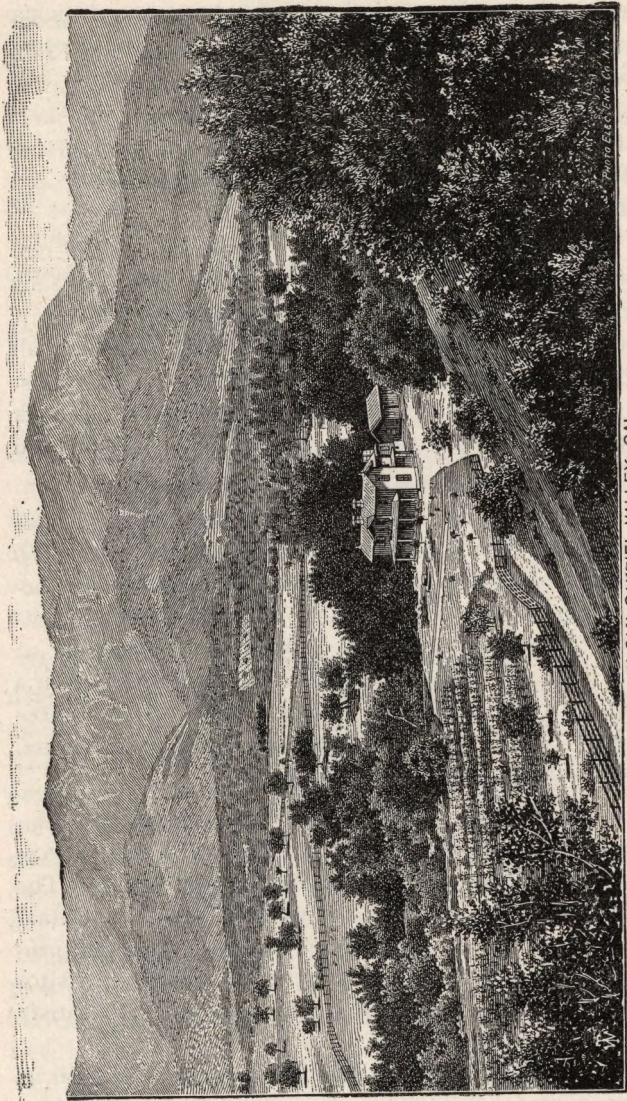
NORTH BEACH AND MISSION R. R. Co. (horse cars)—From Oakland Ferry through California and Folsom streets to Twenty-sixth street. Transfers at California and Kearney streets to North Beach cars. Also runs to the depot of the Southern Pacific R. R. Co., and the office of the Central and Southern Pacific R. R. Co.

CENTRAL R. R. Co. (horse cars)—From Oakland Ferry to Devisadero street. Transfers at corner Turk and Taylor streets to Sixth street cars, which run on Sixth to Brannan street.

FIFTH STREET LINE (horse cars)—From Oakland Ferry through Market and Fifth streets to the junction of Fourth and Townsend streets, where transfers are made to Potrero and South San Francisco over Long Bridge.

HAYES VALLEY LINE (cable cars)—From Oakland Ferry up Market to Ninth street, thence up Hayes street. These two latter lines belong to the Market Street R. R. Co.





IN SAN GABRIEL VALLEY, CAL.



A NEW CABLE LINE has just been completed, commencing at Market and Powell streets, running through Powell to Jackson, Jackson to First avenue, along First avenue to Washington, and down Washington to Powell.

CHINATOWN.—The Chinese population of California numbers at least 75,000, and of San Francisco about 22,000. It is estimated that there are in San Francisco 13,000 Chinese laborers and factory operatives, 5,000 house servants, 3,000 laundrymen, 1,000 merchants, storekeepers, traders, peddlers, and idlers. The female population is about two thousand, and there are but a few hundred children.

Chinatown proper—that is, the portion of the city occupied almost exclusively by Chinamen—extends from Stockton street almost to the border of Kearney, and from Sacramento to Pacific streets, including all the lanes and alleys that lie between. The most densely populated portion of the quarter is the block on Dupont street, which is bounded by Jackson and Pacific.

JOSS HOUSES.—Of the six principal Joss Houses in San Francisco, one belonging to the Hop Wo Company is located at 751 Clay street; one belonging to the Ning Wong Company at 230 Montgomery avenue; one is at 35 Waverly Place; one at 512 Pine street (the Kong Chow); one is situated in a lane on the north side of Sacramento street, three doors below Stockton; and one on Jackson street, between Stockton and Dupont.

CHINESE THEATRES.—San Francisco has two Chinese theatres—the only ones in America—one at 629 Jackson, the other at 816 Washington street. The charge for admission is twenty-five cents for Chinamen and fifty cents for white persons. The performance runs from 4.30 till 12 P. M., but the white visitor can see enough between 8 and 10 o'clock to satisfy his curiosity.

No Eastern visitor's education is complete till he has visited Chinatown. It can safely be visited by ladies in the day-time; for night visit and inspection of the opium and gambling dens, underground haunts, etc., a reliable guide is necessary and can be engaged at the Occidental or Palace hotels.

San Francisco is the pleasure seeker's great city.



Its mammoth hotels, palatial in appointments as well as spacious in dimensions, can accommodate thousands. No other city on the Continent has such complete and ample hotels. Adjacent and easily and quickly reached are numerous places of interest to all travelers. A score of one-day trips can be made which bring the tourist to his San Francisco hotel every evening, and other longer journeys can be taken. The people of the city are hospitable, and have that generous disregard of expense which is so characteristic of California, and which lavishes money without stint upon public and private buildings, and in the adornment of grounds and surroundings. Every nation and every climate are represented in this most cosmopolitan of American cities, in the persons of her inhabitants and the products offered for sale in booths and buildings on her busy streets.

