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## PREFACE.

"The Pacific Tourist," first prepared under the personal supervision of Henry T. Williams, was projected on an immense scale and completed at commensurate cost. It represented over nine months' actual time spent in personal travel—over a line of 2,500 miles—getting with faithfulness all possible facts of interest and the latest information. Over forty artists, engravers and correspondents were employed, and the work completed at an expense of nearly \$20,000: the result being the most elaborate, the costliest and the handsomest Guide Book in the world. Before the book was issued the Editor and his Assistants had traversed the Continent more than thirty times.

The favor with which the work was received is apparent, not only in the cordial endorsements of the railroad officials, but in the reception of the work by the public—more than a hundred thousand copies having been sold in the first year—and also in the fact that similar books have entered the field as rivals, but no one has attempted the vain task of equalling it.

That which was true at first is still true—viz.: that in this volume is combined every possible fact to guide and instruct the pleasure traveler, business man, miner, or settler, who turns his face westward. Herein are found every Railroad Station, and time of the principal Railroads, all Stage Routes, Distances, and Fare to all principal points; all the wonders of Western Scenery, Springs, Mountains, Canyons, Lakes, Deserts, Rocks, and Gardens, are here described in detail.

The trans-ocean traveler from Europe to the Pacific will find all needful information of routes on the Pacific Ocean; and the traveler eastward from Australia and Japan will find invaluable help for his route to New York.

The Big Bonanza Mines are also described in glowing language, and add to the interest of these pages.

The Representative Men of the Far West, who have been the energetic projectors and supporters of all its active and successful enterprises, are illustrated in our pages.

It is also true that it has kept pace with the progress of the country, being changed from time to time as the development of the resources and the increase of the people demand.

No other volume in the world contains so many views of the Scenery of the West, or conducts the traveler over so many miles of interesting, varied and enchanting scenery. With the progress of railroads, new fields of travel are opened, favorite resorts are made more accessible, like the Yosemite by the Madera route, or the Yellowstone *via* the Utah Northern Railroad, and new ones, like Monterey so charming (California), have been discovered and created. In short, since the opening of the Pacific Railroad, there have been developed an immense field of mining industry, and many new and remarkable places of wonderful scenery and pleasure travel. The attractions of the Rocky Mountains and Sierras have become world-famous, and regions, unknown five or ten years ago, have been discovered, which far transcend the liveliest imagination in their scenic beauty and glorious enjoyment. Those who crossed the Continent once in enjoyment of the scenery of the Far West or in search of health, can now return to the same line of travel, and spend an entire summer in visiting Resorts, Mountains, Lakes, Springs, Canyons, which were recently unknown or inaccessible, but are now easily reached.

The Alpine Pass, the highest railroad point in America, with its views of the Spanish Peaks, has been brought to notice by the extension of the Denver and Rio Grande Railroad; also the grandeur of the Mountains and Lakes of the San Juan mining region. The wonderful richness of the mines at Leadville is hardly greater than the beauties of the scenery by which it is reached, either from Canyon City, or Denver, or Georgetown. By the opening of the Colorado Central Railroad, easy access is given to the wonders of Clear Creek Canyon, the ascent of Gray's Peak, the Middle Park, the Hot Sulphur Springs, the beauties of Estes Park and Long's Peak, all of which are of remarkable interest.

Special assistance has been rendered by many persons which contributes to the interest and accuracy of its statements, but their names are too numerous to be inserted. Mention must be made, however, of Professor F. V. HAYDEN, the celebrated leader of the United States Geological Exploring Expedition, who has rendered valuable aid to make this Guide complete and reliable, and written for it an admirable account of the Wonders of the Yellowstone; and of CLARENCE KING, who also had charge of the United States Geological Survey, and has given a description of the Shoshone Falls.

THOMAS MORAN, who more than any other artist has drawn sketches of the Wonders of the West, and ALBERT BIERSTADT, the most celebrated of painters of American Scenery, have each added to the Guide rich embellishments and illustrations.

That every traveler may have "BON VOYAGE" is the labor and wish of the Editor.

FREDERIC E. SHEARER.