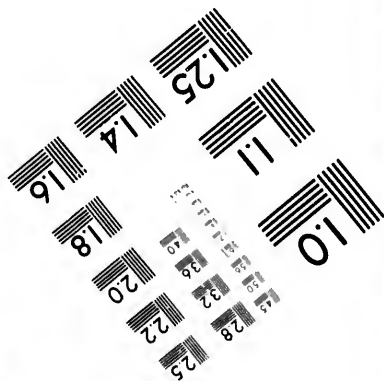
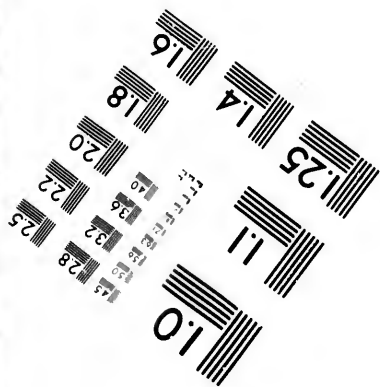
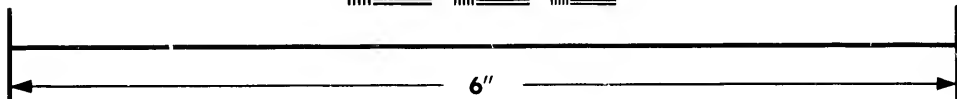
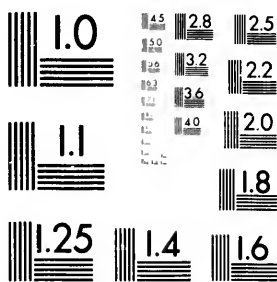


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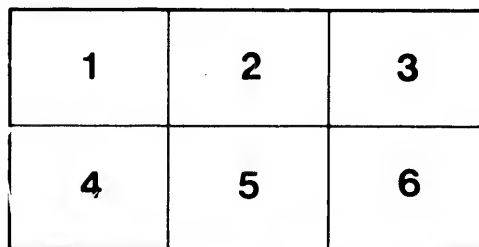
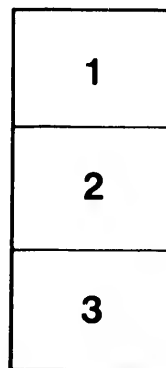
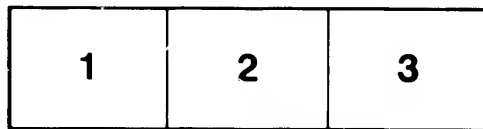
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NORTH AND SOUTH
via
Pacific Coast Steamship Co.
ALASKA AND OTHER POINTS OF INTEREST.



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Pacific Coast Steamship Company.

...1896...

FOUR THOUSAND MILES

North^{and} South

FROM SAN FRANCISCO

COVERING COAST TRAVEL FROM

MEXICO TO ALASKA.



GOODALL, PERKINS & COMPANY,

GENERAL AGENTS.

10 MARKET STREET,
SAN FRANCISCO, CALIFORNIA.

TICKET OFFICE:

4 NEW MONTGOMERY STREET,
PALACE HOTEL,
SAN FRANCISCO, CAL.

Pacific Coast Steamship Company's

FLEET OF STEAMERS.

Queen,	State of California,
Santa Rosa,	City of Puebla,
Umatilla,	Walla Walla,
City of Topeka,	Mexico,
Corona,	Pomona,
St. Paul,	Orizaba,
Eureka,	Al-Ki,
Coos Bay,	Bonita,
Santa Cruz,	Alex. Duncan,
Gipsy.	Yaquina.

ROUTES OPERATED.

The Pacific Coast Steamship Company operates the following routes :

NORTH OF SAN FRANCISCO.

1. Alaska Route.
2. British Columbia and Puget Sound Route.
3. Portland (Oregon) Route
(operated in connection with the Oregon Railway & Navigation Company).
4. Eureka or Humboldt Bay Route.

SOUTH OF SAN FRANCISCO.

1. San Francisco, San Diego and way ports.
2. San Francisco, Newport and way ports.
3. San Francisco and Mexican ports.

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CONNECTIONS.

NORTHERN ROUTES.

- PORT TOWNSEND.**—With San Francisco and Alaska steamers.
- VICTORIA, B. C.**—With Canadian Pacific Navigation Company for Vancouver and other points. (Connecting at Vancouver with Canadian Pacific Railway.)
- SEATTLE.**—With Great Northern Railway, local railroads and steamboats.
- TACOMA.**—With Northern Pacific Railroad.
- SITKA.**—With Alaska Commercial Company's steamer for Unalaska and intermediate points. (See advertisement herein.)
- PORTLAND, OR.**—With Oregon Railway & Navigation Company, Northern Pacific Railroad, Southern Pacific Company and local steamboats.
- EUREKA, CAL.**—Eel River & Eureka Railroad and local steamboats.
-

SOUTHERN ROUTES.

- SANTA CRUZ.**—Southern Pacific Company.
- MOSS LANDING.**—Pajaro Valley Railroad.
- MONTEREY.**—Southern Pacific Company.
- PORT HARFORD.**—Pacific Coast Railway.
- SANTA BARBARA.**—Southern Pacific Company and stage line to Los Olivos.
- PORT LOS ANGELES.**—Southern Pacific Company.
- REDONDO.**—Redondo Railroad Company and Atchison, Topeka & Santa Fe Railroad system.
- SAN PEDRO.**—Southern Pacific Company.
- EAST SAN PEDRO.**—Los Angeles Terminal Railway.
- NEWPORT.**—Santa Ana & Newport Railroad.
- SAN DIEGO.**—Atchison, Topeka & Santa Fe Railroad system and local railroads.
- GUAYMAS, MEXICO.**—Sonora Railway (A., T. & S. F. R. R. system) and local coast steamers.
- ALTATA, MEXICO.**—Altata & Culiacan Railroad.
- MAZATLAN, MEXICO.**—Local coast vessels, stage lines, etc.

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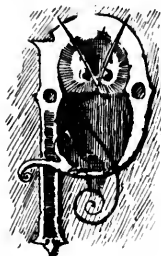
PACIFIC COAST STEAMSHIP CO.

SAN FRANCISCO.

IMPORTANT NOTICE

TO THOSE

WRITING FOR INFORMATION.



PARTIES purchasing tickets or making inquiry by letter with the view of purchasing tickets will save themselves and their correspondents much trouble and delay by furnishing specific information.

Please bear in mind that there is a material difference between engaging a *stateroom* and a *berth*; a stateroom usually contains three berths; it frequently happens, however, that people writing for information confound these two terms. Full information should invariably be given when parties write seeking a definite reply in reference to this matter.

First.—State the name of steamer, place and date on which you wish to take passage.

Second.—State whether you want a berth, two berths or a stateroom, and whether these sleeping accommodations should be on the upper or saloon deck, and whether or not you want the best in the ship (which, of course, is the highest price) or that may remain unsold.

Third.—State the number in your party, giving their names and sex, and relationship, and, if not adults, their ages and how you want them berthed, *i. e.*, who should occupy staterooms together.

The object of *engaging* accommodations being for the purpose of preventing others from purchasing same, they must be paid for as soon as practicable after being engaged. They will be reserved only sufficiently long for parties to purchase their tickets. This has been found necessary from the fact that it has happened on many occasions that those who have engaged accommodations have subsequently changed their minds, and the accommodations engaged have been unoccupied during the voyage, while they might have been sold in the meantime to parties who were anxious to pay for them had they not been reserved for others who failed to do so.

Co.

ALASKA,

— THE —

Land of the Midnight Sun.

DURING every past excursion season many thousand tourists have visited Alaska. To say they were pleased conveys but a faint impression of their enthusiasm. They were delighted—charmed. Ask any one of them, it matters not whom, they all make the same report and tell the same story of the matchless grandeur of the trip, of the midnight sun, of the placid waters, of the aurora borealis, of the majestic mountains, of the inland seas, of the mighty glaciers, of the thundering icebergs plunging into the sea and floating off in their glory of inimitable splendor, of the wealth of fish, timber and mineral, of the biggest quartz-mill ever constructed, of the queer customs of the natives, of novelty and incident that may well make the trip the object of a lifetime. There is nothing like it. Without doubt it is the "biggest show on earth."

The Alaska excursion having become the excursion of the continent, the Pacific Coast Steamship Company, in order to meet the popular demand, now runs during the excursion season an excursion steamer on the route that for speed, elegance and comfort is unexcelled by scarcely any vessel afloat.

This steamer (the *Queen*, 3,000 tons) is 340 feet long, and has accommodations for 250 first-class passengers. She is supplied with all modern improvements and appliances, including the electric light in every stateroom, etc. The staterooms of the *Queen* are unusually large and handsome. She makes two trips per month, starting from Tacoma, and making connection at Port Townsend with San Francisco steamers. She calls at Wrangel, Juneau, Glacier Bay, Sitka and other points of interest.

This company runs a line of steamers to Alaska, sailing fortnightly, the whole year through, carrying the U. S. mails, etc., and always calling at Mary Island, Wrangel, Juneau, Douglas Island, Killisnoo and Sitka. During the excursion season these steamers also call at Glacier Bay and other points of interest.

All the Alaska steamers connect at Port Townsend with the San Francisco steamers. San Francisco passengers for or from Alaska change steamers at Port Townsend.

Passengers intending to take the steamer at Tacoma should arrive there early enough to go on board the evening previous to the sailing, as the steamers leave Tacoma at 4 A. M.

Canadian Pacific Railway passengers can take the Alaska steamers at Port Townsend or Victoria; Great Northern Railway passengers can take the steamers at Seattle; passengers by rail from or via Portland can take the steamers at Tacoma.

NOTE.—Those desiring more information regarding South eastern Alaska, are advised to procure one of this Company's pamphlets: "North and South from San Francisco," nicely illustrated, postage five cents; "How to Reach the Gold Fields of Alaska," postage one cent; "Alaska Excursions," postage one cent; Folder and Map, postage one cent; which will be forwarded on receipt of cost of postage. These can generally be obtained at Railroad and other Ticket Offices, or at the General Office of the Company, No. 10 Market Street, San Francisco.

SITKA AND UNALASKA MAIL ROUTE,

LEON SLOSS, CONTRACTOR,

310 SANSOME STREET,

SAN FRANCISCO, CAL.

U. S. MAIL STEAMER "DORA,"

Running from Sitka to Unalaska, Alaska,

And connecting at Sitka with the Pacific Coast Steamship Co's Steamer
"City of Topeka."

Schedule of Rates, etc., April to October, 1896, inclusive.

	Freight per Ton.	Cabin Passage.		Steerage Passage.	
		Single Fare.	Round Trip.	Single Fare.	Round Trip.
Sitka to or from Yakutat	\$ 6 50	\$14 00	\$25 00	\$ 9 50	\$17 00
Sitka to or from Nutchik	9 50	27 50	49 50	18 50	33 50
Sitka to or from Kodiak (St. Paul)....	10 00	35 00	60 00	22 50	40 50
Sitka to or from Karluk	12 00	39 50	71 00	25 50	46 00
Sitka to or from Unga	17 50	53 50	96 50	35 00	63 00
Sitka to or from Sand Point	19 50	54 50	98 00	35 50	64 00
Sitka to or from Unalaska	20 00	70 00	120 00	45 00	80 00
Kodiak (St. Paul) to or from Unalaska	10 00	35 00	60 00	22 50	40 00
Yakutat to or from Nutchik	5 00	13 50	24 50	9 00	16 00
Nutchik to or from Kodiak (St. Paul) .	5 00	13 00	23 50	8 50	15 50
Kodiak (St. Paul) to or from Karluk ..	2 00	4 50	8 00	3 00	5 00
Karluk to or from Unga	5 50	14 00	26 00	9 50	17 00
Unga to or from Sand Point	5 00	1 00	2 00	50	1 00
Sand Point to or from Unalaska	10 00	16 50	30 00	11 00	20 00

All merchandise received and delivered at ship's tackle.

Shippers to pay all tolls, wharfage, boating and cartage.

All merchandise taken at owner's risk only.

Merchandise on which freight has not been paid will be stored, as well as conditions will permit, at the risk and expense of the shipper.

Freight will be taken either by measurement or weight, at the option of Master or Purser of the ship.

Perishable goods only taken with freight prepaid, and at owner's risk.

In all cases when the vessel cannot land at any of the different stations, the Ship's Master reserves the right to land passengers and freight for such stations on the next return stoppage at same.

SAILING DAYS.

From SITKA on or about the 8th day of each month from April to October, inclusive.

Intermediate ports at proportionate times.

Regular connections for passengers to Cook's Inlet will be made during the season. For further particulars see Sitka papers, or apply to P. C. S. S. Co., or any agent or office of ALASKA COMMERCIAL CO.

For information, etc., apply to

AGENT ALASKA COMMERCIAL CO., 310 Sansome St., San Francisco, Cal.; or to

" " " Unalaska, Alaska; or to

" " " Kodiak, Alaska.

For tickets, freight, etc., apply to EDWARD DE GROFF, Agent for Steamer, Sitka, Alaska, or to PURSER of Steamer for intermediate ports.

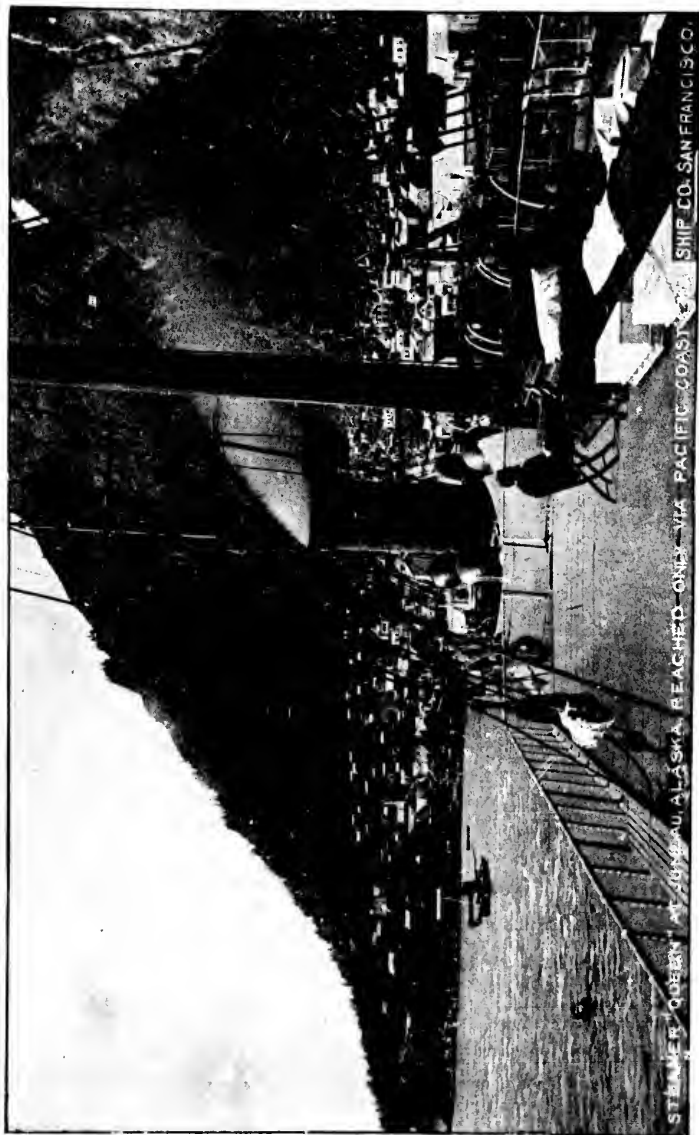
LEON SLOSS, CONTRACTOR.