San Francisco is and should be made the centre from which to visit all the tourist resorts of California. It is an interesting city of itself, and will employ the time of the visitor profitably and agreeably for days. Its sail-flecked bay and the Golden Gate are a chapter of pleasing sights varied in aspect by the movements of the multitude of vessels floating the flags of all nations.

Among its many attractions the tourist must not neglect visiting the famous Cliff House, which commands a view of the Seal Rocks and the Golden Gate. The drive out to the Cliff House through the military post of Presidio and back through the park is one of the finest drives in the world. Excursions across its shining surface to the ocean, to San Rafael, etc., are enjoyable and frequent. From San Rafael the journey may be continued northward to Santa Rosa, Tomales, the Geysers, Cloverdale, and Clear Lake, passing on the return the Petrified Forest, Calistoga, St. Helena, Napa, and Vallejo. Oakland, the suburban city, in which reside many of the richest citizens of San Francisco, Mount Diablo, the Sacramento river, Sacramento, Marysville, and Mount Shasta, may all be visited at slight expense. Numerous—once famous—gold camps abound, and the stories of their rise to importance and decline to deserts form many an interesting chapter in the tales of travelers to the Pacific coast. Southward lie Santa Clara, Pescadero,



FALLS OF THE YOSEMITE, CAL



San Jose, Gilroy Springs, Pajaro, Santa Cruz, and Monterey, each charming in its own way.

*Oakland* is peculiarly happy in its location. It lies opposite the peninsula of San Francisco, and sheltered by its high hills and the intervening bay and islands from the coast winds and fogs. It has a long western frontage upon the beautiful Bay of San Francisco, its northern limits directly facing the Golden Gate; with a southern frontage upon the Estuary and San Antonio Creek, now being deepened by the General Government for harbor purposes.

The slope upon which it lies is steep enough to insure good drainage, without interfering with the regularity of the streets. The soil is rich, and the circling line of the Contra Costa hills lies so closely behind, upon the north, that it is sheltered alike from the cold winds of winter and the torrid heat of summer, which constitutes the chief drawback in some of the interior counties.

Only seven miles from San Francisco, there is yet an almost entire freedom from the damp, chilly winds and drifting fogs of the western shore. The land-locked nature of the location accounts for this, the ordinary currents of air being simply the gentle breeze that blows in from the salt water during the day, and the off-shore breeze at night.

In the early morning during the midsummer months, early risers may see a fog resting over the city, but it is usually light and dry, and quickly passes away before the heat of the morning sun.

It is, in the main, a large collection of handsome, suburban residences, each surrounded by a spacious and luxuriant garden. The number and variety of resorts and places worth visiting; the mild yet exhilarating climate and genial sunshine; the beauty of the city, and the charm of the grounds and residences of prosperous citizens, all combine to make a visit to Oakland one of the most agreeable experiences within easy reach of the tourist in California. It has a population of fifty thousand.

*Berkeley*, four and a half miles north of Oakland, is the seat of the State University. Steam cars (fare ten cents) from the ferry landing, and horse cars (fare ten cents) every hour from Broadway, Oakland. The carriage drive is fine. The elevation of the site of the University is about four hundred feet

above the sea, with a commanding outlook to the west. The walks through the grounds, which embrace two hundred acres, are delightful, and the interest is augmented by the many foreign trees, shrubs and vines, as well as all the domestic varieties, making an extensive botanical garden, which are cultivated here.

The facilities for crossing the bay to Alameda, Oakland and Berkeley, those charming environs of San Francisco, are most excellent. Two ferry lines operated by the Southern Pacific Company run their fine steamers alternately with one another, and affording a trip every fifteen minutes through the day and every half hour at night. The steamers connect with trains on the opposite side. The fare for steamer and train is fifteen cents, or twenty-five cents for round trip. The service is thoroughly first-class, and is probably not excelled by any like service in the world.

## THE CENTRAL AND NORTHERN "GARDEN LAND" OF CALIFORNIA.

It has been proven to a demonstration that the finest fruits raised in the Golden State are grown in the Central and Northern districts, and the great Sacramento Valley is one of the most amazingly productive spots in the world. The whole region northward from this city is the veritable home of the grape, apple, olive, peach, fig, and pear. The tourist leaving San Francisco for the north, via the "Shasta Route," travels through this citrus belt. The first intent of this "friend to the tourist" is not to be wearisome and bore the reader with tiresome statistics, but here are a handful of facts which give a clear insight into one branch only of the industries of this wonderful State.

It is estimated there are now 150,000 acres planted to vines in California valued at \$45,000,000, with improvements necessary to carry on the business of the value of \$20,000,000, making a total of \$65,000,000 invested in viticulture. These figures are an increase of \$50,000,000 during the last eight years. The consumption of California wines and brandies during the past year amounted to about \$5,500,000, a large portion of which was exported. It is asserted by those who have made the subject a careful study that at the end of the next three years the products of the vines in the State will be as follows: 1,500,000





FRANKLIN & CO.  
THREE BROTHERS, YOSEMITE VALLEY, CAL.

boxes raisins at \$2, \$3,000,000; 40,000 tons table grapes at \$30, \$1,200,000; 50,000,000 gallons wine at 20 cents, \$10,000,000; 1,500,000 gallons tax-paid brandy at \$1.40, \$2,000,000; total, \$16,300,000.

During the year 1887 the prices paid for grapes varied from \$30 to \$7 per ton. California wines are fast gaining an enviable reputation with the wine drinkers of other countries. From 1875 to 1887 the sea exports to foreign ports increased from 22,461 gallons valued at \$22,652, to 258,248 gallons, of the value of \$193,372. Mexico is the greatest consumer of California wines, and next in order comes Europe, Central America, and Honolulu. During the same periods exports to New York by sea increased from 464,706 gallons valued at \$283,766, to 1,680,227, valued at \$7,505,975. Exports of brandy for the same period amounted to \$84,169.

