

WAYSIDE NOTES ALONG SUNSET ROUTE



SOUTHERN PACIFIC

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Published by the SOUTHERN PACIFIC, San Francisco, Cal.

The Sunset Route of the Southern Pacific reaches around in a great semicircle through the South, the West and the Southwest—across the states of Louisiana, Texas, New Mexico, Arizona and California. It is typical of the route that the ends of its arc are the two most distinctive cities of the United States, New Orleans and San Francisco. The traveler along this iron trail finds revealed to him a region the most picturesque on the continent, most varied in scenery. It is a new country and yet an old country—new in development, centuries old in history and tradition.

"Sunset Limited" and "Sunset Express" in addition to connection at New Orleans with daily through trains from and to eastern cities, make connection with Southern Pacific Atlantic Steamship Line between New York and New Orleans. Steamers leave both ports twice weekly.

Out from New Orleans we go, past cotton fields and canebrakes, past the plantations of the Old South and the farms of the New South, over lazy bayous, and across mighty rivers flowing to the Gulf. And so we come to "our last frontier" where the ranges are dotted with cattle and the cowboys ride on the rodeo. Lofty peaks clad with glittering snows, mighty mesas and gaunt buttes standing dark against the sky, deep-cleft canyons with their rushing mountain streams, weird forests of cactus—all these flash by as on the screen of a great cinematograph. It is a screen which shows an ever-changing view. Across the summit of the mountains we enter the glorious wonderland of California. We linger awhile in the pleasant cities of the Southland in the midst of groves of golden oranges, then swing northward along the rock-girt coast line of the blue Pacific. Through fields of rippling grain our way leads, through broad acres bright in the sun, through the ranks of orchard trees in blossom and in fruit. The Spanish padres who founded the brown old missions by whose walls we pass called this northward route El Camino Real, "the King's Highway," and a royal road indeed it is, to San Francisco, the city by the Golden Gate.

Part the First—NEW ORLEANS TO HOUSTON

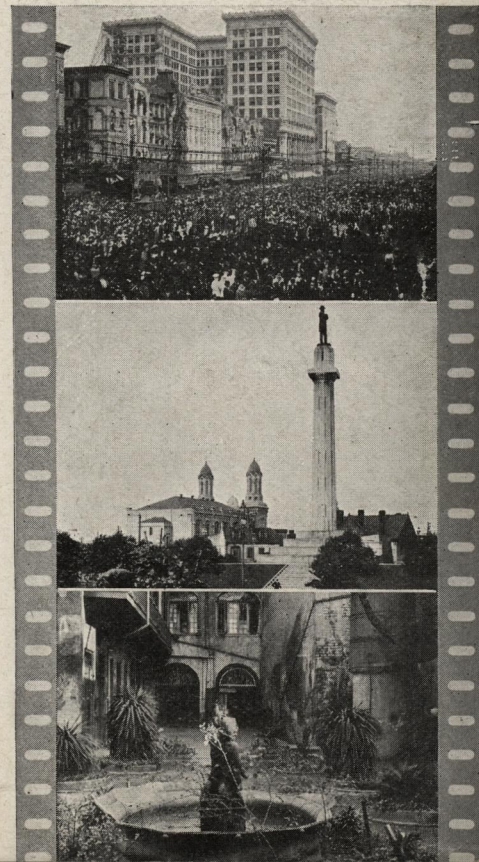
New Orleans—Pop. 400,000. To San Francisco 2,486 miles. Alt. 7. New Orleans is cosmopolitan. That fact alone would not, perhaps, make it stand out among our cities. But it is distinctive in this: New Orleans joins the two Americas, it is the link which unites the two great civilizations which are working out the destinies of this hemisphere—the Latin and Anglo-Saxon. Because it combines in a happy way the light-hearted gaiety and love of beautiful surroundings which characterize the one, and the driving energy and commercial activity of the other, New Orleans is a city apart, a city with an individuality.

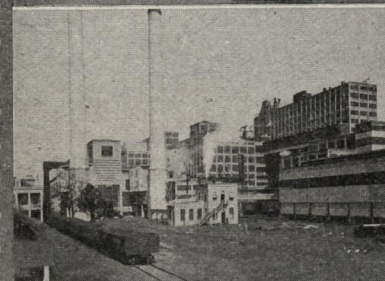
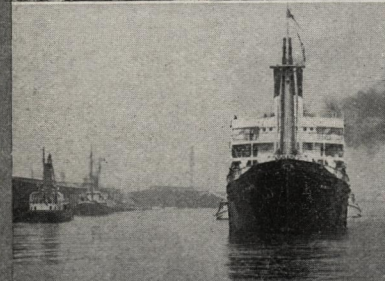
Rich in its records of the past, New Orleans traces back its history to 1718, when it was founded by Jean de Bienville. Three years later it became the capital of Louisiana, though yet a mere trading-post. Sold to Spain in 1762, the citizens resisted their new masters for seven years, but were at last forced to submit. From 1800 to 1803 the tricolor of the French Republic floated over the city. In the latter year it came into the United States as a part of the Louisiana Purchase. In 1815, on the fields of Chalmette was fought the Battle of New Orleans, where Andrew Jackson and his backwoodsmen routed the British veterans of the Peninsular War—a decisive victory, yet without effect, since it was fought after peace had been declared. In 1862, Admiral Farragut captured the city from the Confederates.