For information regarding connections with other points in Western Alaska and the Yukon River, apply to

ALASKA COMMERCIAL CO.,

310 Sansome St., San Francisco.

Arrives two days before sailing of steamer from Tacoma.
 Leaves Sitka on or about the eighth day in each month from April to October inclusive.
 Connects at Sitka with Alaska Commercial Co's steamer "DORA" for Unalaska, and intermediate points including Cook's Inlet, in Alaska, leaving Sitka on or about the eighth day in each month from April to October inclusive.



STEAMER "QUEBEC" AT QUEBEC, N.S. REACHED ON 15th VIA PACIFIC COAST LINE SHIP CO. SAN FRANCISCO

ALASKA ROUTE.



NO TRAVELER or tourist has ever returned from Alaska, after making the voyage by the steamers of the PACIFIC COAST STEAMSHIP COMPANY, but has acknowledged it to be pre-eminently *the* cheapest, grandest and most enjoyable excursion ever advertised or patronized. As people have, as a rule, very crude and often very erroneous ideas in relation to Alaska—the means of getting there, the cost and length of time required to make the voyage—the following facts and information will be of interest to those who intend to stay at home as well as those intending to make the excursion.

WHERE THE COUNTRY IS, AND ITS EXTENT.

The name "Alaska" is a corruption of Al-ay-ek-sa, the name given by the native islanders to the mainland, and signifies "great country." It contains nearly 600,000 square miles of territory, or is nearly one-fifth as large as all the other States and Territories combined. It is larger than twelve States the size of New York.

The portion of Alaska visited by these excursions is the southeastern. It would require a couple of months to visit the western, and an indefinite and uncertain time to reach and return from the northern portion. In fact, the whaling fleet and the regular organized Arctic expeditions are about the only outfits that *attempt* to pass Point Barrow, on the northern shore of Alaska.

There are probably few people on the Pacific Slope, or elsewhere for that matter, aware of the fact that San Francisco is several hundred miles east of midway between the eastern and westernmost shores of the United States. Yet such is the case. It is nearly 4,000 miles from the longitude of the most western of the Aleutian Islands directly east to San Francisco, while it is not over about 3,500 miles from San Francisco directly east to the longitude of the east coast of Maine.

BEST TIME TO GO.

The best time to visit Alaska for pleasure is from May to September, inclusive. Prospectors and miners should take either the March or April steamer, so as to be on the ground when the snow melts. September is the last month in the year that can be recommended for excursion purposes. The weather in September is usually lovely, and the sea as smooth as a mirror; the days, however, begin to grow comparatively short.

WHICH WAY TO GO AND RETURN.

The excursion tickets from San Francisco are good for trip only on steamer for which sold. It takes about twenty days to

SHIP CO. SAN FRANCISCO.
STEAMER QUEBEC AT 11 AM. U. S. ALASKA REACHED OMAHA VIA PACIFIC COAST.



STEAMER QUEEN AT WRANGEL, ALASKA, REACHED ONLY VIA PACIFIC COAST STEAMSHIP CO. SAN FRANCISCO.

make the trip via Victoria and Port Townsend and return the same way, but tickets are also sold to *return* via Port Townsend, Seattle, Tacoma, Portland, and thence by steamer to San Francisco. If you can spare the time and extra cost (which is slight), this latter is the ticket to buy, as it enables you to see the up-Sound ports, as well as Portland, and the grand and majestic Columbia River. It will also give you an opportunity to spend a few days visiting the Cascades, Oregon Falls, Willamette Valley, and other noted and interesting points in Oregon.

Excursion tickets can also be purchased of the Southern Pacific Company, from San Francisco to Tacoma by rail, returning by steamer.

Passengers via the Canadian Pacific Railway can take or leave the Alaska steamer either at Port Townsend or Victoria. The service between Vancouver, the western terminus of the Canadian Pacific Railway, and Victoria, is performed by the Canadian Pacific Navigation Company's steamers, which make daily trips (Mondays excepted).

WHAT TO TAKE.

As the rainfall in Alaska is usually very heavy, it naturally follows that an umbrella is a convenient companion. A gossamer for a lady and a mackintosh for a gentleman, and heavy shoes, and coarse, warm and comfortable clothing for both, should be provided. There is no use for a swallow-tail or a court dress or Sunday-go-to-meeting clothes in Alaska. Ladies' skirts should be short, so they will not draggle over the wet deck of the steamer, or over the damp grass or moss on shore. If you intend (as you no doubt will, and certainly should) to climb up onto and take a run over a glacier, you will find much advantage in having spikes in your shoes, and a stiff cane with a good ferrule on it, or else a regular Alpenstock. It is best for several to keep together in climbing around on a glacier. A little hatchet and small rope, in charge of some one of the party, would be very handy in case of an accident, which is always possible if people are careless, but not probable if they are careful. You need not take any eatables; these are furnished without any extra charge, in abundance and of the best quality, on board. You are allowed to take one hundred and fifty pounds of baggage free.

PASSENGERS STARTING FROM SAN FRANCISCO

should take the steamer which leaves Broadway Wharf, (Pier 9,) for Victoria, B. C., and Puget Sound ports. On the third day out, in the morning, probably, by or before daylight, you arrive and tie up to the outer wharf at the entrance to Victoria Harbor, B. C. Here the steamer remains several hours, discharging freight, during which time you can ride into and around the city. It is possible the Alaska steamer



STEAMER QUEEN AT MUIRGLASS, CALIFORNIA. PACIFIC COAST STEAMSHIP CO. SAN FRANCISCO.

may be here waiting your arrival, but the chances are that you will make the connection over at Port Townsend, which is the regular port of transfer—selected (it being an American port) in order to avoid annoyance from the customs officials. Victoria is, however, a much more enjoyable place than Port Townsend to spend a day or so in, and many passengers prefer to do so. A call on the company's agents, Messrs. R. P. Rithet & Co., 61 and 63 Wharf Street, will obtain the information as to whether or not you can remain here or must proceed to Port Townsend, and join the Alaska steamer at that point.

Passengers from or via Portland can obtain tickets and further information at the office of this company. Passengers from Seattle or other ports on the Sound can engage passage and obtain information by applying to the company's agents at Victoria, Port Townsend, Seattle or Tacoma.

START OUT FROM PORT TOWNSEND FOR ALASKA.

Two or three hours' steaming and you are in Victoria, B. C. You have probably been here before, and will not care to tarry long—you will be accommodated—a few hours at the farthest and you are headed north. The chances are that next morning you will wake up and find yourself in Departure Bay, which is the coaling station. You may have time while the vessel is loading to ride out to the coal mines. If you have not, you can amuse yourself fishing and rambling about the town and adjacent country. You will not be kept here longer than absolutely necessary, for the Captain is anxious to start on his journey north. Ready—all aboard—off we go! Now you can bid good-bye to the railroad and telegraph, to the bustle and worry and confusion of the world. All you have to do now is to see and enjoy the sights; to eat, drink and be merry. You would like to know

WHAT THERE IS IN ALASKA TO ADMIRE.

Well, let us see. There are a variety of things to admire, some to wonder at, others to ponder over, and all of them we hope to enjoy. First, then, you will scarcely believe your own senses or realize the fact that the waters you are sailing over are the salt waters of the Pacific Ocean. It does not seem possible that you can glide along day after day, and week after week, without encountering a wave or scarcely a ripple to disturb the equilibrium of the vessel. You will realize, however, by the compass of your appetite, that you are obtaining all the advantages of a sea-voyage without being obliged to wrestle with that much dreaded monster, sea-sickness. You wonder how and when and why these thousands of islands, past which you are constantly sailing, were formed—*islands*, some of them no larger than a good-sized house, while others

STEAMER "QUEEN" AT "MUIR" GLASS BEACHED ON "VIA" 1894
PACIFIC COAST STEAMSHIP CO. SAN FRANCISCO.

are empires in themselves. You will sail through narrow and serpentine passages, which can only be navigated at slack and high tide on account of the terrific current which rushes through at other stages of the tide. You will see, admire and pass through channels hundreds of miles in length, as straight as an arrow and of unfathomable depths, banked on either side by perpendicular and gigantic mountains, whose untrod summits are clothed in clouds and ice. But what will interest you most of all will be the glaciers. You will see a number of them on your way up to Juneau, glittering in the distance before you have an opportunity to climb onto one. There is a great satisfaction in imparting to your acquaintances the fact that you have seen the glaciers of Alaska, and traveled over them. For beauty these glaciers are unapproachable, and as for size—why, the largest one in Switzerland would scarcely make a respectable sized nose if it could be transferred bodily to the face of one of those sleeping giants in the fastnesses of Alaska. If the tide is right, you will hear the thundering crash caused by the icebergs breaking off from the glaciers and tumbling into the water. You will also most likely see the ship surrounded by a "sea of ice," which is the prettiest picture you have ever seen, and which you will be sure to admire and never forget. If you have never visited a mining camp and seen the miners with their picks and shovels and red shirts, you will doubtless be pleased at the opportunity which who will have at Douglas Island (near Juneau) of looking over the Treadwell Mine, and seeing the largest quartz-mill in the world in full operation. It is only a short walk from Juneau to the placer mines. Alaskan waters abound in the choicest kinds of fish, which, though you may not particularly admire, you will doubtless enjoy. The salmon and halibut, fresh as the morning dew, of which you frequently have opportunity to partake, are simply delicious—yum! yum! If you prefer to catch rather than to eat these beauties, no one objects, and there is plenty of opportunity. The Indians are much finer and more intelligent than those you have seen farther south. You will be amused to see the squaws, on the arrival of the steamer (by the way, the arrival of the steamer is the great event of the month), sitting around on the sills of the wharf, dressed in their best raiment, and many of them with a portion of their face blackened—sometimes their teeth—which, added to their natural ugliness, makes them look like the very old Nick himself. The more stormy the weather, the less clothing these Indians wear as a rule, for they evidently consider clothing made more for ornament than use. They will offer you for sale, furs, silver bracelets, little carved images, canoes and various knickknacks; but, as a rule, they have a high appreciation of their wares and you can do better to buy from a white man's store in Sitka or

Juneau. You will be amused at their totem poles, which are made by cutting down a good, straight tree, dressing it down to the desired size, and then carving it in a very rude way, with figures of birds, Indian warriors, and other fantastic shapes, which resemble very much Chinese carving. After these poles receive a sufficient amount of labor and skill, they are raised and planted on end before the owner's hut; and great value is attached to some of them, a couple of thousand dollars being considered a very reasonable price for the largest and choicest.

AT WHAT POINTS STEAMERS STOP IN ALASKA.

That depends on circumstances. They *always* call at Mary Island, Wrangel, Juneau, Douglas Island, Killisnoo and Sitka. Sitka is the capital of the Territory, but Juneau is the chief settlement, and is the headquarters of the mining business. You must not fail to see the Greek church in Sitka. There are but two Greek churches in the United States, outside of Alaska, and this is the most ancient and interesting of them all. Most of the other places the steamers stop at are trading-posts and fisheries. Fishing, mining and trading are the principal industries in Alaska.

There are no "Palace" hotels in Alaska. Unless you have business to attend to you will not desire to remain over there a trip, but you will go when and where the steamer goes, and you will have an opportunity of seeing the principal objects of interest in Southeastern Alaska. The steamers sometimes go north as far as Chilcat, say up to about the fifty-eighth degree of north latitude. The pleasure is not so much in the stopping as in the going. You are constantly passing through new channels, past new islands, opening up new points of interest, until you finally surfeit of the grand and magnificent in Nature and are glad to

RETURN.

The transfer will be made at either Port Townsend or Victoria from the Alaska steamer to the San Francisco steamer. Passengers going to or by way of Portland can take the train at Tacoma, over the Northern Pacific Railroad to Portland.

HAVING ARRIVED HOME

you will find your eyes clear and sparkling, your appetite keen, your step more elastic, your general health immensely improved, and, in case you were not up to a proper and healthy standard when you started out, your avoirdupois increased anywhere from five to thirty pounds. You will be delighted at having made the journey. You will have lots of stories to tell of your experiences, which will make you the lion of your social gathering and the envy of those who stayed at home or went to the springs. This is the invariable experience of those who take this trip to Alaska.



VIEW IN GLACIER BAY SHOWING SECTION OF MAJOR GLACIER ON LEFT AND IN FOREGROUND BEACHED ONLY. PACIFIC COAST STATES OF CALIF. FRANKS CO.

The following is an extract from Miss Scidmore's book, "Journeys in Alaska :"

"Life on the waveless arms of the ocean has a great fascination on one of these Alaskan trips, and, crowded with novelty, incidents and surprises as each day is, the cruise seems all too short when the end approaches. One dreads to get to land again and end the easy, idle wandering through the long archipelago. The voyage is but one protracted marine picnic, and an unbroken succession of memorable days. Where in all the list of them to place the red letter or the white stone puzzles one. The passengers beg the Captain to reverse the engines, or boldly turn back and keep up the cruise until the autumn gales make us willing to return to the region of earthly cares and responsibilities, daily mails and telegraph wires. The long nightless days never lose their spells, and in retrospect the wonders of the northland appear the greater. The weeks of continuous travel over deep, placid waters, in the midst of magnificent scenery, might be a journey of exploration on a new continent, so different is it from anything else in American travel. Seldom is anything but an Indian canoe met. For days no sign of settlement is seen along the quiet fords, and making nocturnal visits to small fisheries, only the unbroken wilderness is in sight during waking hours.

"The anchoring in strange places, the going to and fro in small boats, the queer people, the strange life, the peculiar fascination of the frontier, and the novelty of the whole thing, affects one strangely. Each arm of the sea, and the unknown, unexplored wilderness that lies back of every mile of shore, continually tempt the imagination."

Prospecting Outfit.

Prospecting is difficult and laborious. Still, by taking the beds of the streams, it can be done satisfactorily, and there is enough in sight now to induce a more thorough exploration than has ever yet been made. Hopeful indications continue to reward every attempt, and the opinion is general among mining men that many more rich gold fields will be discovered. For the work of prospecting, a boat of some kind is the first necessity, and it should have a good sail, and be fitted with the means of securing goods (a few at least) against rain and wave. Beside a boat, a good tent, large enough to shelter the entire party, should be provided, and bear or other skins enough to lay under them to protect bed and body from the dampness in the ground. These last can be obtained in the country. After this a stout rain-coat and gum-boots come next, and the remainder of the outfit, as to tools, provisions, etc., can be according to individual preference. Each party should have at least one good rifle of



IN THE MOUNTAINS NEAR SALT LAKE CITY, UTAH. THE WAGON WAS TURNED OVER BY A SLIPPERY PATCH OF ICE. PHOTOGRAPH BY THE PACIFIC COAST PHOTOGRAPHIC COMPANY, SAN FRANCISCO.

large caliber, as bears are sometimes encountered and deer frequently seen.