### SACRAMENTO,

the capital of California, is ninety miles from San Francisco and connected with that city by several lines of railway as well as steamer lines on the Sacramento river.

For climate and health Sacramento is unexcelled by any other section of the State. The distance from the ocean enables it to escape the cold, penetrating winds, while it does not get the hot blasts from the southern counties. The nights are, with one or two exceptions in the season, so cool that blankets are not uncomfortable as cover.

From Sacramento the tourist, before proceeding north can pay a visit to Lake Tahoe, "the enchanted lake," as many term it.

### LAKE TAHOE.

Lake Tahoe is the most famous place of resort in California, always excepting Yosemite. A noted writer says of it: "There is grandeur and enchantment at all times in the scenery which environs the lake, and never-ending means of pleasure and exhilaration on its breast." \* \* \* The summer sunsets upon Tahoe are remarkable for their great beauty and wealth of coloring, and are pronounced by European tourists as superior to those so often mirrored in Lake Como and Maggiore. Lake Tahoe is twenty-two miles long, ten wide, and 1,700 feet deep. Its surface is 6,247 feet above the sea; its waters are clear and cold, and



abound with large trout of fine flavor. Lake Tahoe is remarkable from the fact that, notwithstanding the intense cold of winter, its water never freezes, and it remains so cold through the summer that the bodies of persons drowned in it never decompose, and therefore never come to the surface. It is reached by rail from Sacramento to Truckee; thence by a most delightful ride fourteen miles to the lake.

Mark Twain, in comparing Lake Tahoe with the Lake of Como in Italy, says of the former: "It is a sea in the clouds; a sea that has character, and asserts it at times in solemn calms and again in savage storms; a sea whose royal seclusion is guarded by a cordon of sentinel peaks that lift their frosty fronts 9,000 feet above the level world; a sea whose every aspect is impressive, whose belongings are all beautiful, whose lonely majesty types the Deity."

### MARYSVILLE

is the next town of importance north of Sacramento, and a handsome growing centre. But it is not intended to give a detailed itinerary of this Shasta route. There are vigorous young cities all along the line—supply centres for the great fruit-growing districts which surround them. Red Bluffs, Chico, Tehama, and Redding are flourishing towns, several of them quite metropolitan in their display of electric lights, street cars, and handsome buildings. The scenery on this route is very fine.

### THE SOUTHERN SUMMER-LAND.

"The Italy of America," Southern California has very truthfully been called. In the dry, pure vital air of Southern California, the strong feel a trebled joy in life while the weak and suffering are builded up, renewed and strengthened in a perfectly marvelous manner. The soft and balmy air, the prodigal profusion of flowers, the magnificent display of fruits, the luxury of sea bathing, the beautiful walks, drives, and excursions which everywhere invite the traveler, combine to make this Southern Summer-land a veritable dream of enjoyment, and this too at a time of year when his Eastern home is fast bound in the icy grasp of winter. Here the flowers are in bloom and summer clothing may be worn with comfort.





MIRROR LAKE, YOSEMITE VALLEY, CAL.



## SAN JOSE

is forty-seven miles south of San Francisco and is one of the most beautiful towns in California.

Seven miles distant, in the picturesque cañon of Alum Rock, the city owns 400 acres, and one of the most beautiful drives in the country connects the reservation with the town.

The institution that more than all others is making San José's name known abroad, is the great Lick Observatory, on Mt. Hamilton, twenty-six miles from the city by an excellent road, and via the Mt. Hamilton Stage Company, which runs elegant six-horse observation coaches, and has its general office at Wells, Fargo & Co's.

A brief mention of the eccentric millionaire James Lick, may not be uninteresting. He was born in Pennsylvania in 1796, of a German family, and was by trade a piano maker. He lived in South America until about fifty years of age, coming to San Francisco shortly before the gold discoveries of 1848. Lick invested all his money in real estate, shrewdly anticipating its future value. In 1854 he built the largest flour mill in the State, finishing the inside in solid mahogany; the grounds were beautifully laid out in flower beds, shrubs and walks. The site was subject to inundation every year, and the mill was a failure. The total cost of this eccentricity was not far from half a million of dollars. Mr. Lick gave the premises to the Paine Memorial Society of Boston, and they sold it for \$18,000. Up to the year 1873, Mr. Lick was known only as a wealthy and eccentric Californian, proprietor of the Lick House and the mahogany mill, a supporter of the California Academy of Sciences, and one of the founders of the Society of California Pioneers. But in that year he made his name known widely to the world by announcing his intention of devoting \$700,000 "for the construction of a telescope larger and more powerful than any before made." It is probable that in his lifetime he had never seen a large telescope, and search through the record of his life fails to discover any trace of a taste for astronomy. He gave his entire fortune into the hands of seven trustees, reserving only an annual sum for his personal use. The first location was made near Lake Tahoe, but was afterwards

changed. Mt. Hamilton on the Coast Range, 4,400 feet above sea-level was finally chosen. The atmospheric conditions for observation are well nigh perfect here. Mr. Lick died in 1876.

## MONTEREY

is 118 miles south from San Francisco and may be reached either by boat or rail. It is asserted by old and experienced travelers that Monterey stands without a rival on the Pacific coast. The Southern Pacific Railway has been a powerful friend and helper to the town. The company in simply taking advantage of the great natural resources of Monterey, have furnished the tourist with one of the most delightful resorts in the world.