Canal Street, once the *fosse* or canal of the sugar plantation, is the great business thoroughfare of New Orleans, dividing the old city from the new. The ancient French or Creole quarter, the *Vieux Carré* as it is called, retains much of the old-time atmosphere and many quaint customs. New Orleans is a many-sided city and the visitor may spend delightful hours viewing the beautiful residence sections, the park and drives, Lake Pontchartrain, the Custom House, old Congo Square, the picturesque French Market, Jackson Square, the Cabildo (now a museum), St. Louis Cathedral, the battleground of Chalmette, Tulane University, Delgado Museum of Art, the City Park, and a host of other places of interest. Along the city's wharves and levees there is a ceaseless activity. Countless bales of cotton, sugar barrels, bags of rice and other produce are sent in from a tributary country as vast as an empire—for New Orleans is the shipping point for the greatest agricultural region of the world, the Mississippi Valley.

New Orleans is much sought as a winter resort, and during the Carnival of Mardi Gras the city is thronged with visitors. The day preceding Ash Wednesday is observed here as the Festival of Mardi Gras, a general holiday. This quaint custom was brought from Paris in 1827. In the evening the "Mystic Krewe of Comus" presents tableaux of striking magnificence. The merry festivities include street parades, grand balls and pageantry.

1. Along Canal Street, the main thoroughfare of New Orleans
2. The monument which commemorates Robert E. Lee
3. Old French Courtyard





From New Orleans start the fine steamers of the Southern Pacific's New York-New Orleans Line, connecting with the railroad terminals in the center of the city. The delightful trip by water takes five days and has aptly been described as "One Hundred Golden Hours at Sea." The vessels are large and swift, and have every luxury and convenience, beautiful saloons, broad promenade decks and private suites. There are sailings semi-weekly from each port. The Southern Pacific steamer line between New Orleans and Havana has a weekly sailing from each port. The journey for one hundred miles down the Mississippi to South Pass is of unusual interest, the river banks being lined with fertile and highly cultivated plantations. Port Chalmette, Fort St. Philip and Fort Jackson are passed on this southward voyage.

Union Station—Howard Avenue and South Rampart Street. This is in the heart of New Orleans, near the business and hotel districts. The railroads have here extensive terminals and the steamship lines make connections nearby.

The Ferry to Avondale—To New Orleans 12 miles. To San Francisco 2,474 miles. The journey to the West has begun. About twelve miles from the point of departure the entire train is taken aboard the largest steel transfer in the country and transported by tugs across the Mississippi River to Avondale.

Des Allemands—To New Orleans 32 miles. To San Francisco 2,454 miles. Pop. 550. Alt. 13. A quaint old settlement which was founded in early Colonial days. Des Allemands Bayou empties its waters into Barataria Bay, an inlet of the Gulf, the one-time haunt of Jean Lafitte and his pirate crew.

Raceland Junction—To New Orleans 40 miles. To San Francisco 2,446 miles. Pop. 100. Alt. 9. In the midst of the sugar lands, with plantations, sugar-mills and the cabins of the "field hands" everywhere.

Lafourche—To New Orleans 52 miles. To San Francisco 2,434 miles. Pop. 550. Alt. 26. Now we are fairly in the "Sugar Bowl" of Louisiana. For a hundred miles after leaving Avondale ferry we see sugar-mills on the skyline and gain glimpses of the mansions of the planters, embowered in magnolia trees and always built to face the bayous—the great highways before the advent of the railroad. Factories as a rule are on the plantations, and the planter both grows cane and manufactures sugar.

The principal watercourse is Bayou Lafourche. Until recently only the thickly settled district fronting on the bayou was cultivated, but now the lands lying farther back are proving very fertile. Drainage is rendering more than a million acres tillable.

Schriever—To New Orleans 55 miles. To San Francisco 2,431 miles. Pop. 300. Alt. 18. Commercially important because of sugar production, Schriever is connected with tributary territory to the north and south by branch railway lines. A network of drainage canals will make of these coast parishes a new Holland.

Morgan City—To New Orleans 81 miles. To San Francisco 2,405 miles. Pop. 6,500. Alt. 15. This is a center of commercial activity, situated on Berwick Bay, a widening of the Atchafalaya River, one of the great outlets of the Mississippi. The Atchafalaya is a navigable stream with many affluents, one of which is the Bayou Teche. The river is crossed on a bridge to Berwick.

Patterson—To New Orleans 87 miles. To San Francisco 2,399 miles. Pop. 3,000. Alt. 10. Patterson is a well-improved town, carrying on a considerable trade in cane-products, lumber and the supplies needed by the plantations. Nine miles farther on along the main line lies Bayou Sale.

Franklin—To New Orleans 101 miles. To San Francisco 2,385 miles. Pop. 4,000. Alt. 11. Franklin, Patterson and the entire country as far as Lafayette are in the Teche sugar district. Franklin is one of the oldest of the sugar towns.