The spring in Alaska is generally more backward than in more southern latitudes, doubtless because the mountains invariably become covered with snow during the winter, and, until it has begun to appreciably disappear, the atmosphere is kept more or less chilled. But the compensation comes in the fall when the mild weather is extended far beyond its limit in many other places nearer the center of civilization. Vegetables and flowers frequently are found growing out in the gardens after December has arrived, and it is rare that heavy frosts occur before that month. The summers in Alaska are delightful—never oppressively warm, but enough so as to cheer and invigorate. The thermometer clings around seventy-nine degrees for weeks, and sometimes months, while the pleasant daylight never entirely fades out of the amber sky.

Extracts From Letters Received by the Pacific Coast Steamship Company.

[From John T. Morris, the celebrated Iron Manufacturer of Philadelphia]

I have been trying to find time ever since my return from our Alaska trip to express my and our thanks to you for having arranged everything so pleasant for us, also for having encouraged us to take the trip at all. It exceeded my every expectation, and I can only hope that many more parties will visit those beautiful land-locked waters; and I hope they will also enjoy as delightful weather and have as pleasant company as we had.

The trip will be an ever-memorable one to us.

[From His Honor M. R. Waite, late Chief Justice of the Supreme Court of the United States.]

I cannot leave this Coast without letting you know what a delightful trip I had to Alaska, on the *Idaho*, in July and August. It was all I had looked for, and more, too. The officers and men on the ship were thoughtful and attentive, and nothing was left undone that would contribute to the comfort and pleasure of the passengers. I am certain the excursion will soon become one of the most popular on the continent, and it surely is one of the most enjoyable.

[From H. B. Whipple, Bishop of Minnesota.]

I know of no scenery in our country more beautiful, and no excursion that I have ever made has left so many delightful memories as our excursion on your steamer to Alaska with the Lord Bishop of Rochester.



INDIAN BOAT NEAR SITKA, ALASKA, THE ROCKY MOUNTAINS, THE PACIFIC COAST STEAMSHIP COMPANY, SAN FRANCISCO



ALASKA GLACIER. REACHED ONLY VIA PACIFIC COAST STEAMSHIP CO. SAN FRANCISCO.

[From Wm. Garrard, Esq., Savannah, Ga.]

I enjoyed my trip to Alaska very much. It was like going into a foreign country. It is a most interesting excursion—nothing to equal it that I know of. The climate in summer, the beautiful land-locked water-way, the gold mines, fisheries, Indians, glaciers and the good service on the boats combine to render it a charming voyage, and I only wish I could go again.

Alaskan Glaciers.

BY KATE FIELD.

Soon after leaving Wrangel, the first Alaskan glacier is seen in the distance, looking like a frozen river emerging from the home of the clouds. The sea is glassy, and a procession of small bergs, broken away from the glacier, float silently toward the south. It is Nature's dead march to the sun, to melt in its burning kisses, and to be transplanted into happy tears. Wild ducks fly past, and from his eyrie a bald-headed eagle surveys the scene—deeply, darkly, beautifully blue—apparently conscious that he is the symbol of the Republic. There are glaciers and glaciers. In Switzerland a glacier is a vast bed of dirty air-holed ice that has fastened itself, like a cold porous-plaster, to the side of an Alp. Distance alone lends enchantment to the view. In Alaska a glacier is a wonderful torrent that seems to have been suddenly frozen when about to plunge into the sea. Down and about mountains wind these snow-clad serpents, extending miles inland, with as many arms sometimes as an octopus. Wonderfully picturesque is the Davidson Glacier, but more extended is the Muir Glacier, which marks the extreme northerly points of pleasure travel. Imagine a glacier three miles wide and three hundred feet high at its mouth. Think of Niagara Falls frozen stiff, add thirty-six feet to its height, and you have a slight idea of the terminus of Muir Glacier, in front of which your steamer anchors; picture a background of mountains fifteen thousand feet high, all snow clad, and then imagine a gorgeous sun lighting up the ice crystals with rainbow coloring. The face of the glacier takes on the hue of aquamarine, the hue of every bit of floating ice, big and little, that surrounds the steamer and makes navigation serious. These dazzling serpents move at the rate of sixty-four feet a day, tumbling headlong into the sea, and as it falls the ear is startled with submarine thunder, the echoes of which resound far and near. Down, down, down goes the berg, and woe to the boat in its way when it again rises to the surface.

METEOROLOGICAL.

Table of extremes and averages of temperature and precipitation, number of clear, fair and cloudy days, at Sitka, Alaska, furnished by the U. S. Weather Bureau, Department of Agriculture, Washington, D. C.

YEAR RECORD, 1881 TO 1887.	TEMPERATURE.				PRECIPITATION.			NO. OF DAYS.		
	Max.	Min.	Mean.	Range.	Average.	No. of Days.	Unmelted Snow.	Clear.	Fair.	Cloudy.
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
January.....	51	-2	34.2	53	9.75	18.7	17.0	5.4	8.6	17.0
February.....	52	-3	33.0	55	10.51	17.3	11.3	6.2	8.7	13.3
March.....	59	4	37.2	55	10.02	20.3	8.8	5.9	8.1	17.0
April.....	66	22	41.9	44	6.24	17.7	2.1	5.7	9.4	14.9
May.....	80	28	46.9	52	4.94	16.6	0.0	5.2	10.0	15.8
June.....	75	38	51.6	37	3.58	13.7	0.0	6.5	6.9	16.6
July.....	72	42	54.4	30	5.28	16.0	0.0	3.6	8.4	19.0
August.....	79	41	56.6	38	6.93	16.1	0.0	6.1	9.5	15.4
September.....	69	32	52.3	37	11.09	20.4	0.0	6.2	7.8	16.0
October.....	61	26	45.7	35	13.49	19.1	0.0	5.3	8.9	16.8
November.....	56	5	39.8	51	13.68	19.9	0.1	3.0	7.4	19.6
December.....	56	9	36.0	47	10.11	19.7	2.1	7.2	9.4	14.4
Average....	65	21	44.1	44	105.62 *	216.0 *	41.4 *	66.0 *	103.0 *	196.0 *

* Average annual.

Explanation.—Column 1 shows the highest temperature observed during any January, February, etc., from 1881 to 1887. Column 2 shows the lowest temperatures observed during any January, February, etc. Column 3 is the mean temperature for the whole period of observation. Column 4 is the range, or the difference between the figures in columns 1 and 2. The average precipitation is given in column 5. The average frequency of rain or snow, or the average number of rainy days, will be found in column 6. The average depth of snow is given in column 7. In columns 8, 9 and 10 is given the average number of clear days—days with no clouds or less than three tenths of the sky covered with clouds; fair days,—days from three to seven tenths of the sky covered with clouds; and cloudy days,—days with the sky eight to ten tenths covered with clouds.

BRITISH COLUMBIA AND PUGET SOUND ROUTE.

The steamers usually employed on this route are the *City of Puebla*, *Walla Walla* and *Umatilla*, sailing from San Francisco and Puget Sound ports every fifth day. These vessels are all large, fine and fast, the *City of Puebla* especially, being probably the fastest merchant steamer plying on the Pacific Coast. These vessels have a carrying capacity of some 2,500 tons, and very extensive passenger accommodations, both first and second class.

The time ordinarily occupied on the trip from San Francisco to Seattle is about three days. The usual first class fare is \$15; second class, \$7.50, including a berth and meals.

Starting from Broadway Wharf (Pier 9), San Francisco, the steamer glides rapidly past the frowning fortress on Alcatraz Island on the right, past Lime Point, on which are some of Uncle Sam's heaviest ordnances, leaving Fort Point on the left, passing Point Bonita, on which is located a lighthouse, then crossing the bar by the north channel, and heading direct for Point Reyes. The scenery passing through the Golden Gate is perhaps the finest that can be seen in any port in the country, San Francisco Bay being unsurpassed in its extent, depth of water and general accessibility by any port or harbor in the world.

Passing through the North Channel the Potato Patch is on the left, or in sailor parlance, port side. The Potato Patch is in a sense the middleground between the North and South channels, and is called so from the fact that a small sailing vessel, a great many years ago, loaded with potatoes, was lost there.

The north heads will be noticed as high, precipitous and rugged, and this is the general character of the country for some distance. Point Reyes is some thirty-three miles north of San Francisco, and a lighthouse and fog signal station are here located. The next point of importance is Point Arena, on which are located an important lighthouse and fog signal station. Steamers for Puget Sound do not hug the shore as do the small steamers bound for intermediate landings; therefore, only the most prominent and important points are noted in passing.

Usually, the Straits of Fuca are reached in the evening of the second day out the steamer arriving at Victoria the same evening or night. Here the vessel ties up at what is called the outer or ocean dock, and commences at once to discharge her cargo. The passengers have an opportunity, if they so desire,

to visit the city while the steamer is lying at the wharf, but, as this is frequently in the nighttime, it is usual for them to do their visiting in Victoria on the return trip. We will here pause at Victoria long enough to give a short account of the city.

VICTORIA, B. C.,

is the provincial capital of British Columbia, situated on Victoria Harbor, at the southern extremity of Vancouver Island. Its population is about 20,000. It is the most important mercantile and commercial city of the province. The surrounding country is both agricultural and mineral, producing wheat, oats, hops, silver, gold and coal. Large salmon canneries are located here, and extensive shipments of lumber and fish are made to foreign markets. There are several first-class hotels, public halls, etc. The British Naval Station is located about three miles distant, at Esquimault. The roads in and around Victoria are noted for being among the best on the continent. The Government buildings and some of the residences are very fine. There is also a large dry dock at Esquimault. The climate in the summer time is charming, and this city is the resort of many tourists. From Victoria the steamer proceeds to Port Townsend, a run of about thirty-four miles. A fine view of the Olympian Mountains in clear weather can be obtained in the run from Victoria across the Straits to Port Townsend, and frequently Mount Rainier will loom up in the distance, a magnificent sight.

PORT TOWNSEND.

The vessel will perhaps spend an hour here, discharging freight, during which time the passengers have an opportunity of taking a walk up and around town. The city is located on what is known as Port Townsend Bay, about thirty-three miles from Victoria, as above noted, and about forty-five miles from Seattle. Its population is about 5,000. It is the principal port of entry for Puget Sound district; has a good harbor, and considerable commerce in the products of the State, the lumber interest being the most important. The surrounding country is heavily timbered, and has deposits of coal and iron near by. It has several hotels, National banks and opera houses, sawmills, foundries, machine shops, public halls, newspapers, fine water-works, and is generally equipped as a first-class city. Fort Townsend is a military post about two and a half miles distant by water, and five miles by land, on the west side of the bay, which is the headquarters of the United States troops for that section of the country. At Port Townsend the Alaska passengers north bound are usually transferred from the San Francisco



VIEW OF SEATTLE, WASH., FROM THE WATER FRONT.



VIEW OF PORTLAND, OR.

By kind permission of the "Standard Time Schedules."

steamer to the Alaska steamer, and *vice versa*. The view from the residence portion of the city, which is located on the hill or table-land right back of the water front, is extensive and fine. The company's agent can generally be found on or about the dock, on which his office is located. From Port Townsend the steamer proceeds directly to Seattle, where she usually lies nearly or quite all day discharging freight at the Oregon Improvement Company's ocean dock, which gives passengers a fine opportunity to take in the town, and, if they so desire, take a ride on the electric cars over to Lake Washington, or other points of interest.

SEATTLE

is the metropolis of Puget Sound and is situated on what is known as Elliot Bay. It has a population of about 65,000. It is a city possessing great natural advantages, and is evidently destined to be one of the principal cities on the Pacific slope. A fine country is tributary to King County which embraces some 60,000 acres of coal fields, mountains of hematite iron ore, and valleys of wonderfully productive soil in hops, hay, potatoes, grain, vegetables and fruit. The surface of the country is covered with fir, spruce, cedar and hard wood timber. Seattle is connected almost hourly with Tacoma by both rail and steamer, and with all sound ports as well as Pacific Coast and foreign ports by regular lines of steamers. Seattle is the western terminus of the Great Northern Railway, and is the headquarters as well as the terminus of several local railroads and a large fleet of local steamers. The city is well supplied with electric and cable cars and most of the buildings are of the most modern description and of fine architectural design. In June, 1889, nearly the entire business part of the city was destroyed by fire, which apparently was a blessing in disguise as the new city is a wonderful improvement on the old. Seattle is supplied with electric lights, telephone exchange, several public halls, standard theaters, a paid fire department, and excellent fire and water system embracing public water works, costing a million dollars, and a harbor fire boat. Its manufacturing interests are important and varied and too numerous to mention. Great quantities of coal, lumber and lumber products, salmon, grain, etc., are shipped from here. It can be truthfully said that Seattle is the center of commerce of Puget Sound. A project is now on foot to build a canal between Seattle and Lake Washington at a cost of some \$7,000,000. In consequence of the steamer being delayed so long, discharging freight at Seattle, passengers for Tacoma and other Sound ports are here transferred to either the railroads or local steamers. After discharging her freight the steamer then proceeds to

TACOMA,

which is distant some twenty-five miles from Seattle. It has a population of about 36,000 and is situated at the head of Commencement Bay, the extreme southeastern harbor of Puget Sound. It has a good harbor and is the western terminus of the Northern Pacific Railroad. Some fifty miles of electric street railway are now in operation. A large number of sawmills are located either in Tacoma or near by, one of them being the largest in the Northwest with a capacity of some 400,000 feet per day. A large number of manufacturing institutions are located in Tacoma, and vast quantities of grain are brought by the Northern Pacific Railroad to the city and shipped therefrom to San Francisco and to foreign ports. The Tacoma smelter is located here and has a capacity of some 500 tons of ore per day. The Hotel Tacoma is finely located and is very attractive. The Tacoma Theater is a splendid building and seats 1,200 persons. Trans-Pacific steamers of the Northern Pacific Railroad Company sail from this port for Hongkong and Yokohama. Mount Rainier, whose altitude is 14,444 feet, is plainly seen from this point and presents a most beautiful picture. The passengers having all left the steamer, her movements are not of especial interest, but we will follow her in her route in order that her movements may be known. She now returns, passing Seattle to

EVERETT,

say a distance of about fifty-four miles, at which port she discharges her freight and receives any outward freight. Everett is comparatively a new town. It has been made prominent by large amounts of money expended by Rockefeller and his associates. At this point was built the whaleback steamer known as the *City of Everett* recently launched. There is also located here a smelting and paper mill, nail factory and other manufacturing institutions. This city is on the line of the Great Northern Railway and is quite an enterprising and progressive port, with a population of some 5,000. From Everett the steamer goes to

ANACORTES,

a distance of sixty-eight miles. This city is the shipping point for large quantities of oats and is the terminus of the Seattle and Northern Railroad, and is located on Fidalgo Island. From Anacortes the steamer proceeds a distance of sixty-eight miles to

VANCOUVER, B. C.,

which is situated upon Burrard's Inlet, an arm of the Gulf of Georgia, eighty-three miles north of Victoria. This city has a

population of about 15,000. It is quite a fine harbor, with extensive port facilities. It is the western terminus of the Canadian Pacific Railway and port of departure of the Canadian Pacific Railway Company's steamers for Japan, China and Australia. There is also a regular steamer service between Vancouver and Victoria, as well as between Vancouver and other local points in British Columbia and around Puget Sound. The business interests of this city are varied—lumber and fishing being the most important. The surrounding country is adapted to the growth of grains, fruits and vegetables. It has large salmon canneries, good hotels, public halls, opera house, etc. Having discharged her inward freight and received her outward freight, the steamer may be considered as having finished her inward voyage and now returns to Seattle for the purpose of receiving her passengers, after which she sails at 8 A. M. for Port Townsend and Victoria. She leaves the former place about 12 M. and Victoria about 8 P. M., sailing thence directly to San Francisco over the route we have followed her going north.