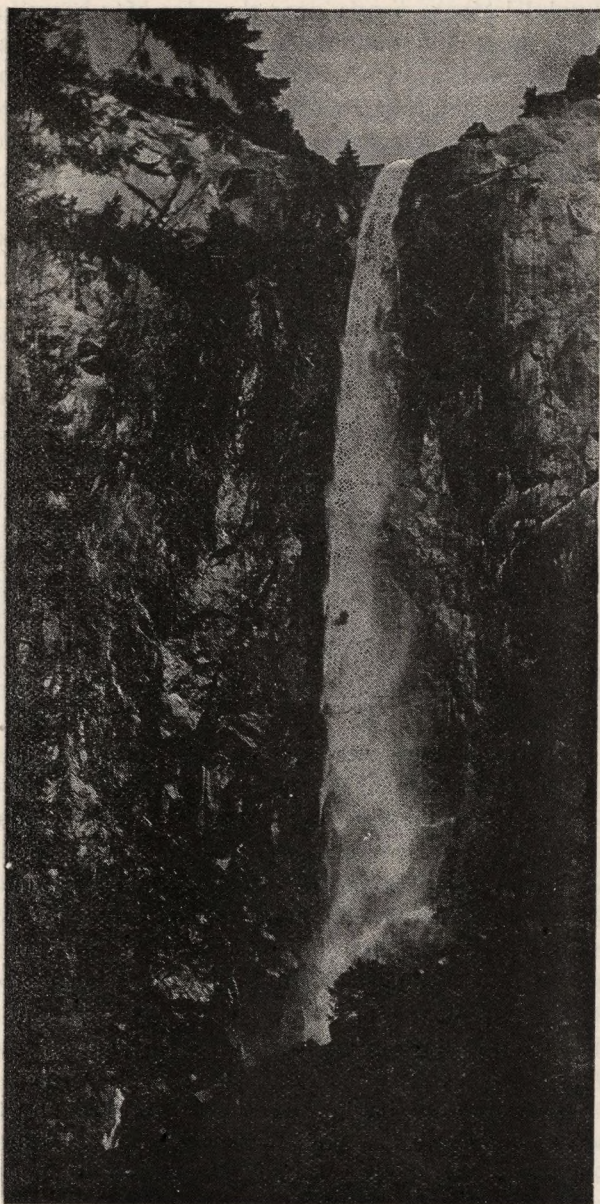
Drives, walks, sea-bathing, boating and camping out are pleasures and pastimes at Monterey and Pacific Grove. The new Hotel del Monte is the most comfortable and magnificent house for tourists to be found. Being large, and built in a grove of large shade trees and flowers, it can not but be pleasant and luxuriant. Six miles south of here is the old El Carmelo Mission Church, built by Junipero Serra, who died and was buried here. Monterey and its environs are nature's own abode for the tourist.

The park grounds surrounding the Del Monte have no equal on this coast, and it is a mere question of time when they will have no superior anywhere. Nature endowed them with prodigal liberality, and the owners are supplementing nature's efforts with an equally prodigal expenditure of art. Croquet plats, an archery ground, swings, lawn tennis grounds, choice flowers, shrubs, trees, beautiful walks, and, in short, everything which an experienced landscape gardener's artistic eye can suggest is being done for the improvement of this favored spot.

"Queen of American watering places," Monterey has been often termed. The equable temperature and the healthful climate are the two strong reasons which justify the claim. There is absolutely no winter or summer at Monterey in so far as any violent changes are noted. This lovely temperature is attained from three causes: the protection of the adjacent mountains, the warm current of the Pacific Ocean and the wind temperature.

There is probably no place upon sea-shore so replete





BRIDAL VEIL FALLS, YOSEMITE VALLEY, CAL.

with natural charms as Monterey. Its exquisite beauty and variety of scenery is diversified with ocean, bay, lake and streamlet; mountain, hill and valley, and groves of oaks, cypress, spruce, pine and other trees. The Hotel del Monte stands near the edge of a beautiful enclosure of one hundred and twenty-six acres of undulating land, within the sound of the waters of Monterey Bay, is built in modern gothic style, and is three hundred and eighty feet in length and one hundred and fifteen feet in width, besides an extension recently constructed. The main part is divided into two full stories, a high attic story and a basement. In all, it contains two hundred and forty rooms, and can easily accommodate five hundred guests. The hotel throughout is furnished in the most luxurious manner. The floors are covered with body brussels carpet of varied and exquisite patterns, while the furniture, which is walnut, oak and ash, is of the most modern and elegant construction. The table is kept bountifully supplied with every delicacy the market affords, cooked in the most appetizing manner and served in perfect style. The wine-cellar is stocked with the choicest brands and vintages, all of which are supplied to the guests at the most reasonable prices. It is pronounced by all who have been within its agreeable influences, as the handsomest and best kept watering-place hotel in America.

As driving constitutes one of the leading amusements of Monterey, the latter appurtenances have been especially looked after. There are accommodations for sixty or more horses, and there is telephone communication between hotel and stable. The grounds surrounding the hotel present the perfection of art in the way of landscape gardening. Under the direction of an accomplished landscape gardener, a corps of between forty and fifty men is kept constantly engaged in embellishing the gardens, avenues, and walks.

The Del Monte bathing pavilion is situated on the beach, about eight minutes' walk from the hotel, and is one of the largest and most complete establishments of the kind in the world. It is seventy feet wide by one hundred and seventy feet long. There are four tanks of about thirty-six feet wide by fifty feet long. The water in these tanks ranges in temperature from cold up to warm, and the bather can take his choice.



The heating is done by steam, and the water is daily changed. The pavilion contains two hundred and ten dressing rooms, one-half of which is set apart for the use of ladies. Each of the latter is fitted up with a fresh-water shower bath, while on the gentlemen's side fourteen shower baths serve for all. The pavilion and everything connected with it is kept scrupulously clean and always presents a pleasing appearance. When filled with bathers and spectators it presents a spectacle which, in point of animation and interest, would be hard to surpass. Outside of this pavilion is a beautiful sandy beach, on which surf-bathing may be indulged.