Baldwin—To New Orleans 105 miles. To San Francisco 2,381 miles. Pop. 1,100. Alt. 14. Connects by rail with Cypremort, fifteen miles distant on one of the many bays which indent the Gulf coast. The great salt mine at Weeks Island nearby adds to the prosperity of the region.

Jeanerette—To New Orleans 114 miles. To San Francisco 2,372 miles. Pop. 3,000. Alt. 20. Jeanerette claims much of the sugar output of the Teche district. Here are many old plantations, typical of slavery days "befo' de wah."

New Iberia—To New Orleans 126 miles. To San Francisco 2,360 miles. Pop. 7,500. Alt. 21. New Iberia, one of the most enterprising towns in southern Louisiana, is connected with Abbeville, twenty-two miles away, by a branch railroad which rejoins the main line at Midland. Another branch line reaches Avery Island, whose prosperity is built upon pepper and salt. The vast salt mines of Petit Anse here are well worth a visit, and fields of tabasco pepper under cultivation offer another novel sight.

1. Mississippi steamboats along the levee, New Orleans
2. At the quaint French market in the old town
3. The cortège of the king in the Gay Rex carnival

4. A Southern Pacific liner at New Orleans
5. One of the Crescent City's great sugar refineries
6. Cultivating rich sugar lands at Raceland

Cade—To New Orleans 133 miles. To San Francisco 2,353 miles. Pop. 350. Alt. 32. From Cade a branch railway extends northerly through St. Martinville and Arnaudville to Port Barre, a total distance of forty-one miles.

We are still in the "beautiful Teche country" of which Longfellow sings, and at St. Martinville (seven miles from Cade) may be seen the "Evangeline Oak," and other reminders of the quaint Acadian heroine.

Lafayette—To New Orleans 145 miles. To San Francisco 2,341 miles. Pop. 7,855. Alt. 40. The heart of what is known as the Attakapas country, one of the most fertile regions in Louisiana. Sugar-cane, corn and cotton are the staples in the cultivated areas, while vast herds of cattle fatten upon the grassy prairies.

A branch line runs north from Lafayette to Alexandria, an important city on the Red River. This river marks in a general way the division between northern and southern Louisiana. It is a distinction of soil chiefly, the lighter and sandier lands to the north growing cotton, while the alluvial southern section produces mainly sugar. Baton Rouge, capital of the State, is reached by a branch from Lafayette.

Rayne—To New Orleans 160 miles. To San Francisco 2,326 miles. Pop. 2,720. Alt. 36. Rayne is a progressive town in a territory which is remarkable for its wide range of products. This is pastoral Acadia, where the mocking-bird knows no winter and climate is tempered by the breezes from the Gulf, forty miles away. There is steady development in all the country, the marshlands being reclaimed by drainage canals.

Crowley—To New Orleans 167 miles. To San Francisco 2,319 miles. Pop. 5,500. Alt. 25. An active growing community, this is the center of the rice industry of the South and has been aptly nicknamed the "Rice City." Crowley's mills turn out over half a million bags of rice each year and have a daily capacity of fifteen thousand barrels. About Scott, Duson and Rayne sugar and cotton are grown, besides rice. Cattle raising is another important industry.

Midland—To New Orleans 175 miles. To San Francisco 2,311 miles. Pop. 250. Alt. 20. From this point a branch line runs to Eunice and Mamou on the north, while another extends southeast to Abbeville, reaching Vermilion Bay.

Mermentau—To New Orleans 180 miles. To San Francisco 2,306 miles. Pop. 330. Alt. 17. The region is rich in rivers, picturesque streams such as the Mermentau and the Calcasieu, reminiscent of Acadian romance. Mermentau recalls also Lafitte, the buccaneer, who led his motley forces to the aid of the Americans at the Battle of New Orleans.

Jennings—To New Orleans 185 miles. To San Francisco 2,301 miles. Pop. 4,000. Alt. 31. Progressive and prosperous, the town lies within the Louisiana oil fields and has a large oil refinery. A large acreage of rice is cultivated in the surrounding country.

Welsh—To New Orleans 195 miles. To San Francisco 2,291 miles. Pop. 1,456. Alt. 25. This is a trading point in the rice lands, which are the foundation of the general prosperity. The stream here is the eastern fork of the Bayou Lacassine. From Mallard Junction a branch runs to Lake Arthur. Rice is the chief crop.

Lake Charles—To New Orleans 219 miles. To San Francisco 2,267 miles. Pop. 13,885. Alt. 17. A business city of considerable importance, Lake Charles is also widely known as a resort. Its excellent railroad facilities bring it into touch with a vast and fertile area. Lake Charles is the distributing point for the immense lumber output of western Louisiana. There are numerous factories.

The renown of Lake Charles as a place of recreation is well deserved. The climate is tempered by proximity to the Gulf. Rivers and lakes in this section abound in fish and are visited in winter by wild geese and other waterfowl, which sometimes fairly darken the sky with their general flight. The forests are the haunt of wild turkeys and quail, while the black bear and deer still roam their recesses.