PORTLAND (OREGON) ROUTE.

The steamers sail from (Spear Street Wharf) San Francisco and from (Ainsworth Dock) Portland, Or., touching at Astoria en route every fifth day; from San Francisco at 10 A. M., and usually at 8 P. M. from Portland. The time ordinarily occupied en route is from two to two and a half days. The usual first class fare is \$15; second class, \$7.50, including a berth and meals.

Steamers employed on the route are usually the *Columbia* and *State of California*.

The *Columbia* is an elegant iron vessel, on which was recently spent over \$200,000, she having been supplied by the Union Iron Works with new engines, etc. She is elegantly fitted up, being supplied with electric lights and other modern improvements. Her registered tonnage is 2,722; length, 309 feet; breadth, 38.5 feet; depth, 14.4 feet; carrying capacity, 2,500 tons; speed, about fifteen knots. She has first and second class accommodations for a very large number of passengers.

The iron steamer *State of California* is well and favorably known on this route, having been built especially for this service. She is a vessel of 2,266 tons register, three hundred feet long, thirty-eight feet six inches beam, twenty-four feet four inches deep. She has large passenger accommodations, both first and second class; has a speed of about fifteen knots, and carrying capacity of about 1,500 tons. This vessel is very steady at sea, having what are known as bilge keels, which prevent her rolling.

When other steamers are needed on this route, either the steamer *Queen*, *Oregon* or *George W. Elder* is used.

The Columbia River bar, which was formerly comparatively difficult and somewhat dangerous to cross, has within the last few years been improved wonderfully by the United States Government, by the jetty system similar to that used at the mouth of the Mississippi River, as well as at other ports on the Pacific Coast, notably Humboldt, Coos Bay, etc. While the water on the bar was formerly spread over into comparatively a thin sheet and the channel crooked and difficult to find, now the water is some thirty feet deep and the channel always fixed and straight, so that the entrance can now be considered as first class and equal in accessibility and safety to almost any port on the Pacific or Atlantic coasts, large vessels being able to cross at any state of the tide. Passengers traveling on this route have an opportunity of viewing the magnificent scenery along the Columbia and Willamette rivers between the entrance to the Columbia River and Portland. The Columbia is one of the finest rivers in the country, and is noted for its beauty and the grandeur of its scenery.

PORTLAND

is the metropolis of the Pacific Northwest. It is situated on the Willamette River, about twelve miles from its confluence with the Columbia, and 110 from the mouth of the Columbia River, and 650 miles from San Francisco. It has a population of 90,000.

The commerce of this port, passing out of the Columbia River in 1894, was in round figures \$7,000,000, which is exclusive of products and merchandise shipped by rail during the same year, which amounted to \$3,000,000. The registered tonnage in and out of the Columbia River in 1894 was 730 vessels, and 669,000 tons.

This city is supplied by power by one of the largest electrical plants in the country, located at Oregon City, where it is operated by water-power from the Oregon Falls. The city is well lighted, has one of the finest water-works in the country, the water being brought from Mount Hood. Willamette River is spanned by several bridges between Portland and East Portland. The public-school system is of the highest order. The city also possesses a first-class fire department. There are some 120 miles of street-car lines, most of which are operated by electrical power.

The Hotel Portland, covering an entire block, is one of the finest hotels on the Pacific Coast. The chamber of commerce, city hall, union depot and other buildings, are first class in every respect.

Connections are made at Portland with steamboat lines, railroads, etc., radiating in all directions. A trip up the Columbia River over the Oregon Railway & Navigation Company's line of steamers, returning either by river or rail, is perhaps one of the most interesting and enjoyable short trips in the country.

ASTORIA

is located ten miles from the mouth of the Columbia River, with a population of about 6,000. It has numerous and important manufacturing enterprises, embracing large salmon canneries, tanneries, lumber and saw mills, tin-can factories and other industries. It is practically the headquarters for the Columbia River Salmon Canning industry, which salmon has a world-wide reputation. All the ocean steamers call at Astoria.

It is comparatively an old city, having been located originally by John Jacob Astor in 1810 as a fur-trading station. The view from the hills back of the town is quite extended and interesting.

EUREKA OR HUMBOLDT BAY ROUTE.

The steel steamer *Pomona*, ordinarily run on this route, is a vessel of 1,264 tons register, 225 feet long, 33 feet beam, carrying capacity about 1,000 tons, speed about 15 knots; with large and elegant accommodations for first and second class passengers. This vessel was recently built by the Union Iron Works of San Francisco, and is supplied with electric lights and all the other modern improvements and conveniences.

The steamer makes a round trip to Humboldt Bay every fourth day, leaving Broadway Wharf (Pier 9), San Francisco (north bound), at 2 p. m., arriving at Eureka the following morning. Returning, leaves Humboldt Bay, usually at high tide, and reaches San Francisco the following morning. The steamer lands in Eureka at the company's wharf, which is centrally located.

The usual rate of fare is from \$7.50 to \$10.00 (according to the sleeping accommodations selected) for first-class passage, and \$5.00 for second class, including a berth and meals.

Rates of freight are various, depending upon the class of freight shipped.

HUMBOLDT BAY.

This bay is situated parallel with the coast line, immediately behind the low sand spits and dunes, between Table Bluff and Mad River. It extends four miles south and nine miles north of the entrance, and is of varying width, the average being about a mile. The water in the bay is comparatively shallow except in the regular channels.

Of late years the United States Government has undertaken a system of jetty work at the entrance of this bay, which has resulted in great improvement in the depth of water on the bar and permanency in the course of the channel. Before these Government improvements were inaugurated, the bar and channel were constantly shifting, and the entrance was comparatively dangerous, while, at the present writing, the entrance is as safe and accessible for vessels of reasonable size as the entrance to the bay of San Francisco.

EUREKA.

The city of Eureka is the county-seat of Humboldt County, and is located on a plain that slopes gently down to Humboldt Bay from the forest-clad foothills of the Coast Range. The northern arm of the bay forms the western and northern boundaries of the city, and the main navigable channel of the bay extends along the water front, separating the mainland from Indian Island in the bay. The site of the city was originally a dense forest of redwood, and, since its settlement in 1850, the limits of the town have been co-extensive with the clearings. The growth was slow but substantial, and now, with a corporate area of five and one-half square miles, the city contains a population of about 10,000. The streets are regular, extending back from the water front on two sides. The slope is just sufficient to facilitate drainage.

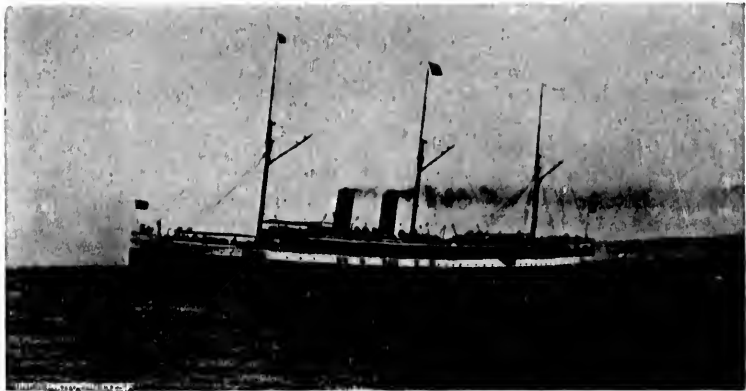
Eureka has a well established system of electric lighting for her streets, and an excellent water system, with abundance of water brought from the Elk River, five miles distant.

The city enjoys the advantages of an excellent system of public schools, ably managed, and these are supplemented by private institutions of learning that have obtained recognition both at home and abroad.

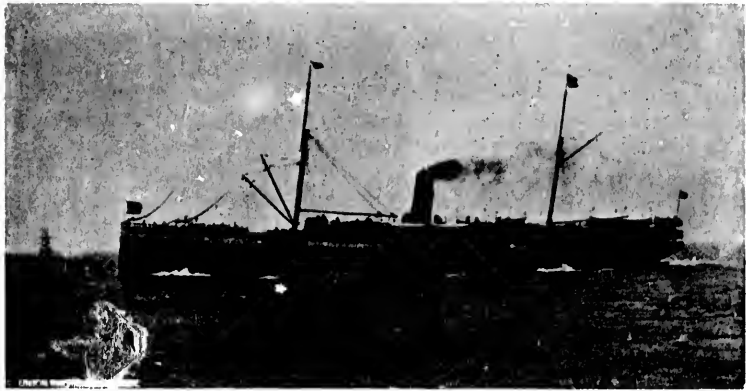
The water front ever presents a lively scene. Steam and sailing vessels and unrigged barges are always seen arriving or departing. The commercial interests of the port center around the Eureka wharves. The shipping industry has been the most carefully developed of any, except, perhaps, that of lumber manufacturing; and it is stated positively that no other city in America owns so large a proportion of the vessels that trade at the port on which the city is located. The city is largely dependent on the lumber industry, though but seven mills are within the city limits. But the thirty or forty lumber and shingle mills in the county are principally controlled by residents of Eureka. And the activity that they bring about, the profits they return and the commerce they promote all contribute to the prosperity of the thriving metropolis of the northern coast.

A railroad twenty-six miles in length connects Eureka with the Eel River Valley. There are several short railroads terminating on the bay. Stage lines are run to the various settlements in the mountains. The custom house for the port is located in Eureka, also the land office for the Humboldt district, and a regular weather station for observations. The city has free mail delivery. A daily mail service is maintained between the city and San Francisco overland. There is also daily and semi-daily mail service between Eureka and the principal interior towns of the county. The city hall is one of the finest in California, and, considering the size of the city, perhaps one of the finest in the United States. The outlying agricultural districts produce large quantities of potatoes and cereals. The Eel River Valley is devoted principally to the dairying business. Most of the butter produced in the county is made at the various creameries. The value of the exports (principally lumber) is very great.

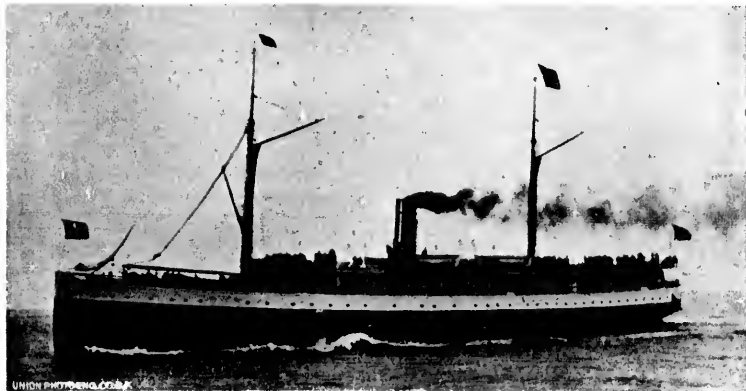
The county is located in a belt that is always free from drought, but is never subject to the excessive rainfall of some of the coast counties farther north. On the whole this section of the State presents many inducements to parties seeking a home in Northern California.



P. C. S. S. CO. STEAMER "SANTA ROSA."



P. C. S. S. CO. STEAMER "CITY OF PUEBLA."



P. C. S. S. CO. STEAMER "POMONA."

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ROUTES SOUTH OF SAN FRANCISCO.

San Francisco-San Diego Route.

The steamers usually employed on this route are two in number, namely, the *Santa Rosa* and *Corona*. The *Santa Rosa* is a large iron vessel with a carrying capacity of about 2,500 tons, elegantly fitted up with electric lights and all modern improvements. The *Corona* is a steel vessel, while not quite as large as the *Santa Rosa*, has electric lights and all the other conveniences. They are both very popular ships with the traveling public. One of these vessels sails from Broadway Wharf (Pier 11), San Francisco, every fourth day at 11 A. M., proceeding past the objects of interest in San Francisco Bay, as described under head of Puget Sound Route, but passing nearer Fort Point and out through the South Channel, down past the Cliff House, Seal Rocks, Pillar Point, Pigeon Point, Monterey Bay, reaching, on the following morning, before daylight, as a rule,

PORT HARFORD,

situated on San Luis Obispo Bay, about 200 miles from San Francisco. Large quantities of freight are usually discharged here as this is the northern terminus and shipping point of the Pacific Coast Railway, and of San Luis Obispo City, County, and northern part of Santa Barbara County. Further and full description of this section will be found under its appropriate head. By about breakfast time freight has been discharged, passengers have arrived from San Luis Obispo, and steamer proceeds south past the Highlands of Point Sal, Point Arguello, finally rounding Point Conception and entering the beautiful harbor of

SANTA BARBARA,

the vessel usually arriving here about 3 P. M. Sufficient time is occupied in discharging freight for passengers to take a run up town. The fame of this city as a sanitarium and winter resort is almost world wide. It is situated 275 miles south from San Francisco, and is completely protected on the north by the mountains. The climate is beautiful, equable and mild, the mean temperature for the summer being about seventy degrees, and for the winter about fifty-four degrees, while the variations are very slight. The air is not only warm but remarkably dry, and the days are nearly always brilliant, bright and sunny. The town has grown out of an old Spanish Mission, which was founded in 1780, and which gathered around it the native cultivators of the adjacent land. The society of the place is unexceptionally pleasant and refined. The new or American part of

the town and the suburbs are handsomely built, vines of every sort flourish luxuriantly. Horseback-riding, surf-bathing and driving among the cañons are the principal recreations. There are several hotels, the best known being the Arlington. The city has numerous beautiful gardens and orchards within its limits and in the vicinity. This city is more of a resort and sanitarium than a business center although considerable business in lumber, fruits, etc., is done here.