An adjunct of the Hotel del Monte is its 18-mile drive, over a splendidly-kept macadamized road, by way of Monterey, Pacific Grove, Cypress Grove, Carmel Bay and the old Mission Church. Pacific Grove, a short distance from Monterey, is to the Pacific coast what Nantucket, Martha's Vineyard, and Ocean Grove are to Atlantic sea-side resorts, except that the Pacific Grove Retreat has as equable a temperature as Monterey itself, and is kept open all the year round. It is delightfully situated on the beautiful bay of Monterey, less than two miles from the old town, and in loveliness of location can not be excelled, its graceful pines extending to the water's edge.

## FRESNO

is located in the centre of the great San Joaquin Valley, 195 miles from San Francisco. This city was laid out in the fall of 1872, and in the spring of 1873 two or three board shanties were erected, and the place grew into quite a village during that year. In 1874 it was made the county seat, and in 1875 the present beautiful court house was built. From 1873 to 1880 its growth was slow but steady, the healthful outgrowth of the surrounding country, most of the colonies surrounding it having been planted during that period. Since 1885 its growth has been rapid, indeed. For a town to quadruple its population in three years is very remarkable. Fresno has done this and more. Her population may, at the close of 1888, be set down at nearly or quite 10,000.





VIEW OF YOSEMITE VALLEY, FROM ARTIST'S POINT.



## SANTA BARBARA

is 288 miles from San Francisco, and contains about 10,000 people. In the course of the winter it is visited by thousands of tourists from the East, which causes it to present a more metropolitan aspect than many cities five times its size. During the summer months come the visitors from San Francisco and the northern part of the State, so that at no time in the year is Santa Barbara lonesome. Horseback-riding, surf-bathing, driving among the cañons, and getting the views from the foothills, or merely dreaming away the hours in the calm enjoyment of the delicate atmosphere, the visitors experience no difficulty in passing the time.

## SAN DIEGO

is 480 miles from San Francisco and 127 miles from Los Angeles. It was here, or near by, at "Old Town," or Old San Diego, that the first white settler in California pitched his tent, April 11, 1769. It was the advance guard of civilization in the State. Padre Junipero Serra, the pioneer of pioneers with men, and the founder of the twenty-one missions of California, made his entry in this year into San Diego on foot from an overland trip from Mexico, and on the 16th of July, 1769, established the first mission in California. The Hotel del Coronado, on Coronado Beach, is one of the largest hotels in the country.

## SAN BUENAVENTURA

is eighty-three miles from Los Angeles, beautifully located on the sea shore, an old ex-Spanish town of 3,000 inhabitants. It is a quiet, homelike place, an admirable spot for a family during the winter. There are good stores, well paved streets, churches, schools, public library, and the finest of sea-bathing.

## LOS ANGELES,

the "Queen City of the South," is 482 miles from San Francisco, and claims at the present time 90,000 inhabitants. The city is located eighteen miles from the sea, is six miles square, and the property assessment is over \$40,000,000. There will be found in

In the mountains San Francisco and contains about  
10000 people in the center of the district it is varied



ONE OF THE BIG TREES OF CALIFORNIA.

The... and... of the...  
San Francisco and... of the present...  
inhabitants. The city is located...  
the sea is six miles... and the property...  
might be over \$200,000. There will be found in



Los Angeles all the luxuries and conveniences of a metropolitan centre; the streets are models of cleanliness and comfort, being paved with Belgian block. The city is lighted by electricity, and there are electric, cable, and horse railways. Los Angeles is a revelation to any visitor from the East, for one is not prepared to see such magnificent residences, beautiful grounds, and broad, shady avenues. The summer is neither oppressive nor enervating. There are a few days when the mercury goes above 100°, but owing to a peculiar quality of the atmosphere, even this high temperature is not felt as the same or a less degree of heat in the East. Sunstrokes are unknown, save on the desert. Every noon, during summer, a fresh breeze from the sea breathes across the country. Hydrophobia is practically unknown.

### THE YOSEMITE VALLEY.

The Yosemite Valley is readily reached from San Francisco or Lathrop, via Berenda or Milton stations, on the Los Angeles line of the Southern Pacific Railroad. Berenda is on the main line of the Southern Pacific Railroad, 178 miles from San Francisco, while Milton is on the Stockton & Copperopolis branch, which leaves the main line at Stockton, 103 miles from San Francisco. From Stockton to Milton the distance is thirty miles. From Berenda the San Joaquin Valley division of the Southern Pacific Railroad runs to Raymond, twenty-one miles distant, where there is a large and commodious hotel, and from Raymond via stage to the park. From Berenda or Milton there are regular stages into the valley. The more preferable of the two, however, is the one from Berenda, although tourists frequently make the trip through from Berenda to Milton, visiting en route both the Mariposa and Calaveras big tree groves. The round trip from San Francisco or Lathrop to the Yosemite Valley and return to San Francisco can be made in four days. This includes a visit to the Mariposa grove of big trees, either going or returning, and enables the traveler to visit all the chief points of interest in the valley. The Yosemite Valley is the tourists' paradise of California and the Pacific coast, if not of the world. It can not be compared with Yellowstone National Park, because there are few points of similarity, and

each is peerless in its own way. No other scene or series of scenes in the world presents the beauty of the one, or the wonderful features of the other. Having seen the one, the tourist should see the other. The Yosemite Valley is set apart as a park, and is dedicated to the sightseers of the world. The points of interest are El Capitan, Three Brothers, Washington Column, Cathedral Rocks, The Sentinel and Domes, **Bridal Veil Falls**, Yosemite Falls, Mirror Lake, and Cloud's Rest. The Yosemite Falls are composed of three cascades, the first being 1,500 feet, the second 600 feet, and the last 400 feet high. In the four days' trip from San Francisco or Lathrop, only two days can be had in the valley, which is only time enough to merely glance at the scenes of interest. A week or ten days should be spent. No pen, however graphic, can convey a correct idea of the lovely scenes which here enchant the eye.