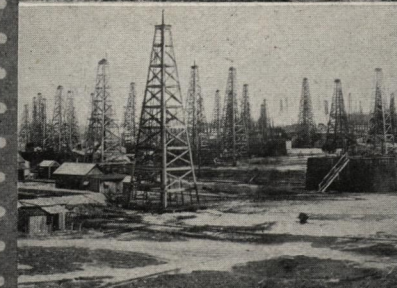
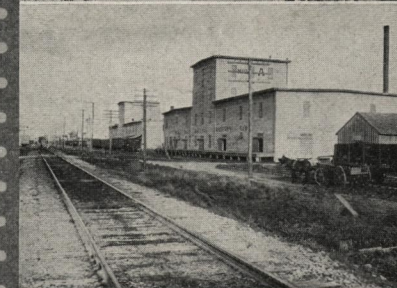
Calcasieu River—To New Orleans 220 miles. To San Francisco 2,266 miles. Just west of the city of Lake Charles the train crosses the Calcasieu River. This stream has its source in the Red River country, feeds Calcasieu Lake and finally discharges its waters into the Gulf.

Sulphur—To New Orleans 229 miles. To San Francisco 2,257 miles. Pop. 1,714. Alt. 20. In this vicinity are immense beds of sulphur, believed to be the most extensive in the world. Superimposed quicksand made the mineral difficult to mine, but driving wells has facilitated the taking out of millions of tons of crude sulphur.

Sabine River—To New Orleans 250 miles. To San Francisco 2,236 miles. This historic river is noteworthy in that it forms two-thirds of the boundary between Louisiana and Texas. It empties into the Gulf of Mexico through Sabine Lake, about five hundred miles from its source.

1. Where the Sunset Route spans the Atchafalaya River
2. The "Evangeline Oak" recalls Longfellow's pastoral idyll
3. Bayou Teche, in the land of Acadia

4. Where rice is made ready for market, at Crowley
5. Jennings is the center of the Louisiana oil-fields
6. A vista over Lake Charles from Shell Beach



TEXAS

After crossing the Sabine River the traveler is in Texas, our largest State, with an area greater than France. The Sunset Route continues across this vast domain for almost 950 miles. Rich in history, Texas has been under the flags of France, Spain and Mexico and has flown its own Lone Star banner as the Texas Republic. After nine years as a separate commonwealth, Texas joined the Union in 1845. Its area is 265,896 square miles; its population 4,661,027.

Orange—To New Orleans 256 miles. To San Francisco 2,230 miles. Pop. 9,300. Alt. 10. Well situated on the Sabine River, Orange is the shipping point for a great agricultural and lumbering region. There is a large factory here that converts yellow pine waste into paper. Orange is a delightful place of residence and also a resort of note, with modern hotels, pure water, health-giving atmosphere and opportunities for outdoor recreation. Shipbuilding is now an important industry. At Orange the railway line makes a sharp turn northward for six miles, parallel with the Sabine, until Echo is reached.

Beaumont—To New Orleans 278 miles. To San Francisco 2,208 miles. Pop. 40,500. Alt. 32. This very enterprising city owed its rise to the great lumber industry of eastern Texas. When oil was discovered near the town in 1901 its growth received a tremendous impetus; it sprang into national prominence and many fortunes were made. While oil production has declined, Beaumont continues its progress. The farming area roundabout is undergoing immense development.

The Neches River here is wide and deep and dredging operations by the Government will soon make Beaumont a seaport. The city has three railroads besides the Southern Pacific, including the Texas & New Orleans Railroad, running south to Port Arthur and Sabine Pass, on the Gulf, and north to Dallas. Lumber and shipyards add to its possibilities.

Port Arthur—To Beaumont 21 miles. Pop. 9,000. Alt. 8. The city of Port Arthur lies on Sabine Lake. It is a resort town of prominence, with hunting, fishing and boating to attract lovers of the outdoor life. The tarpon, the great game fish of Southern waters, abounds here. The Gulf is fourteen miles distant and is connected with Sabine Pass by a Government canal, twenty-six feet deep. With harbor facilities being improved, Port Arthur seems destined to become one of the important commercial cities of the Gulf coast.

Liberty—To New Orleans 320 miles. To San Francisco 2,166 miles. Pop. 2,500. Alt. 41. On the banks of the Trinity River, crossed here at Liberty, the chivalrous Sieur La Salle, heading a movement by France to gain possession of the Mississippi Valley in 1687, was assassinated by his own men.

Houston—To New Orleans 362 miles. To San Francisco 2,124 miles. Pop. 145,000. Alt. 64. Look at the map and you will see in eastern Texas a spider-web of railroad lines, with a great city at the center. That city is Houston, the commercial metropolis of the State. The seventeen lines converging here make this the greatest railroad center between New Orleans and San Francisco. At the head of tidewater navigation, on Buffalo River, Houston now has a deep-water harbor of its own, being connected with the seaport of Galveston by a ship canal.

The development of surrounding territory, with immense cotton and lumber interests, assures Houston's place in the world of commerce. Its civic pride is shown by attractive homes, flower-filled parks and broad shaded boulevards. Higher education in Houston is represented by the Rice Institute of Literature, Science and Art, with an endowment of seven million dollars. Fine hotels are numerous. Great oil refineries are being constructed together with many other industrial plants. Houston is one of the really progressive cities of the south and has a wonderful future in prospect.