Santa Barbara Mission is an interesting old building and makes a beautiful picture, forming a favorite subject for sketching and photography. Santa Barbara is protected by the islands to the westward, so that the Santa Barbara Channel is usually very smooth and the climate extremely mild. The city has two banks, a college, good public schools, several daily papers, excellent water, etc. State Street, the principal street in the city, is a wide, elegant avenue, paved with bituminous rock for a distance of two or three miles, which makes an excellent driveway, and is on the whole one of the finest streets in the country. Having done Santa Barbara, the steamer will leave here about 6 P. M. for

PORT LOS ANGELES,

distant from Santa Barbara sixty-three miles. This place is frequently known as Santa Monica. It has the distinction of possessing the longest and most expensive wharf in the world, built, owned and operated by the Southern Pacific Company. An examination of the wharf is interesting. It is said to have cost over \$1,000,000. Usually several vessels, colliers and others, are lying or discharging here. The coal-bunkers are nearly at the end of the wharf. The steamer arrives at this port early in the morning and discharges freight for Santa Monica, Los Angeles and interior points, passing over the Southern Pacific Railroad. Passengers who hold tickets over said road for Los Angeles and other points disembark here. The steamer leaves here about 6 A. M. for

REDONDO,

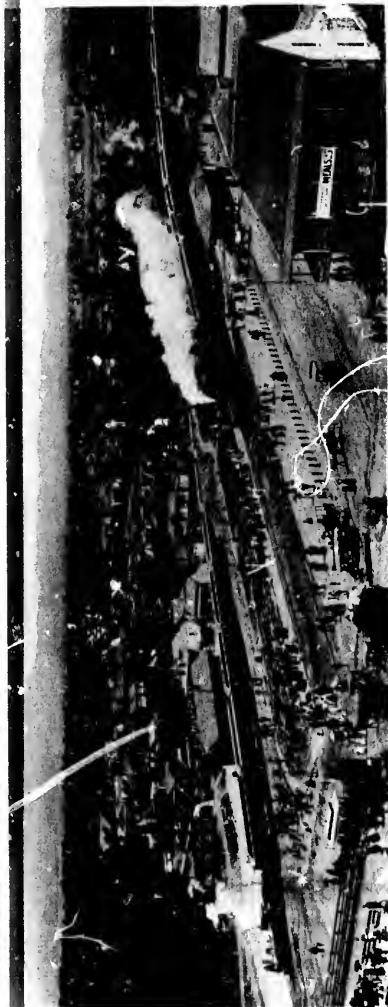
the next port of call. This place is about an hour's run from Port Los Angeles, being distant therefrom about thirteen miles. The steamer lies here several hours, discharging freight destined for Los Angeles, etc., over the Redondo Railway or the Santa Fe Railway. Passengers holding tickets via Redondo disembark here. Hotel Redondo will be worth an examination, as it is a new, fine and elegant structure in every respect; the grounds are also elegantly kept. By 11 A. M. the steamer has discharged her cargo, passengers going south have arrived, and the vessel departs for

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SANTA MONICA.



LOS ANGELES.

By kind permission of the "Standard Time Siten Jet."

SAN DIEGO,

where she arrives the same evening (say about 7 o'clock), at the company's wharf. San Diego is about one hundred and five miles from Redondo. This is another of the renowned health resorts of the world, and has a population of about 16,000. It is located on one of the prettiest and best harbors on the Pacific Coast, and is the western terminus of the Atchison, Topeka & Santa Fe System. This town is more than one hundred years old. Its growth during the last few years has been phenomenal. It has some very pretty residences and a fine system of electric street railway, splendid water works, and in fact all the appliances and appurtenances that belong to a progressive and attractive first-class city.

The climate of San Diego is remarkably equable and salubrious, the thermometer seldom rising to eighty degrees or sinking to the freezing point, the usual mean being sixty-two degrees, the winter days being as sunny and inviting as the summer days in the Eastern States, and an outdoor life is possible to all save the feeblest invalids. There are numerous points of interest in the vicinity of San Diego which might be mentioned—Sweet Water Bay, San Diego Mission, La Jolla Cave, the Mussel Beds and Point Loma Lighthouse.

Immediately opposite San Diego and connected with it by a ferry system is the celebrated Hotel Coronado which is one of the largest and finest hotels in the world. This hotel is situated directly on the edge of the beach, overlooking the ocean. Architecturally it is of a mixed character, part being of the Queen Anne style and also having much that is peculiar to the Elizabethan age. The whole covers more than seven and one-half acres and is built round a quadrangular court 250 by 150 feet which is a garden containing a great variety of ornamental shrubs and fruit trees, and where at night, when illuminated with electric lights, and with the fountain playing amid the music from the orchestra, the scene resembles fairyland.

Like San Diego, Coronado is possessed of the most equable temperature. Taken all in all it is one of the most charming and delightful places for the tourists or others to tarry.

San Diego is the end of the steamer's route; she then returns over the same lines stopping at the same places, taking freight and passengers as per the company's regular folders, which can be obtained at all hotels and agencies.

**PORT HARFORD VIA THE PACIFIC COAST RAILWAY TO SAN
LUIS OBISPO, AROYO GRANDE, SANTA MARIA, ETC.,
TO LOS OLIVOS, THENCE VIA STAGE TO
SANTA BARBARA.**

The Pacific Coast Railway extends from Port Harford, on the bay of San Luis Obispo, northeast to the city of San Luis Obispo, thence southeast to Los Olivos, a distance of seventy-six miles.

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PORT HARFORD.
Reached only via Pacific Coast Steamship Co., San Francisco.

Between Port Harford and San Luis Obispo, a fertile valley extends on either side, principally devoted to bean culture and to orchards. The apples raised in this valley, as well as those of the Arroyo Grande, are remarkable for their keeping qualities, being equal in this respect to Eastern varieties, and this in a much milder climate.

San Luis Obispo is the county-seat of the county of the same name and is an old settlement, the Mission dating back to 1772. The town has a handsome hotel, the Ramona, four banks, a public library, elegant club-rooms, good schools, including a high school, churches of various denominations, electric lights, street cars, etc. It is beautifully situated in a valley surrounded almost entirely by mountains, the principal peaks being San Luis and Bishop's, the latter named from a supposed resemblance of the upper part to a bishop's miter. From San Luis Peak a beautiful view of the surrounding country can be had, the ocean at Morro being discernible at a distance of twelve miles.

South of San Luis Obispo the valleys are wider and equally fertile, the first being Steele's or Corral de Piedra Valley, terminating in *Arroyo Grande* Valley farther down. The latter is so well known as to need but passing notice. It is famous the world over for its large vegetables, its fine fruits, and its beans. Fruit-growers in this valley hold many prizes from Eastern seedsmen for the largest and finest varieties of fruit produced from any seed or tree. The yield of root crops is enormous, and a single acre of onions has produced \$900 net return.

South of Arroyo Grande is Los Berros, a thriving settlement in a continuation of Arroyo Grande Valley, and still farther south is *Nipomo*, a town of some three hundred people. This settlement was first started by a New England sea-captain, and his numerous descendants still own the larger portion of the land.

Beyond Nipomo the Santa Maria River is reached, dividing the counties of San Luis Obispo and Santa Barbara, and just beyond is the town and future city of *Santa Maria*, which from nothing has grown in a few years to a town of some two thousand people, whose energy insures its further rapid growth. It also has fine schools, hotels and churches, the high school building being one of the finest in the country. The soil at Santa Maria is warm and sandy, and is particularly well adapted to fruit, sugar-beet culture and nuts. It is only within the past few years that attention has been given to fruit, but already a cannery has been built, and large quantities of fruit are dried. Some of the finest apricots and prunes in the State are raised near and in Santa Maria.

Farther up the valley lemons do exceedingly well, and in fact it will be many years before the capabilities of this valley will have been thoroughly tested.

South of Santa Maria the country is not so well developed as north, having been opened to transportation only within the past few years. Originally a large cattle ranch, it is beginning to show numerous signs of division of holdings, and there are many orchards, both of fruit and nut trees, which will shortly produce largely. The towns of *Los Alamos* and *Los Olivos* are also growing steadily, both having good hotels, schools, churches, etc.

Los Olivos, as its name indicates, is the center of the olive industry of northern Santa Barbara County, and this is the coming source of wealth for the whole district thereabout. Already a number of fine orchards are in bearing and yielding good returns. Though the growth of the olive is slow, its long life, the small amount of care necessary, the value of the crop, and the ease with which it is marketed, recommend it to all who can wait a few years for returns. Fortunately the growers of olives about Los Olivos have a pride in their product, and it is making a name throughout the State as well as in the East. The demand for the Los Olivos and Santa Ynez olive is far in excess of the supply, while the oil from the same section is sold long in advance of its production.

Four miles beyond Los Olivos is the town of *Santa Ynez*, in a charming location, and especially attractive to tourists and others by reason of its old Mission, its trout streams, and other sources of amusement and relaxation. This section abounds in beautiful natural objects, including the *Nojoqui Falls*, where a clear spring flows several hundred feet down the face of a rocky precipice, and Zaca Lake, which is a clear, almost bottomless sheet of water at the summit of one of the mountains of the Coast Range.

Both Santa Ynez and Los Olivos have excellent hotels, the College Hotel at the former place being a beautiful structure, architecturally and otherwise. The towns are connected by a daily stage line, which is part of the through line operated by the Santa Barbara & Los Olivos Stage Company between Los Olivos and Santa Barbara, a distance of forty-five miles, through the *San Marcos Pass*. This trip, through beautiful scenery, has proven especially popular with tourists, who enjoy the novelty of staging. In fact all travelers welcome the relief from the confinement of railway trips and the opportunity of securing a new experience.

A stop is made for lunch at Cold Spring both ways, and connection is made at Santa Barbara with the Southern Pacific Company's afternoon train for Los Angeles. The office of this company in Santa Barbara is No. 514 State Street.

Visitors in Southern California will find the stage trip from Santa Barbara to Los Olivos, thence to San Luis Obispo by the Pacific Coast Railway, and to Paso Robles Hot Springs, Mon-

terey, Santa Cruz and San Francisco by the Southern Pacific Company, very pleasant, as it enables them to see the entire route by daylight, besides avoiding the heat and dust of the San Joaquin Valley.

A stop may be made at San Luis Obispo, where many pleasant side trips may be taken, particularly to the Sycamore Hot Sulphur Springs, which have proved efficacious to an extraordinary degree in nervous and rheumatic disorders. A model dairy is also located near San Luis Obispo, and there is a magnificent ocean beach, on which an eighteen-mile drive can be taken. A profitable day can also be spent at the Rock Mines, near San Luis Obispo, from which bituminous paving material is taken.

Tourists can also stop at any point between San Luis Obispo and San Francisco, which will give an opportunity of visiting Paso Robles, Monterey, Santa Cruz and San Jose. Or they can take the steamer at Port Harford, ten miles from San Luis Obispo, for all coast ports.

For further information regarding this route or section, apply to

PACIFIC COAST RAILWAY,
San Luis Obispo, California.

SAN FRANCISCO-NEWPORT ROUTE.

The steamers running on this, sometimes called the Narrow Gauge Route, stop at the following places: Santa Cruz, Monterey, San Simeon, Cayucos, Port Harford, Gaviota, Santa Barbara, Carpenteria, Ventura, Hueneine, San Pedro, East San Pedro and Newport. Freight and passengers are carried to and taken from each and all of these ports. The steamers leave Broadway Wharf (Pier 11), San Francisco, south bound, at 9 A. M.; the *Eureka* and *St. Paul* performing the service, generally speaking. These vessels, while smaller than those on the San Diego route, are very comfortable, and, on account of their calling at such a large number of places, a great many people prefer traveling on them, as they get a view of the entire coast from one end of the route to the other. As a rule they carry but little if any freight to Santa Cruz or Monterey, calling there principally with passengers, landing at

SANTA CRUZ

at the railroad company's wharf, in Monterey at the Pacific Coast Steamship Company's wharf. We will refer briefly to these places as we proceed on the route. Santa Cruz is a celebrated watering place and resort for the residents of San Francisco, San Jose, etc., and a great many eastern people also make frequent and lengthy stays at this place. It is charming in summer, is

a city of about six thousand inhabitants, does a flourishing business in lumber and manufactures of various kinds. There are several points of interest in the vicinity of Santa Cruz, viz.: the big trees, the lighthouse, Soquel, Capitola, the powder mill, and fine drives into the mountains, etc. There are numerous hotels here, splendid sea-bathing and everything necessary for a first-class summer resort. Santa Cruz is situated seventy miles south of San Francisco.

*
MOSS LANDING,

is located on the Bay of Monterey about midway between Santa Cruz and Monterey. It is the shipping point for the Salinas Valley. Very large and commodious warehouses are here located. The Pajaro Valley Railroad connects here for Watsonville and Salinas City. At Watsonville is located a large beet-sugar factory—the beets being raised in the Pajaro and Salinas valleys. The regular southern coast passenger steamers do not, as a rule, call here, this point being served by freight steamers and the steamer *Coos Bay*, which plies between San Francisco, Monterey and way ports.

From Santa Cruz to

MONTEREY

is about twenty-two miles. Both places are situated on Monterey Bay. This is one of the oldest towns in California, being the original capital thereof.

It was here, July 7, 1846, that the authority of the United States was first established. The population of Monterey is about 2,500. In close proximity to Monterey is located the celebrated Hotel Del Monte, which is a fashionable resort and is probably unequaled on the Pacific Coast. The hotel is elegant in every respect and the grounds are laid out in artistic style, kept up to the highest standard, in fact it is doubtful if taken all in all this hotel and its surroundings can be equaled in the United States. Pacific Grove is some two miles from Monterey. It is the headquarters for Methodist camp-meetings, Chautauqua Society and other similar institutions.

There are many objects of interest in and around Monterey which may be mentioned: Carmel Mission, Monterey Groves, Moss Beach, Cypress Point, etc.

SAN SIMEON

is distant seventy-eight miles from Monterey and one hundred and fifty-nine miles from San Francisco. This is the shipping point for the Hearst Ranch and the town of Cambria near by. Formerly a good deal of cinnabar was shipped from here, but the mines have not been worked of late years. Butter and dairy products are shipped from this point. The wharf and adjacent

property, including the Hearst Ranch, is owned by the Hearst Estate, on which are many blooded horses and fine cattle. Twenty-one miles from San Simeon and one hundred and eighty-two miles from San Francisco and we reach

CAYUCOS.

Like San Simeon, the country back of Cayucos is devoted principally to dairying. Large quantities of butter, cheese and other like products are shipped from this landing. James Cass & Company are the owners of the wharf, agents of the steamship company at this point, and the principal merchants of the city. The dairying business is carried on largely by the Swiss, who, on account of their thrifty and economical habits, have made quite a success of the business.

Five miles south of Cayucos we pass the entrance to Morro Bay. The great Morro rock will be seen standing prominently at the mouth of the entrance. Steamers do not visit this bay on account of the shallow water and the dangerous entrance. We pass Point Bouchon eight miles below Morro. The next prominent point is Point San Luis, around which is the entrance to San Luis Bay, which is referred to in the San Francisco-San Diego Route. The steamer makes a short stay here and then proceeds to Gaviota.

LOMPOC LANDING,

about 225 miles from San Francisco, is the shipping point for the town of Lompoc and the surrounding country. It is a very rich agricultural section, and exports largely the products of the soil. The passenger steamers do not call here, however, as the water at the wharf is comparatively shallow and the sea is apt to be rough, but numerous freight steamers call here, going north and south.

GAVIOTA

is two hundred and forty-nine miles from San Francisco. This is one of the oldest landings on the coast. There is almost always smooth water at the wharf, on account of the protection afforded by the kelp which forms along the coast a short distance from shore. This was formerly the shipping point for the Los Olivos Country, but since the completion of the Pacific Coast Railway from San Luis Obispo to Los Olivos little business is transacted via Gaviota, the Gaviota Pass being a serious obstacle to the economical hauling of freight, on account of the heavy grade and bad road. Twenty-one miles from Gaviota is

GOLETA,

where the steamer occasionally lands, but not always. It is the shipping point for the country north of Santa Barbara. The principal shipments are fruits, nuts, cereals and asphaltum. The next point we stop at is

SANTA BARBARA,

which place is described under the head of San Francisco-San Diego Route. Six miles south of Santa Barbara is

CARPENTERIA,

where the steamer occasionally stops. It is the shipping point for Carpenteria Valley, which is extremely rich, and raises large quantities of nuts, fruits, beans, etc. Fifteen miles farther south we reach

VENTURA,

about three hundred miles from San Francisco. This is a town of about 2,500 population, and is the shipping point for the Santa Clara Valley (north of the river). In this valley are raised large quantities of beans, wheat, barley and other cereals, dairy products, also livestock, asphaltum and crude petroleum.