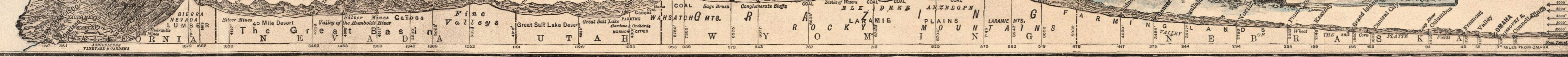
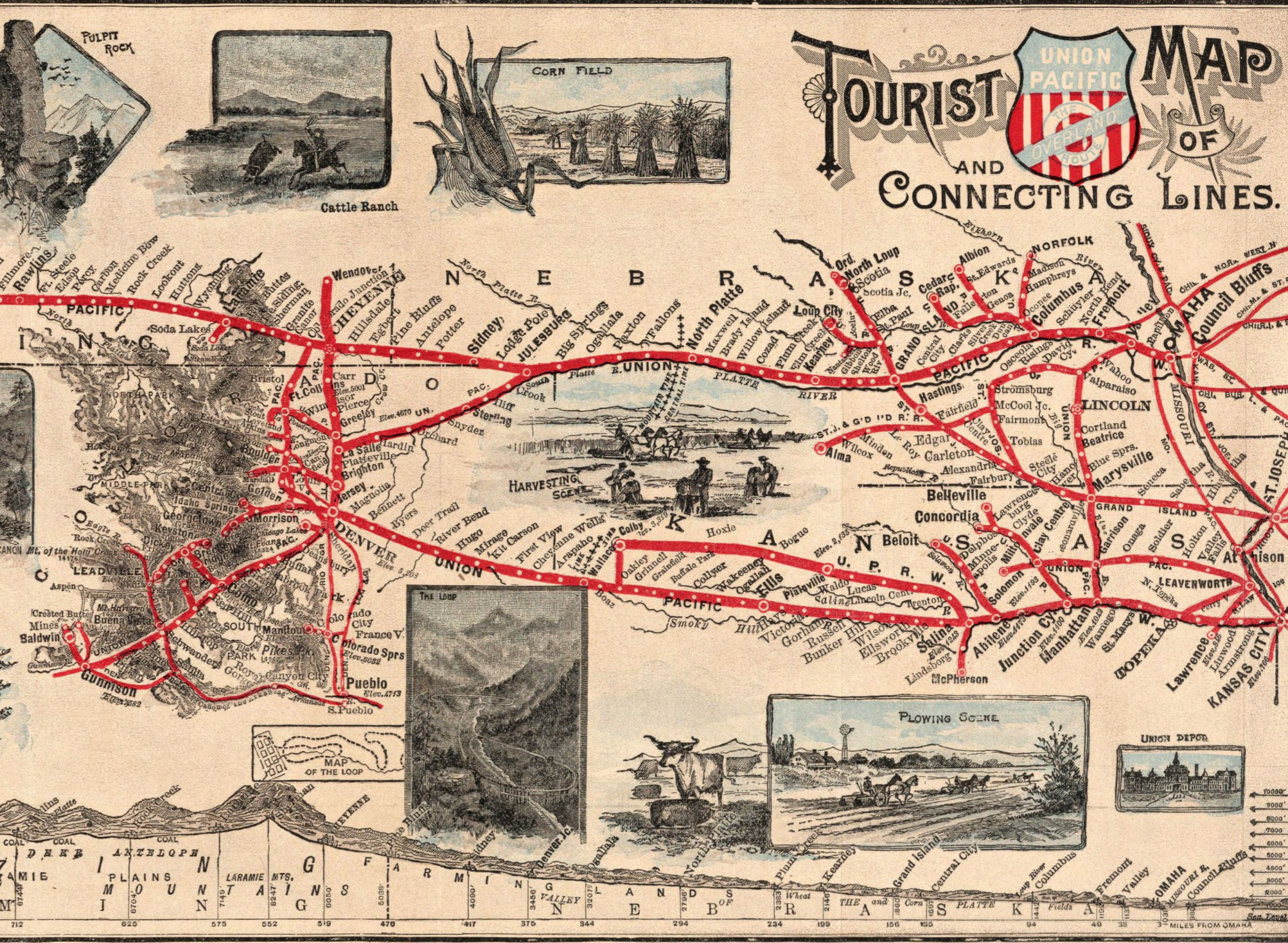
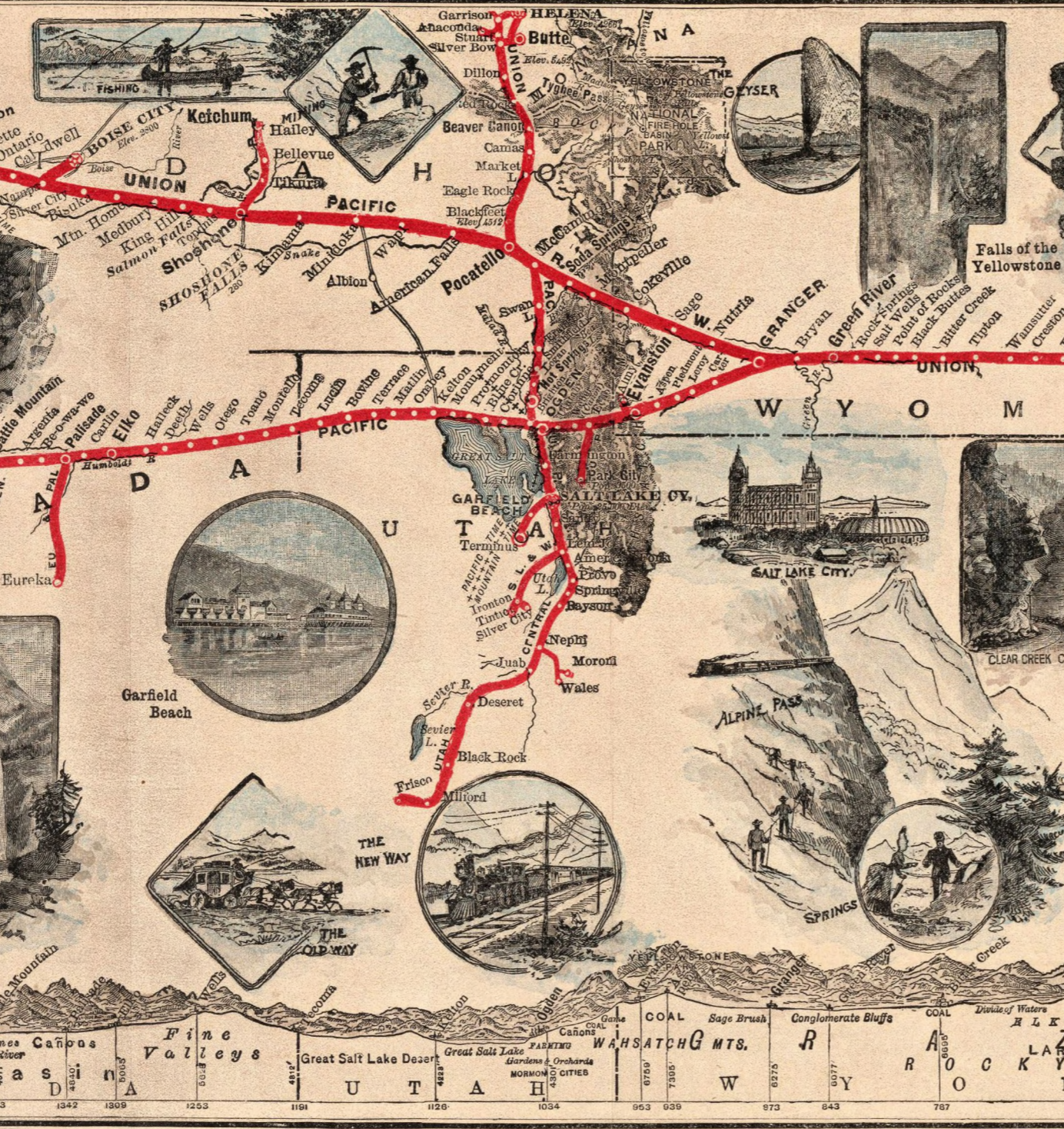