On Buffalo Bayou, 25 miles south of Houston, was fought the battle of San Jacinto, which gained Texas its independence.

Galveston—To Houston 58 miles. Pop. 45,000. Alt. 6. Galveston, possessing one of the finest harbors on the Gulf of Mexico, is a seaport whose commerce is increasing by leaps and bounds. The largest vessels enter the channel. The city is the terminus of steamship lines from New York, Havana, Vera Cruz and European ports. The Southern Pacific, with finely equipped docks of its own, has a fleet of freighters plying to and from New York. The exports from Galveston include vast shipments of cotton and its by-products, and hides, horns and lumber. Six railroad lines enter the city. The port is safeguarded from encroachments of the ocean by a massive sea-wall.

As a resort-place Galveston is famous, affording opportunity for recreation and rest. Situated on an island, the city is favored with an equable, sea-tempered climate. The new Hotel Galvez is a large tourist hotel. Other excellent hotels also care for the visitor.

1. Where sportsmen stay—Live Oak Hotel, Lake Arthur
2. Here the romantic Calcasieu is bridged
3. Refineries in the Louisiana sulphur district

4. Beautiful Beaumont, Texas
5. In the fragrant pineries of the Southland
6. Way down on the Neches River

Part the Second—HOUSTON TO EL PASO

Sugarland—To New Orleans 387 miles. To San Francisco 2,099 miles. Pop. 2,500. Alt. 82. A great sugar plantation here is being cut up into farm lots; the old negro quarters are seen in the distance. At Sugarland is the largest cane-sugar refinery in Texas.

Richmond—To New Orleans 395 miles. To San Francisco 2,091 miles. Pop. 2,500. Alt. 90. The county-seat of Fort Bend County, Richmond is a place of business activity, possessing many natural advantages. Between Sartaria and Richmond the line crosses the famous Brazos River.

Rosenberg—To New Orleans 398 miles. To San Francisco 2,088 miles. Pop. 1,400. Alt. 105. An important railroad junction point from which extends a branch line of the Southern Pacific, reaching Victoria, Cuero, Port Lavaca, Beeville, Hawkinsville, and other towns in the fast-developing Gulf country, which will be described later, after arriving at San Antonio.

Eagle Lake—To New Orleans 431 miles. To San Francisco 2,055 miles. Pop. 2,600. Alt. 174. This is a pleasant place of most inviting appearance. Besides the Sunset Route it has other railways, giving access to all parts of the State. The level lands hereabouts are unusually rich. Several picturesque lakes are in the vicinity, the largest being the body of water that gives the city its name.

Columbus—To New Orleans 446 miles. To San Francisco 2,040 miles. Pop. 2,100. Alt. 201. Mercantile and manufacturing interests make Columbus a town of importance. A branch railway, with one terminal at Glidden, reaches north to La Grange. The Colorado River of Texas curves about the city of Columbus in a horseshoe bend. This stream rises in northern Texas and empties into Matagorda Bay. The alluvial bottom-lands of all these Texan rivers are remarkably fertile.

Weimar—To New Orleans 462 miles. To San Francisco 2,024 miles. Pop. 2,710. Alt. 410. This little city is characterized by thrift and industry. Between Weimar and Schulenberg is crossed the Navidad River, which empties into Lavaca Bay.

Schulenberg—To New Orleans 470 miles. To San Francisco 2,016 miles. Pop. 2,364. Alt. 346. Schulenberg is the center of another very prosperous community, in a pleasant country of undulating farm-lands.

Flatonia—To New Orleans 482 miles. To San Francisco 2,004 miles. Pop. 2,700. Alt. 452. A place of commercial activity, Flatonia is served by a line of the San Antonio & Aransas Pass Railway as well as by Southern Pacific Lines.

Waelder—To New Orleans 494 miles. To San Francisco 1,992 miles. Pop. 2,000. Alt. 367. Waelder is an enterprising town in the midst of the rolling agricultural lands of Fayette County.

Harwood—To New Orleans 507 miles. To San Francisco 1,979 miles. Alt. 456. The terminal of a twelve-mile branch to Gonzales, a prosperous business town in the center of a thickly settled agricultural section.

Luling—To New Orleans 516 miles. To San Francisco 1,970 miles. Pop. 1,600. Alt. 407. Progressive Luling sends out many carloads of cotton, produced in the rich surrounding territory, which is watered by affluents of Guadalupe River. The San Antonio & Aransas Pass Ry. connects Luling with the country north and south.

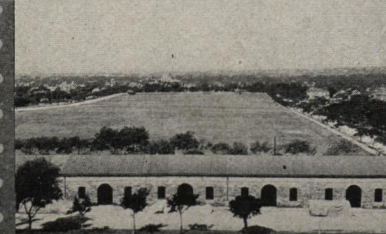
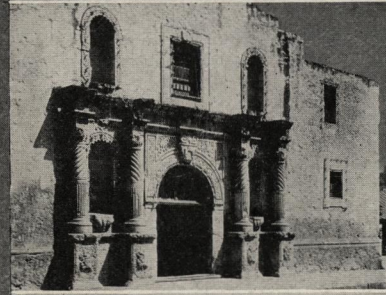
Seguin—To New Orleans 537 miles. To San Francisco 1,949 miles. Pop. 4,000. Alt. 550. This attractive city lies about one mile south of the station. Nearby are the falls of the Guadalupe River, with water-power which could make of Seguin one of the principal manufacturing centers of Texas.