Ventura is a thrifty place, most of the inhabitants being comparatively "well to do." The place is advantageously located, excepting the harbor is at times a little rough, it being an open roadstead. It is very seldom, however, that the steamer is unable to land.

HUENEME

is a little over three hundred miles from San Francisco. This is the shipping point for the Santa Clara Valley (south of the river), which produces large quantities of beans and cereals. There are probably more farm products shipped from this landing than from any other grain section south of San Luis. Passenger steamers call at this port south bound only. It is an open roadstead, and is sometimes too rough to land there.

SAN PEDRO AND EAST SAN PEDRO

are about 360 miles from San Francisco. San Pedro proper is an open roadstead, but the Wilmington Creek empties therein which has been improved by training walls built by the Government, and vessels of from eighteen to nineteen feet draught can now enter over the bar and discharge direct onto the wharf. The town of San Pedro is situated on the north side of the inner harbor, and East San Pedro is on the south side. In early days this creek was navigable only by very light-draught vessels. The roadstead of San Pedro was formerly the only port where freight and passengers were landed for Los Angeles and other interior points, and as all the large vessels coming from foreign ports with coal anchored here it was quite a lively port. Since the establishment of ports at Redondo and Port Los Angeles, however, some of the commerce has been diverted from San Pedro. The Southern Pacific Railroad runs between San Pedro and Los Angeles, connecting with their system in that city,

while the Los Angeles Terminal Railway has a road from East San Pedro to Los Angeles, connecting there with the different branches of that road. Excursion steamers to *Avalon*, the great resort at *Catalina Island*, run from San Pedro.

NEWPORT

is about 380 miles from San Francisco, and is the terminus of the San Francisco and Newport route. The Santa Ana & Newport Railway connects this port with Santa Ana and to all points in Southern California via the Southern California Railway. While this is an open roadstead, it is always smooth here, as the wharf is built at the head of a subterranean valley, and wherever there are subterranean valleys coming close to the seacoast there is no undertow. Therefore, Newport is safe at all times. There is an immense traffic at this port in lumber, oranges and other Southern California products.

LOS ANGELES,

which is about twenty miles from the seaboard, has the advantage of five shipping points on the seacoast, namely, Port Los Angeles, Redondo, San Pedro, East San Pedro and Newport. Los Angeles is the metropolis of Southern California, with a population of fifty thousand. It is a beautiful city, with many handsome residences. It has a very fine climate, and is located in the orange district of Southern California. It is growing rapidly. The question of fuel in Los Angeles has always been rather a perplexing one, but the discovery of oil within the city limits has placed this city in a better position for fuel than probably any city on the Pacific Coast. They have numerous oil wells, and are continually sinking new ones. The flow of oil now is so great that they are seeking a market for it outside of their own city. The public is so familiar with the beauties of Southern California that we shall not enlarge upon them here.

SAN FRANCISCO AND MEXICAN ROUTE.

The steamers *Orizaba* and *Coos Bay* run on this route, under contract with the Mexican Government for the carrying of monthly mails. The *Orizaba* is an iron vessel of 960 tons register, 205 feet long and 34 feet wide. She has large and elegant accommodations for first and second class passengers. She makes one trip a month, leaving Broadway Wharf (Pier 11), San Francisco, at 10 A. M. on the twenty-fifth of each month. The *Coos Bay* sails the tenth of each month. They go from San Francisco direct to the port of

ENSENADA, LOWER CALIFORNIA,

a distance of about 496 miles. This is a fair anchorage, it being a miniature of Monterey Bay in California, Ensenada

situated as Santa Cruz, and Puerta Banda as Monterey. Ensenada is a port of entry and the capital of the northern district of the territory of Lower California. Here lives the Governor and all the judicial and military officials. It is also the headquarters of the International Company that was, now called the Mexican Land and Colonization Company, represented by Mr. W. W. Bruce, who is also the manager of the Lower California Development Company of San Quintin. The lower district is largely devoted to agriculture, horticulture and mining. They have produced this year 1,500 tons of wheat, a large amount of wine grapes, and the mines have been unusually productive, mostly of gold. The port has a wharf on which the steamer lands passengers and freight.

MAGDALENA BAY,

About 1,017 miles from San Francisco direct and 530 miles from Ensenada, though not a port of entry, is, by special permission of the Mexican Government, the next landing place of the steamer, when sufficient inducement is offered. The bay is of large dimensions, has no bar and is accessible in all weather. The business of the bay is limited to the operations of the Flores Hale Company in orchilla. Large quantities of this substance are gathered on the seashore in the vicinity of the bay, pressed and shipped to Liverpool, and used for the purpose of dyeing sealskins, etc. There is a coast custom house section established at this place. One hundred and eighty-three miles from here, and sixteen miles northeast of Cape San Lucas, we come to the anchorage of

SAN JOSE DEL CABO,

1,200 miles from San Francisco, which is the shipping point for the lower portion of the peninsula. There is also a coast custom house section established here. Sugar, cotton, fruit and tanbark are shipped from here. The roadstead is unsafe and the vessel in stormy weather must go to sea. One hundred and eighty-two miles from here, and 1,383 miles from San Francisco direct, is

MAZATLAN,

a mere roadstead, and not safe during the southern storms. It is a port of entry of the first class, and the city is the commercial center of the Mexican coast. The merchants of this city control to a great extent the trade of the whole coast. Its exports consist mainly of the products of the mines situated in the interior of the State of Sinaloa, and of Durango. Supplies for these mines are imported from Europe by sailing vessels, and from the United States by steamers. Mazatlan has seventeen thousand inhabitants. There is, however, a large shifting population, and in certain seasons of the year it does not

exceed ten thousand. The rainy season, or summer, is very hot and lasts from July to the middle of October. From October to June the climate is exceedingly pleasant and healthful at all times. Our next port of call is

LA PAZ,

distant from Mazatlan 250 miles, and 1,330 miles from San Francisco. This is the capital of the southern district of Lower California, and the residence of the Governor and Government officials. It is a port of entry, and trades principally with the mines of the Company del Progreso, in the town of Triunfo, forty miles from La Paz. The population is 3,000. The city is picturesque on the approach from the sea. The climate is exceedingly pleasant all the year round. The exports are chiefly the products of the Progreso Mine, and hides, and the imports consist of supplies for this mine. From La Paz our route follows the coast northward, through the channel of San Jose Island, pass Carmen Island, and to

SANTA ROSALIA

in Lower California, our next port of call, 227 miles from La Paz. This is an exposed roadstead, but is the shipping point for the mines belonging to the Company Du Boleo, a French company which exports large quantities of copper to Europe. This company draws large supplies from the United States, and employs some 6,000 laborers. The custom house at this port is of the third class. The whole district is the property of the Company; it has absolute control therein, and enjoys many privileges from the Mexican Government. From here the vessel proceeds eighty-seven miles northeastward to

GUAYMAS,

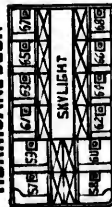
fifteen hundred and twenty miles from San Francisco, which is our last port of call outward bound. It is the commercial center and only port of entry of the State of Sonora and the terminus of the Sonora Railroad. Here there is telegraphic communication with all the world both by Mexican Government and the railroad telegraph lines. The population of Guaymas is about five thousand. It draws large supplies from the United States by rail and steamer and has the trade of the many mines of the State. These mines have been highly productive in lead, gold and silver. Thousands of square miles of coal fields are yet undeveloped. The agricultural interests of the State are considerable. Large quantities of grain are produced in the valleys of the Ures and Magdalena. The beautiful valley of the Yaque has numberless acres of fertile land. The climate is hot during the summer months, but very pleasant during the winter season.

The products are mostly consumed in the gulf ports of Mexico and form the bulk of the exports. Returning, our first port of call is La Paz ; here we exchange mails, take and land passengers and freight, and leave as soon as possible for

ALTATA,

the seaport of the City of Culiacan, capital of the State of Sinaloa, 155 miles distant from La Paz. Altata is the outlet for a large agricultural and mining country. The entrance to the bay is over a bar, but, once inside, the harbor is safe and commodious. The interior produces large quantities of gold and silver and lead ore. The Novelata sugar plantation is within twenty-five miles of this harbor. The export of ores and sugar, together with brazil wood, form the trade of this port. It is a port of entry of the sixth order. The climate is healthy and similar to that of Mazatlan. At Culiacan the Governor of the State resides. The city is beautifully situated and has many fine substantial buildings. Here is also located a mint. The unusual productiveness of the mines now in operation and the vast extent of mining lands yet unexplored offer great inducements to prospectors. From Altata we proceed to Mazatlan distant 121 miles ; here we usually spend a day, change mails and passengers and receive cargo. Thence we go to San Jose del Cabo and to Magdalena Bay where we change mail and land provisions for the orchilla laborers and the custom house officials. We then proceed to Ensenada and thence to San Francisco over the route already outlined.

HURRICANE DECK



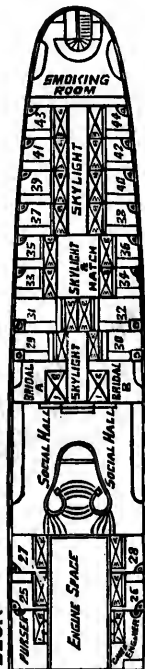
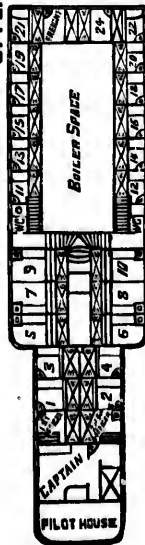
ALL ABOVE ROOMS 2 BERTHS

**CABIN PLANS
OF THE
P.C.S.S.C.'S "QUEEN"**

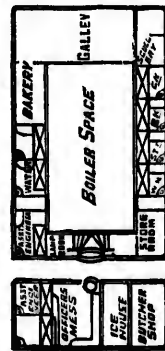
HURRICANE DECK



UPPER DECK



SALOON DECK



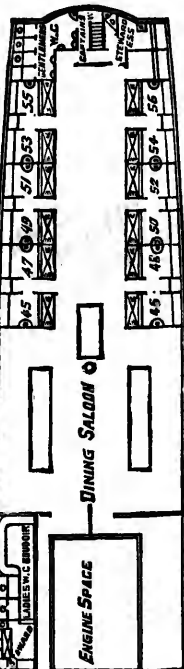
HURRICANE DECK.

Rooms 57 to 94, inclusive, 2 berths.

SALOON DECK.

Rooms 45 to 56, inclusive, 3 berths.

SALOON DECK



UPPER DECK.

Rooms 1 to 10, inclusive, 3 berths.

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Rooms A, B, bridal, 1 berth each.

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You may visit the grand ice-fields of Alaska, and you may see the sunny skies of California—what an educator travel is!

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But will you let the grandeur of the ice-fields sink into your soul? and will you carry away in your heart the genial warmth of the California sun? and, if you have the good fortune to be enchanted by *Schilling's Best* tea, will you make that too—rich an experience, though it may be—one of your every-day pleasures?

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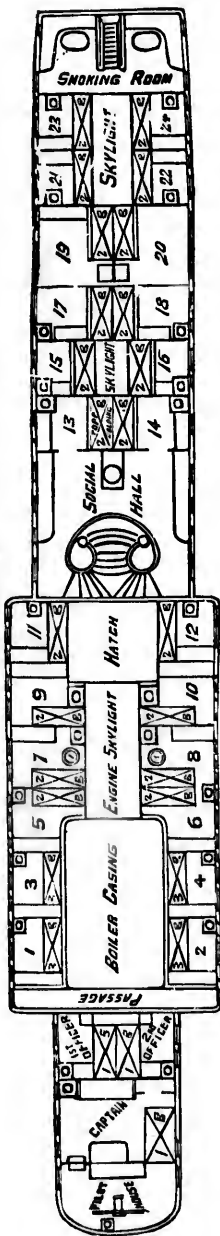
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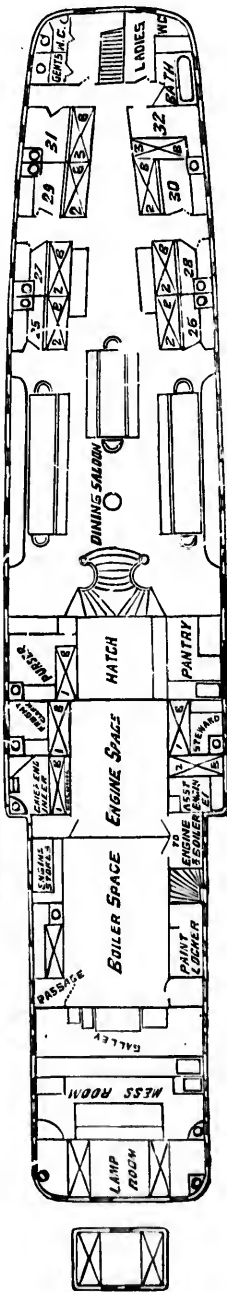
OF THE

P.C.S.S.C.^o CITY OF TOPEKA

UPPER DECK



SALOON DECK



UPPER DECK.

Rooms 1 to 4, inclusive, 3 berths.
Rooms 5 to 24, inclusive, 2 berths.

SALOON DECK.

Rooms 25 to 30, inclusive, 2 berths.
Rooms 31, 32, 3 berths.

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- Rooms 27, 28, 29, 30, large, 3 berths.

SALOON DECK.

- Rooms D to J, inclusive, large, 3 berths.
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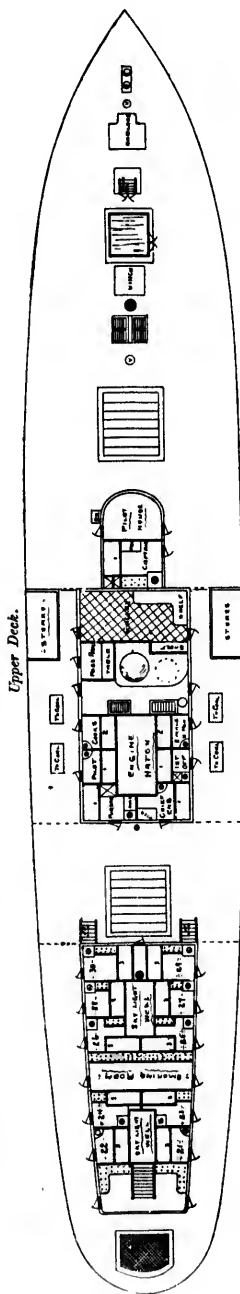
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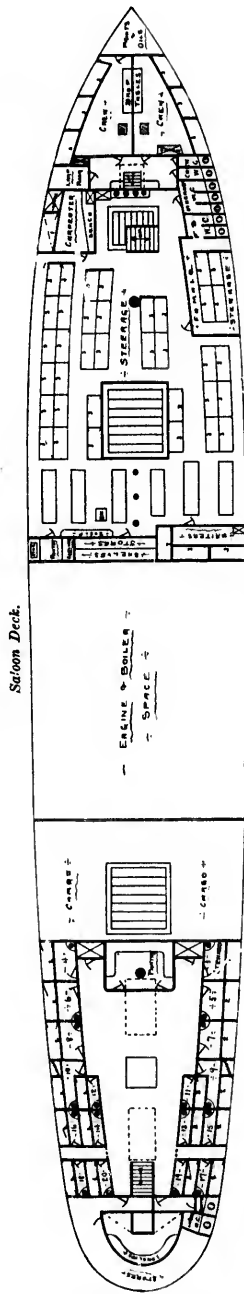
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San Francisco	Collis	Peru
Olympia	Active	Pomona

Rooms D to J, inclusive, large, 3 berths.
Rooms M to U, inclusive, large, 3 berths.