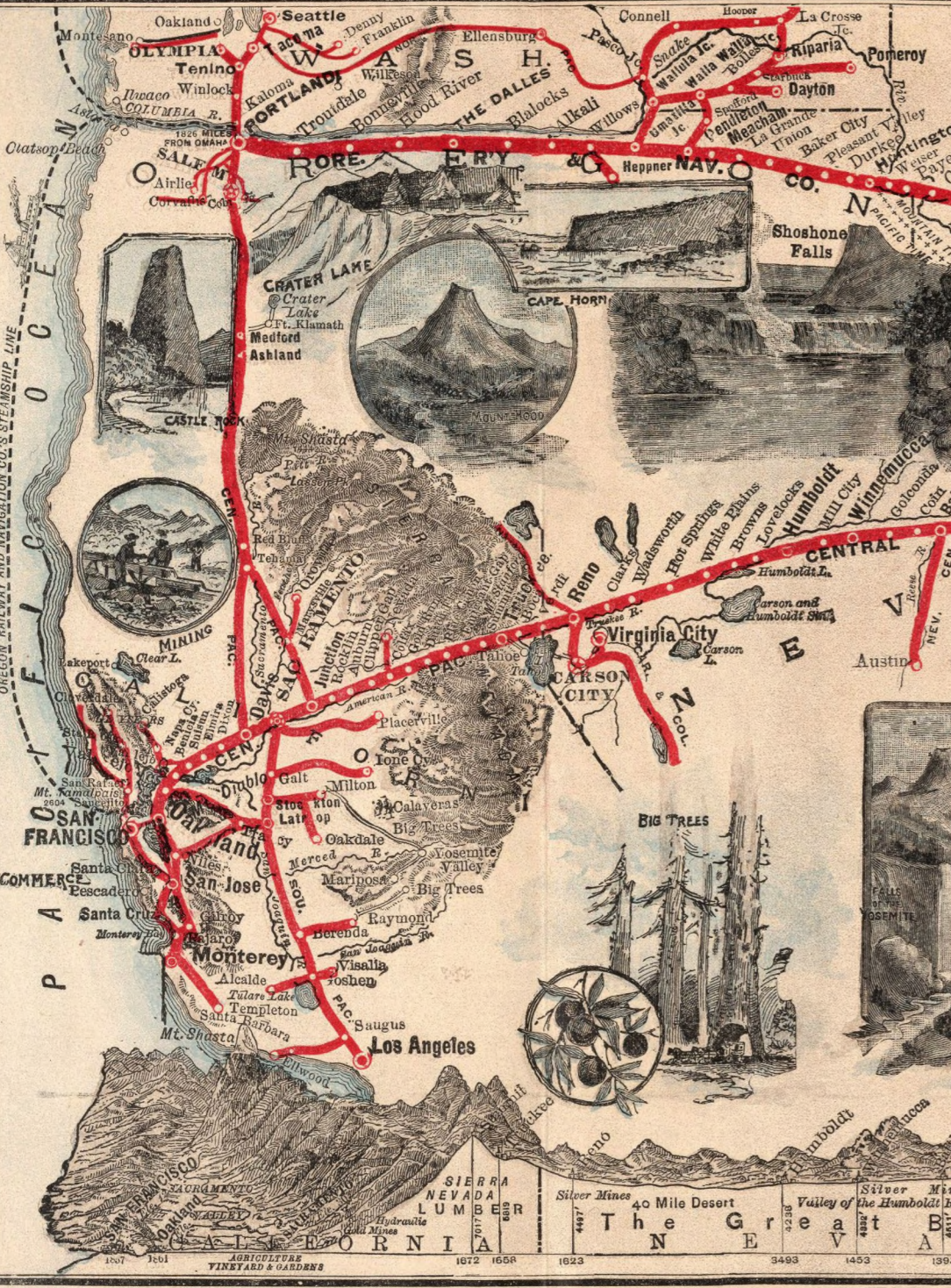
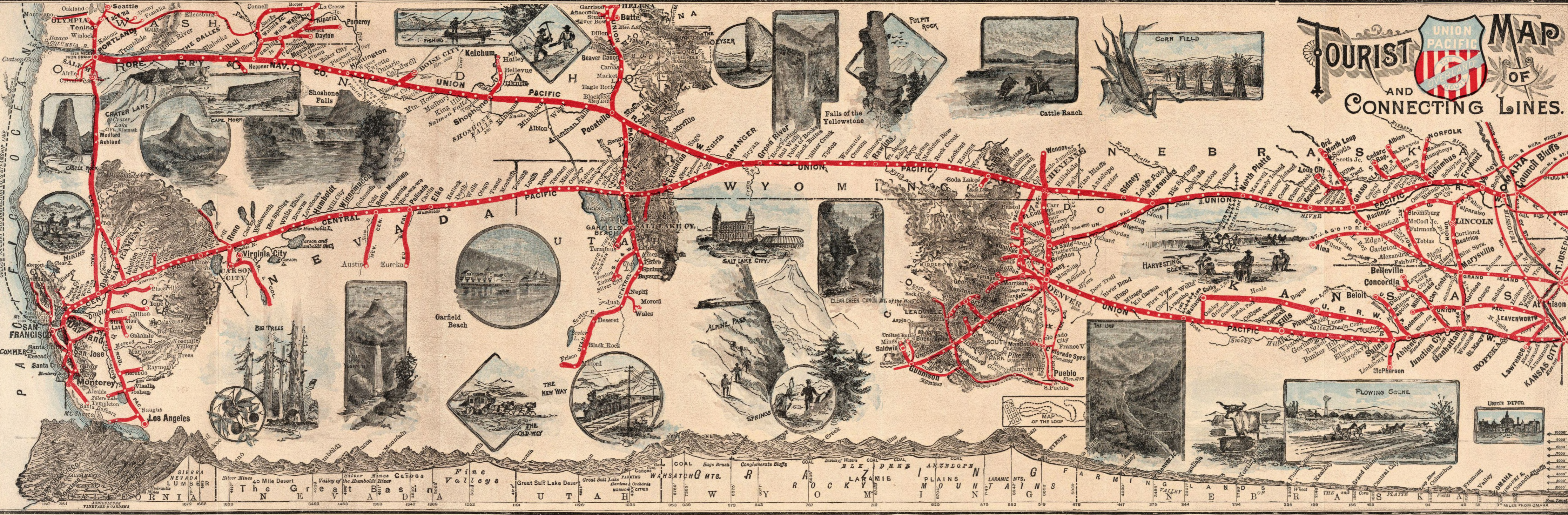
#### THE MARIPOSA AND CALAVERAS BIG TREES.