As we approach San Antonio the altitude becomes greater and the prairies are broken by hills and slopes. The products here are more diversified than in the lowlands. This is a good agricultural region, watered by streams and artesian wells. The soil is black and friable and the climate moderate, yet land is still at a fair price.

San Antonio—To New Orleans 575 miles. To San Francisco 1,911 miles. Pop. 161,380. Alt. 661. One of the large cities of Texas, San Antonio is at once a thriving commercial metropolis and a delightful place of residence. Over the intricate network of railroads that encompasses the city is brought here the tribute of a vast and fertile domain—farm produce, cattle, cotton and wool—making this a shipping and manufacturing center of importance. San Antonio is the seat of Bexar County. Fort Sam Houston here is one of the largest military posts in the country. An aviation training camp is conducted at Kelly Field, nearby.

1. One of Houston's hostleries—the Rice Hotel
2. Looking up Main Street, Houston
3. The tree-embowered Carnegie Library at Houston

4. Southern Pacific's dock at Galveston
5. Rosenberg Monument, Galveston
6. Galveston's "Mosquito Fleet"



Every year San Antonio is sought by thousands of tourists. The climate is always moderate and healthful. Splendid tree-shaded streets and drives, twenty-one parks, the San Antonio River, large and comfortable hotels—all these delight the visitor. There are a number of hot sulphur wells, with curative properties.

Historical associations render San Antonio doubly interesting. In marked contrast to the towering skyscrapers, many of the old-time adobes are still standing, reminiscent of the days when San Antonio was the capital of the Spanish province of Texas. In the famous Alamo, in the heart of the city, an intrepid band of 182 Texans withstood the attack of 5,000 Mexican regulars, in March, 1836. When after eleven days the Alamo came to its glorious fall not one of the defenders remained to tell of the siege. "Remember the Alamo!" became the watchword of Texan liberty.

Roundabout San Antonio are the picturesque ruins of several old missions. Mission de la Concepcion (Concepcion de la Acuna), two miles south of the city, was built in 1731. In that year were also established San Juan Capistrano, five miles south, and San Francisco de la Espada (generally called the Espada Mission), nine miles south on the west bank of the San Antonio River. San Jose de Aguayo, founded in 1720, lies four miles south. The Cathedral of San Fernando, in the Mexican quarter, dates from 1734.

Forty miles west of San Antonio is the Medina Dam, retaining the waters of the Medina River and making possible the irrigation of sixty thousand fertile acres. Boating and good fishing are enjoyed on Medina Lake, back of the dam.

SIDE-TRIPS ABOUT SAN ANTONIO

San Antonio is the point of departure for a number of very attractive cities and resorts in the surrounding region. Much of the territory covered in this section lies south of the route which we have just traced, in the fertile Gulf coast country.

Sutherland Springs, thirty miles from San Antonio, with good hotels, beautiful grounds and medicinal waters, is popular as a resort. There is boating and fishing.

Edna and Wharton are growing towns, each with about 3,000 people. The region roundabout produces sugar, rice, and other characteristic Southern crops. From here may be reached resort towns, such as Bay City, on Matagorda Bay, and Palacios, on Palacios Bay.

Victoria is a prosperous manufacturing city of 9,000 people in the midst of rich farming lands. The Guadalupe River flows through this country.

Port Lavaca, 150 miles from Houston, is a town of 1,500 inhabitants which promises to increase in commercial importance. Situated on a bluff overlooking Lavaca Bay, with beaches below, this is a seaside resort of note, with a commodious pavilion and an excellent hotel. Numerous islands hereabout invite the camper.

Goliad, with a population of 3,000 is on the direct line from Rosenberg to Beeville. This place was the scene of a bloody conflict between the Texans and Mexicans, March 20, 1836. Goliad is the center of an extensive cotton-growing section.

Beeville, as its name implies, is the chief town in the bee country of Texas. The bloom on the widespread bee-pastures lasts throughout the year. This is also a good stock region and adapted to truck gardening. Beeville has about 3,500 inhabitants and is the terminus of the Galveston, Harrisburg & San Antonio line.

Cuero, a growing city of 5,650 people, lies between Victoria and San Antonio. Cotton is the chief crop hereabout. The raising of turkeys has proved profitable to Cuero and about 200,000 of the Thanksgiving birds are shipped annually.

MAIN LINE

Taking up our journey from San Antonio westward—

D'Hanis—To New Orleans 630 miles. To San Francisco 1,856 miles. Pop. 1,500. Alt. 881. A thriving town in Medina County surrounded by an extensive orchard and farm region. Seco Creek nearby reaches the Nueces River through the Rio Frio. There are sulphur and other mineral wells here.