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Rooms 23, 24, 25, 26, large, 3 berths, 1 double.
Rooms 27, 28, 29, 30, large, 3 berths.



Upper Deck.



Saloon Deck.

— **S.S. ALKI** —
 — DECK PLANS —
 — 1/4" = 1' —

UPPER DECK.

Rooms 21 to 30, inclusive, 3 berths in each room.

SALOON DECK.

Rooms 4 to 20, inclusive, 2 berths in each room.

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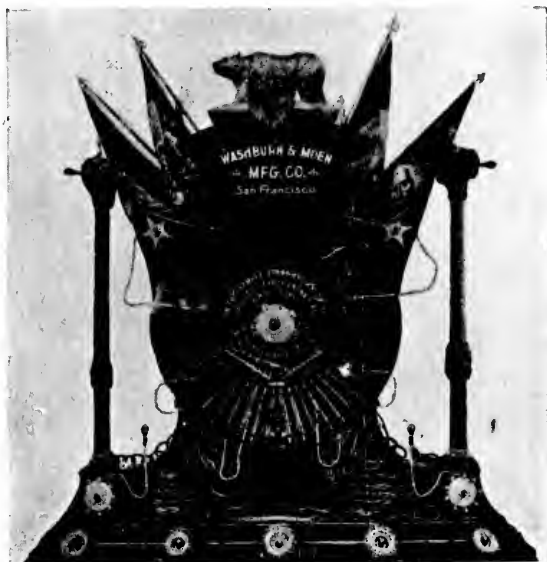
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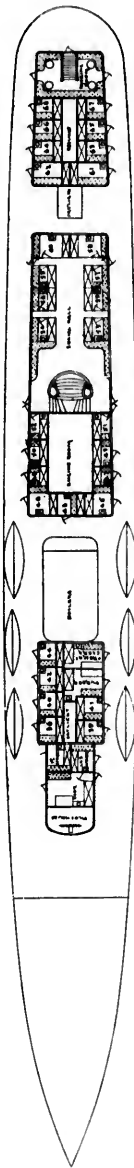
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FRANK L. BROWN, Pacific Coast Agent

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SCALE 1/4" = 1'-0"

Upper Deck.



Saloon Deck.



UPPER DECK.

Rooms 38 to 42, inclusive, large, 3 berths.
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 Rooms 47 to 52, inclusive, small, 2 berths.
 Rooms 53 to 58, inclusive, good, 3 berths.
 Rooms 59, 60, bridal, 2 berths, 1 double.
 Rooms 63 to 68, inclusive, large, 3 berths, 1 double.

SALOON DECK.

Rooms 1 to 12, inclusive, large, 3 berths, 1 three-quarter.
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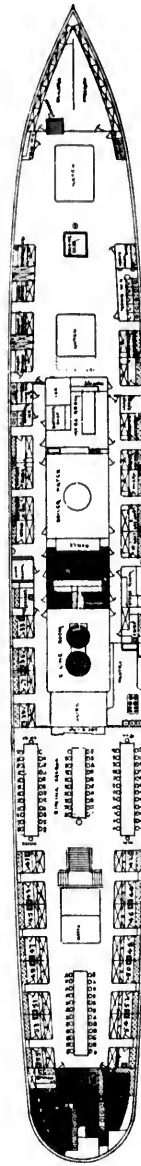
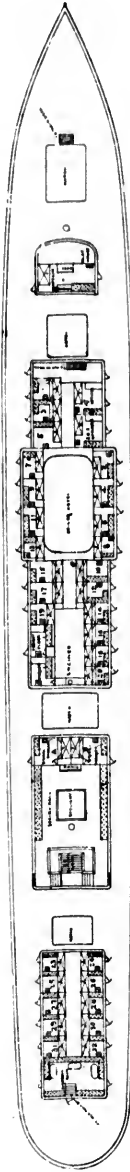


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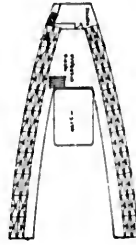


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Saloon Deck.



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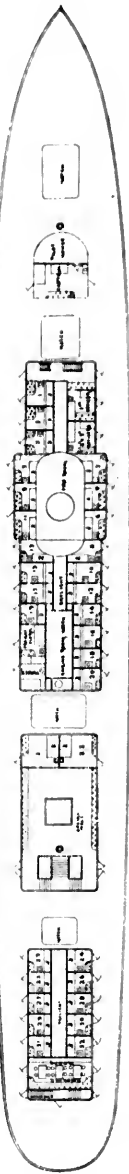
UPPER DECK.

Rooms 1, 3, 5, large, 3 berths in each.
 Rooms 2, 4, 6, 7, 8, 11, 13, good, 3 berths in each.
 Rooms 10, 12, 15, 17, very large, 3 berths, 1 double lower.
 Rooms 14, 16, 18, 19, 20, large, 1 double lower.
 Rooms 21, 22, brida1, very large, 2 berths, 1 double.
 Rooms 23 to 22, inclusive, large, 3 berths.

SALOON DECK.

Rooms 33 to 37, large, 3 berths.
 Rooms 41 to 55, large, 3 berths, 1 double.

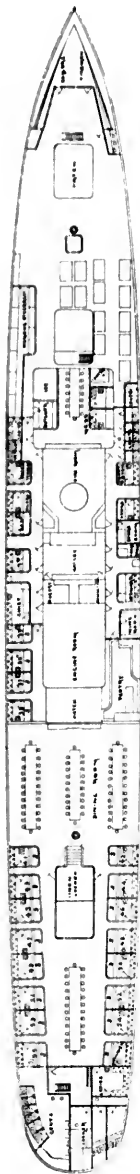
Upper Deck.



PASSENGER ACCOMMODATIONS

STEAMSHIP
UMATTILLA
SCALE: 1/2" = 1' 00"

Saloon Deck.

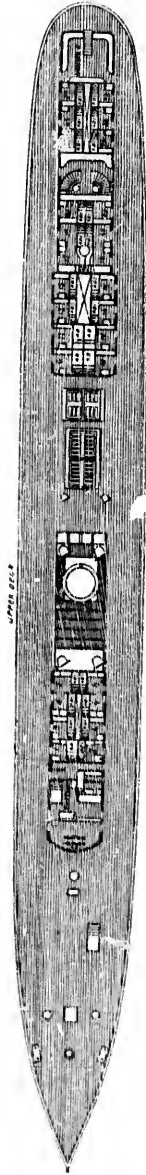


UPPER DECK.

- Room 1 is Mail Room—must not be sold.
- Rooms 3, 5, large, 3 berths.
- Rooms 2, 4, 6, 7, 9, 11, good, 3 berths.
- Room 8, small, 2 berths.
- Rooms 10, 12, 13, 17, very large, 3 berths, 1 double.
- Rooms 14, 16, 18, 19, 20, large, 3 berths, 1 double.
- Rooms 21, 22, brutal, very large, 2 berths, 1 double.
- Rooms 23 to 32, inclusive, large, 3 berths.

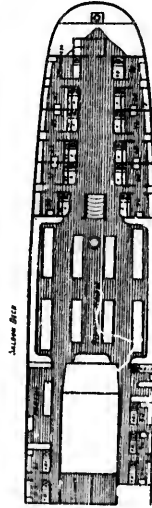
SALOON DECK.

- Rooms 33, 35, 37, 39, large, 3 berths.
- Rooms 41 to 55, inclusive, very large, 3 berths, 1 d. able.



P.C.S. State

STATE OF CALIFORNIA



MAIN DECK

UPPER DECK.

Rooms 1, 2, large, 2 berths, 2 berths, both three-quarter beds.
 Rooms 3 to 8, inclusive, good rooms, 3 berths.
 Rooms 9, 10, 11, 12, bridal rooms, large, 2 berths, both double.
 Rooms 13 to 25, inclusive, large, 3 berths.

SALOON DECK.

Rooms 30 to 40, inclusive, very large, 3 berths, 2 double, 1 single.
 Room 51, large, 2 berths.

MAIN DECK.

Rooms 29, 31, large, 3 berths, 2 double, 1 single.
 Rooms 31, 32, large, 2 berths, 1 double.
 Rooms 33 to 36, inclusive, 3 berths, 2 double, 1 single.
 Rooms 37, 38, 2 berths.

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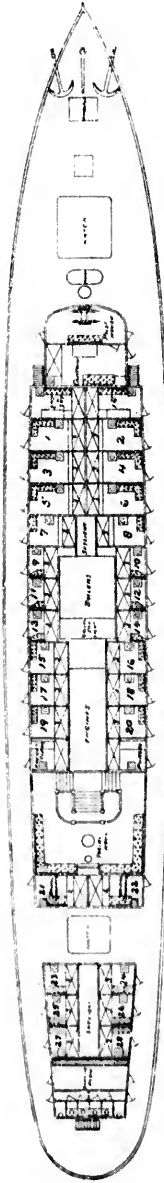


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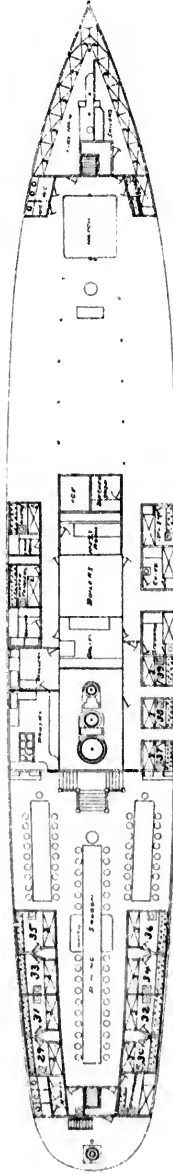
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Upper Deck.



Saloon Deck.

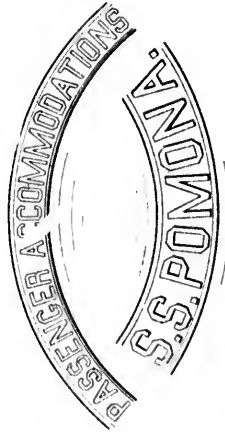


UPPER DECK.

- Rooms 1 to 8, inclusive, very large,
3 berths, 1 double.
- Room 9, small, 2 berths.
- Rooms 10 to 14, small, 3 berths.
- Rooms 15 to 20, large, 3 berths.
- Rooms 21, 22, bridal, 2 berths,
1 double.
- Rooms 23 to 28, good, 3 berths

SALOON DECK.

- Rooms 29 to 30, large, 3 berths.



—S.S. Pomona—

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The Rock-Balasted No Dust Route
across the Continent, and the
SHORT LINE

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SHORT LINE

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Steamers "North-West" and "North-Land," plying between Buffalo and Duluth, stop at Cleveland, Detroit, Mackinac Island, Sault Ste. Marie and West Superior. Connections made at Mackinac Island and the Soo for Lake Michigan ports.

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Of this wonderful journey by valley, plain and peak, Mgr. Satolli writes this:

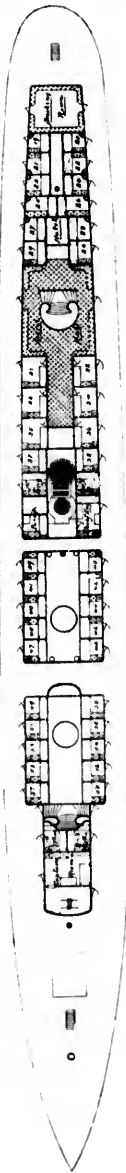
"As from the City of Rome in the days of her world-wide supremacy radiated the highways that led to the frontiers of civilization, so also from St. Paul and Minneapolis stretch iron rods following the setting sun until they are stayed by the waters of the Pacific Ocean. As we passed through the Rockies we thought the scenery could not be surpassed, but we descended into the Valley of the Columbia, and, out of that valley into the Cascade Mountains, we found the scenery grander than we had just left."

On reaching the Pacific Coast, connections are made with steamers for British Columbia, Alaska, Portland, China, Japan, San Francisco, Hawaii, and all parts of the world.

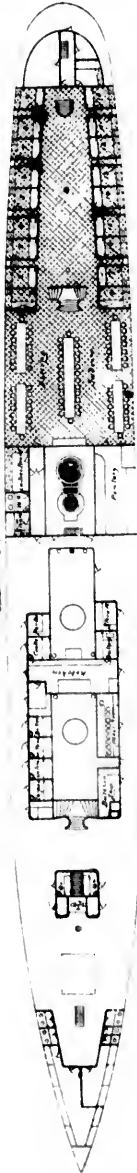
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S. S. SANTA ROSA.

UPPER DECK.



SALOON DECK.



UPPER DECK.

Rooms 37 to 79, inclusive, good, 3 berths.

Rooms 35, 36, 37, 38, very large, 3 berths.

Rooms 19 to 24, inclusive, and 27 to 31, inclusive, good, 3 berths.

Rooms 31, 32, 33, 34, bridal very large, 2 berths.

SALOON DECK.

Rooms 2 to 17, inclusive, large, 3 berths.



RUNS

WHY FROM COAST

USE OF STOP IN PARK. TING TO YOUR

SENDERSIG IN STA TOURIS

- A. D. CH...
- Street
- GEO. R. I...
- F. H. FO...
- T. K. ST...
- Sau F...
- H. SWIN...
- F. D. GI...
- A. TING...
- I. A. NA...



Yellowstone TO Park

RUNS THROUGH CARS



WHEN YOU RETURN
FROM THE PACIFIC
COAST, OR YOUR :

ALASKA
TRIP

USE OUR ROAD, AND
STOP EN-ROUTE AT THE
PARK. IT IS A FIT-
TING TERMINATION TO
YOUR TOUR. : : : :



SEND ANY OF THE UN-
DERSIGNED SIX CENTS
IN STAMPS FOR OUR NEW



AT MAMMOTH HOT SPRINGS

TOURIST BOOK, **WONDERLAND '96**, AND READ OF THIS REMARK-
ABLE REGION.