The big trees which are visited en route to the Yosemite are well worth a visit. How they can be best reached is explained in the description of the Yosemite Valley. These trees are a marvelous sight. In the Mariposa group are 600 trees, of which 125 are over forty feet in circumference, and several are from ninety to one hundred feet. The Grizzly Giant, one of the monsters of this monster forest, sends out a limb which is six feet in diameter at a height of ninety feet above the ground. The Calaverous group has one tree which is 435 feet high, and 110 feet in circumference at the butt. The Calaveras trees are most accessible from Milton, the terminus of the Stockton & Copperopolis branch of the Southern Pacific Railroad, which runs from Stockton on the Los Angeles line to Milton, just north of Lathrop. From Milton, this group of trees is forty-seven miles distant. There are also some very large trees on King's river, forty-one miles from Visalia, which is reached via the Los Angeles line of the Southern Pacific Railroad, and the Visalia Branch from Goshen. Goshen is 241 miles from San Francisco, and Visalia is fifteen miles distant from Goshen.



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UNION PACIFIC MAP OF OVERLAND ROUTES









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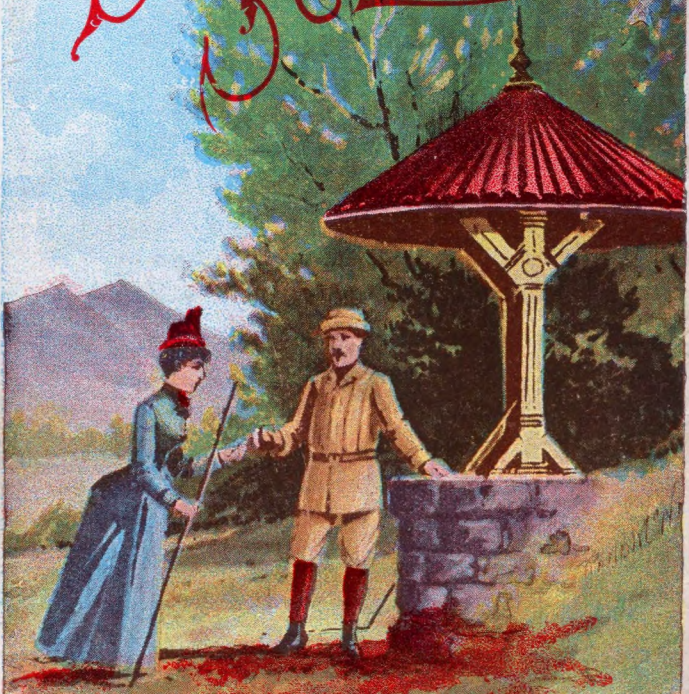
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