Sabinal—To New Orleans 642 miles. To San Francisco 1,844 miles. Pop. 2,500. Alt. 957. The Sabinal country is developing with great strides. It is rich agriculturally, affording wide diversity of products.

Uvalde—To New Orleans 664 miles. To San Francisco 1,822 miles. Pop. 5,750. Alt. 930. Situated on Leona River, Uvalde is a flourishing little city, the center of a wide area of grazing and farming territory. Bee-farming is an interesting industry, and another is the raising of Angora goats.

1. The Southern Pacific Depot at San Antonio
2. Across lovely Alamo Plaza
3. "Thermopylae had its messenger of defeat, the Alamo had none"

4. Commerce Street, San Antonio
5. Old Mission La Purisima Concepcion, San Antonio
6. Our largest military station, Fort Sam Houston

Nueces River—To New Orleans 670 miles. To San Francisco 1,816 miles. Alt. 942.

The Nueces is a stream which figures prominently in the early annals of Texas. Along its upper reaches the land is broken and rolling, but mainly level as it approaches the Gulf. The river empties into Corpus Christi Bay.

Spofford—To New Orleans 705 miles. To San Francisco 1,781 miles. Alt. 1,007. From here connection is made by the Eagle Pass branch line with the Mexican International Railway for the City of Mexico and intermediate points in the Land of the Aztecs. The small stream at Spofford is Elm Creek.

Eagle Pass—To Spofford 34 miles. Pop. 5,800. Alt. 727. Situated on the banks of the Rio Grande, Eagle Pass is a border city of more than ordinary importance. It is the county seat of Maverick County and the center of a large cattle district. United States customs and immigration departments located here give employment to many. The value of imports and exports clearing through Eagle Pass mounts well into the millions, even when our neighboring republic is torn with civil strife. The climate here is mild, temperate in winter as in summer.

Across the river from Eagle Pass is the interesting Mexican city of Piedras Negras, formerly called Ciudad Porfirio Diaz. Its new name means "Black Rocks."

Del Rio—To New Orleans 744 miles. To San Francisco 1,742 miles. Pop. 10,800. Alt. 976. Another large border town. Del Rio's prosperity represents the development of recent years. The city is the seat of government of Valverde County and is an important commercial gateway into Old Mexico. Local business houses supply a tributary district within a radius of one hundred miles. Del Rio is a division point on the "Sunset Route." The air here is dry and the temperature even, making the city attractive as a health resort.

Devil's River—To New Orleans 756 miles. To San Francisco 1,730 miles. The crystal-clear waters that flood down the broad, rock-walled channel are fairly alive with bass, giving this stream a wide fame among anglers. Game is plentiful on both sides of the Rio Grande, along which the train runs for some miles. Cattle raising is the chief industry in this region.

Viaduct—To New Orleans 787 miles. To San Francisco 1,699 miles. Alt. 1,016. Here we come to the Pecos River, which bears the drainage of a large watershed, reaching far up into New Mexico. The river is spanned by a bridge of steel. The extreme length of the bridge is 2,184 feet, and its height 321 feet above the bed of the river. This graceful structure is as solid as rock and one of the notable railway bridges of the world.

Lozier—To New Orleans 834 miles. To San Francisco 1,652 miles. Alt. 1,535. We are now well into the tablelands, with their bracing mountain air and charming scenery. The peaks of the south are the Sierra de los Burros, while the range in the distance northerly is the Sierra Charette.

Sanderson—To New Orleans 879 miles. To San Francisco 1,607 miles. Pop. 1,500. Alt. 2,728. An important trading center of the trans-Pecos region, shipping cattle, sheep, goats and wool. Sanderson is the county seat of Terrell County and a Southern Pacific division point. The land in this western corner of Texas proves productive when dry farming methods are applied. This is an attractive place for the colonist with moderate means. Water can be found at varying depths; in some places irrigation is possible.

Marathon—To New Orleans 939 miles. To San Francisco 1,547 miles. Pop. 750. Alt. 4,034. At this elevation the summer climate approaches perfection, and the winters modified by the air from the Gulf, are of the mildest. There are quick-silver mines in vicinity. Fine honey is here produced and cattle raising is extensive. The peaks on the south are the Horsehead Hills, and to the north are spurs of the Sierra del Muerte and Apache Range.

Alpine—To New Orleans 970 miles. To San Francisco 1,526 miles. Pop. 4,000. Alt. 4,484. Beautifully located in a mountain pass, Alpine is not only the export point for a fertile fruit and truck-growing region, but also the center of a rich mining district.

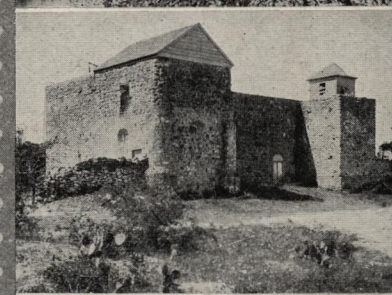
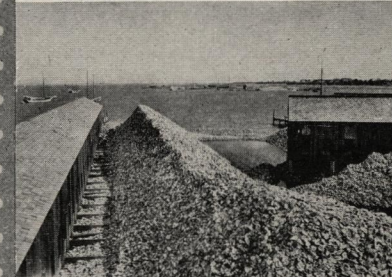
Paisano—To New Orleans 983 miles. To San Francisco 1,503 miles. Alt. 5,082. This is the highest point on the line—the summit of the "Sunset Route."