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GENERAL

PASSENGER

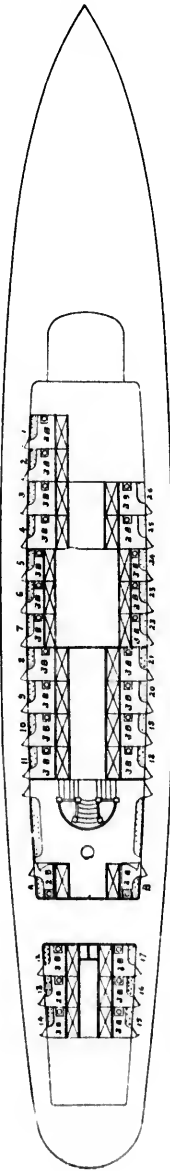
AGENT



ST. PAUL

MINN.

— DECK PLANS —
 OF
P. C. S. S. CORONA
 — 2500 TONS — 300 FEET —



— UPPER DECK —



— LOWER DECK —

Upper Deck.

Rooms 1, 2, 3, 4, 25, 26, very large, 3 berths.
 Rooms 5, 6, 7, 22, 23, 24, small, 3 berths.
 Rooms 8 to 21, inclusive, large, 3 berths
 Rooms A, B, bridal, 2 berths.

SALOON DECK.

Rooms 27 to 36, inclusive, large, 3 berths.

Those

can
 Pacific
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F

C. E. M
 Asst

H. J. C
 Dist

A. H. N
 Dist

J. F. L
 Dist

ROBERT
 Traf
 W.

G. McL
 Distr

E. V. S
 Gene

CANADIAN PACIFIC RAILWAY.

Those desiring to go to Alaska

can find no better route than via the Canadian Pacific. In the summer months, when the Alaska trip is most attractive, the Canadian Pacific route is also the most attractive. There is no excessively warm weather, and the Glaciers can also be visited on that line.

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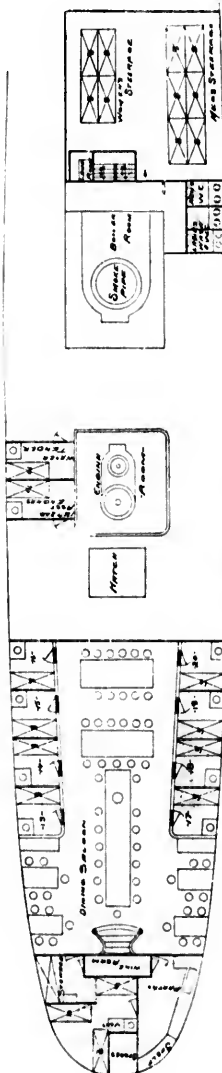
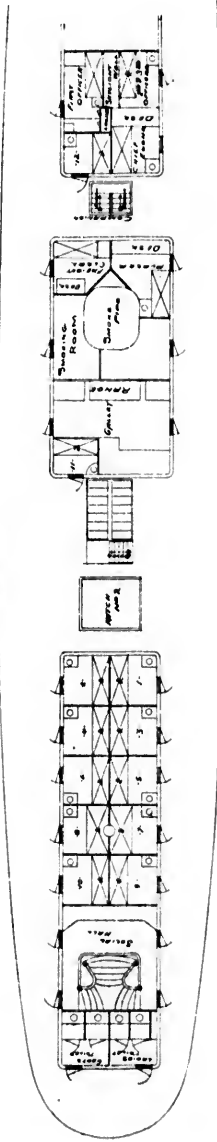
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Upper Deck.



Main Deck.

-S. S. ST. PAUL-

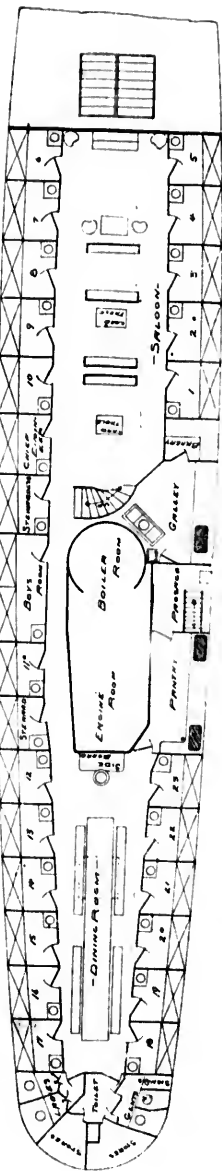
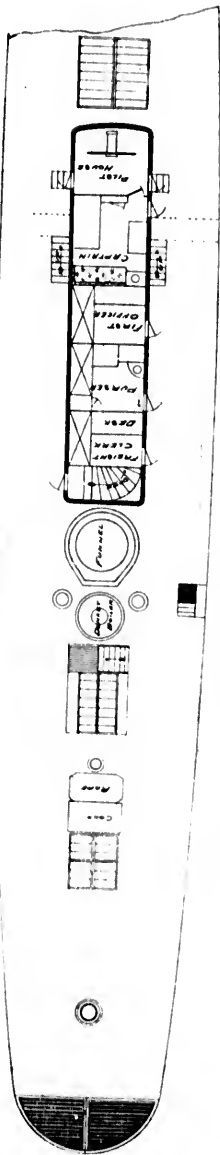
SALOON DECK.
 Rooms 13 to 20, inclusive, large, 3 berths.

UPPER DECK.
 Rooms 1 to 12, inclusive, good, 3 berths.

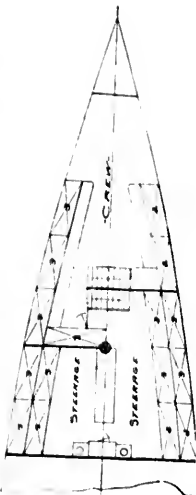
Upper Deck.



Upper Deck.



Saloon Deck.

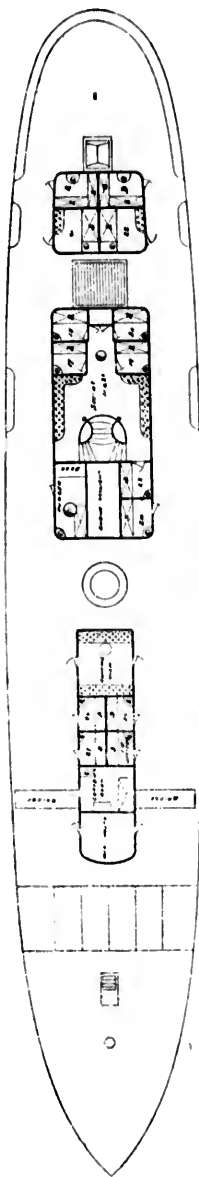


S.S. EUBEKA.

PASSENGER ACCOMMODATIONS

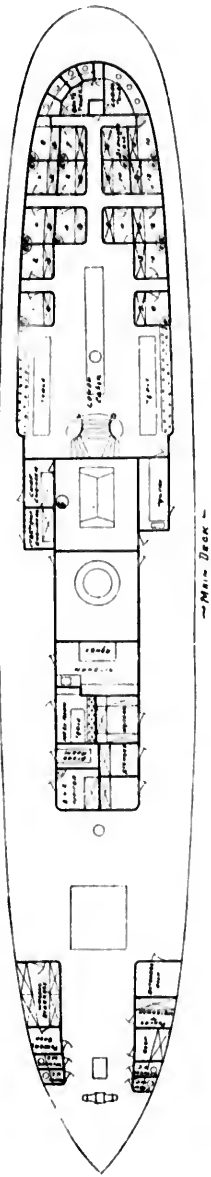
SALOON DECK.

Booms 1 to 23, inclusive, 2 berths.



UPPER DECK

S. S. ORIZABA



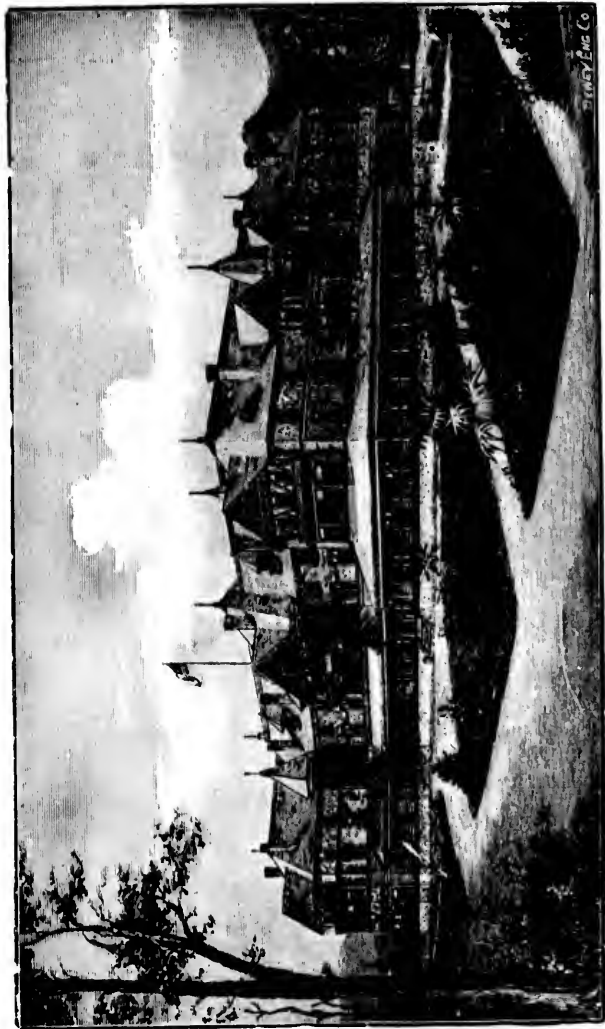
MAIN DECK

UPPER DECK.

Rooms 17 to 30, inclusive, nice, large, 2 berths
 Rooms 23, 24, large, 3 berths.
 Rooms 25, 26, 27, small, 3 berths.
 Rooms 21, 22, bridal, large, 2 berths, 1 double.
 Rooms A, B, large, 4 berths

SALOON DECK.

Rooms 1, 2, 4, 5, 8, 9, 10, 12, 13, 15, outside, 3 berths
 Rooms 3, 6, 7, 11, 14, inside 3 berths.



HOTEL RAMONA, :

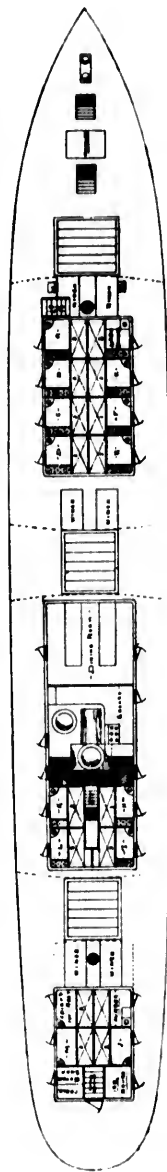
THE RAMONA is provided with Hot and Cold Water, Electric Lights, Private Baths, Electric Call and Recall Bells, Private Dining-rooms, Elegant Billiard-rooms, Electric Fire Alarm, Independent Water Works, Fine Sample Rooms, Baseball Grounds and a modern Laboratory; in a word, everything is new, complete and of the highest quality; the arrangements are perfect, the location charming, the view magnificent, the climate "Glorious".

: SAN LUIS OBISPO, CAL.

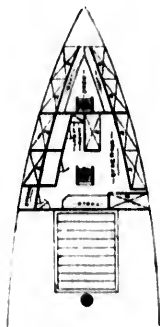
Street Cars and Free Coach from Depot direct to the house. Rates Low Special rates by the month, etc. the Avila Hot Sulphur Springs, and the Surf and Sulphur Baths are charming. Such close proximity of fine hotel accommodations, sea bathing and hot sulphur springs are not found in any other location on the Coast.

Tourists and travelers will find the comforts of a home at the Ramona.

Upper Deck



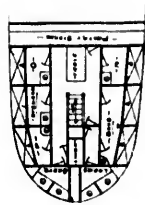
— S. S. GOOS BAY. —
— DECK PLANS —



Saloon Deck

SALOON DECK.
Rooms N, O, P, 2 berths

UPPER DECK.
Rooms A, B, C, D, E, F, G, H, I, K, L, 3 berths
Rooms J, M, 2 berths.



Pacific Steam Whaling Co.

30 CALIFORNIA STREET - - - - SAN FRANCISCO



WHALEBONE.

The above picture shows crude whalebone as received from the steam whale ships owned by the Pacific Steam Whaling Company of San Francisco.

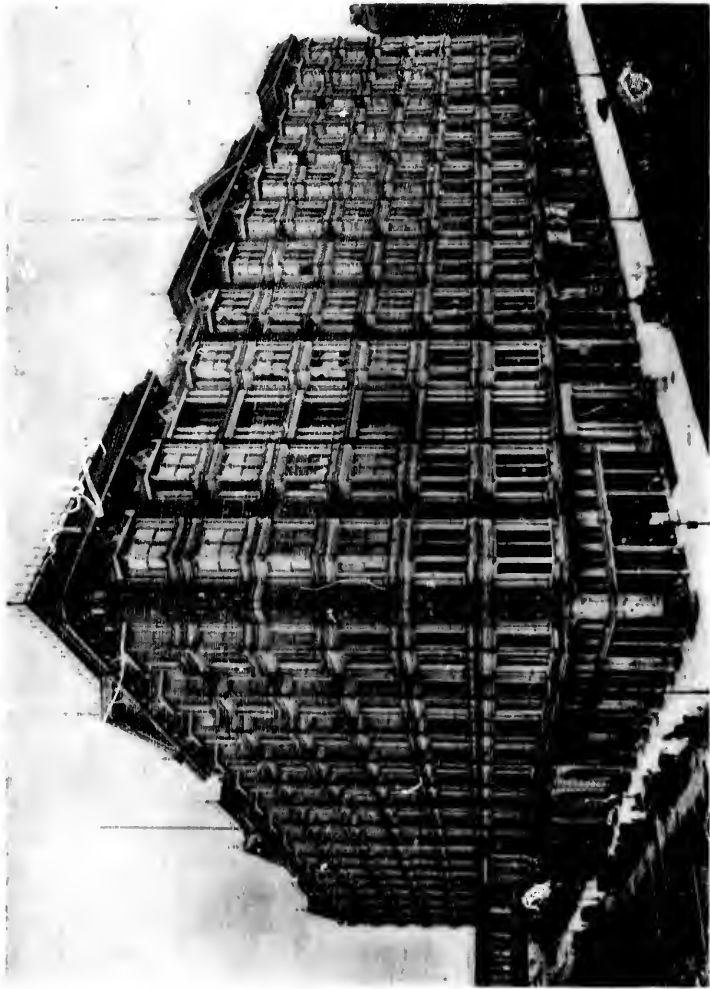
After the bone is thoroughly cleaned and dried it is cut into various forms for use in dresses, corsets and whips. The celebrated "Orca" brand of dress bone is cut by the Pacific Steam Whaling Company, and is sold by all of the leading dry goods stores in the United States.

This Company employs twelve vessels, and the various departments connected with the Company furnish employment for one thousand men. During the past few years they have brought into the port of San Francisco nine-tenths of all the whalebone used in the United States and Europe.

Many attempts have been made to find a substitute for whalebone, but up to the present time nothing reliable has been discovered. In fact, there is nothing like genuine whalebone.

THE PALACE,

SAN FRANCISCO,
CALIFORNIA.



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American
and
European
plans.

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Tourist
and
Commercial
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