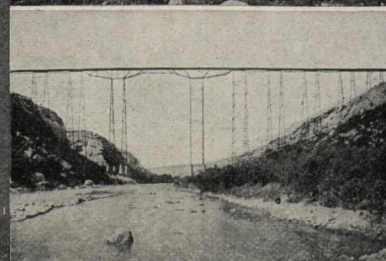
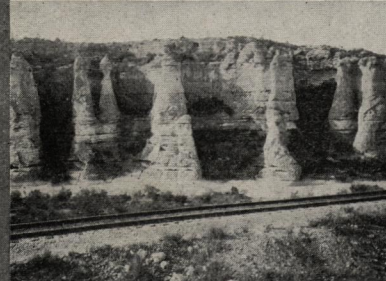
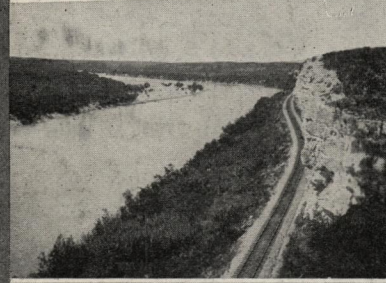
Marfa—To New Orleans 996 miles. To San Francisco 1,490 miles. Pop. 5,200. Alt. 4,692. A county seat in the prosperous stock-raising country, at an elevation that gives a climate of perpetual delight. Only a few miles away are hot springs with waters of medicinal value. Twenty-two miles distant is Fort Davis, once an army post, now a mountain resort. Plains and highlands abound in game.

Valentine—To New Orleans 1,031 miles. To San Francisco 1,455 miles. Pop. 600. Alt. 4,424. Thousands of cattle fatten upon the vast grazing ranges and recently bands of antelope have been introduced.

1. Cibolo River near Sutherland Springs
2. The harvest of the oyster luggers, Port Lavaca
3. Mission La Bahia at historic Goliad

4. D'Hanis, peaceful and prosperous
5. A typical home at Uvalde
6. Acre on acre of onions near Eagle Pass





Sierra Blanca—To New Orleans 1,100 miles. To San Francisco 1,386 miles. Alt. 4,512. At this place junction is made with the Texas & Pacific for Texarkana. Sierra Blanca takes its Spanish name from the white or drab mountains to the south, together with the Quitman Range. Nearby to the south are curative hot springs. The land is adapted to cotton and alfalfa, and cattle raising. Northerly rise the Crizo Mountains, with Sierra del Diablo in the middle distance and the Guadalupe Range far away on the horizon.

Fort Hancock—To New Orleans 1,139 miles. To San Francisco 1,347 miles. Alt. 3,519. About a mile south of the station and plainly visible, is the military post of Fort Hancock, near the banks of the Rio Grande. Cotton is being raised under irrigation in this vicinity. Quail and duck are plentiful, making this a favorite resort for sportsmen. The bluffs on the Mexican side of the river are beautifully marked by weathering of crystalline strata.

El Paso—To New Orleans 1,195 miles. To San Francisco 1,201 miles. Pop. 77,534. Alt. 3,713. El Paso, largest of the cities on our southern frontier, is the door into Mexico. The old name of the city was El Paso del Norte, "the pass of the north." Though in a comparatively thinly settled region this is a most important business center, since it is almost five hundred miles in any direction to a city of like size. El Paso handles a large proportion of our Mexican trade and is an important port of entry for cattle imported to the United States from Mexico. For several years Fort Bliss, at El Paso, has been one of our largest garrison posts. El Paso is well provided with good hotels.

The community is wideawake and progressive, and there are many handsome public buildings. The industrial life of the city is important, large smelters, cement-mills and factories being located here. Now that the great irrigation system of the Government at Elephant Butte is completed, the farmer will add substantially to the prosperity of El Paso. The Elephant Butte Dam is one hundred miles up the Rio Grande.

El Paso commands the best railroad pass across the Continental Divide. Besides the transcontinental line of the Southern Pacific, other railways reaching the city are the Santa Fe, the El Paso & Southwestern, the Texas & Pacific, the National Railway of Mexico and the Mexican Northwestern Railway.

Ciudad Juarez—On the opposite bank of the Rio Grande is Ciudad Juarez, named in honor of the patriot president of Mexico, who once maintained his capital here. It is reached by street car from El Paso. The traveler will find a visit to this interesting place well worth while. The Mission Guadalupe, founded in 1659, is one of the city's chief attractions.

Part the Third—EL PASO TO TUCSON

The Rio Grande—The historic Rio Grande, rising among the mountains of Colorado, forms, at El Paso and southeast, the boundary line between Mexico and the United States.

NEW MEXICO

After leaving El Paso the Rio Grande is crossed and we pass into New Mexico, one of our youngest states. The area of New Mexico is 122,580 square miles. The population in 1910 was 327,301, and that of the 1920 census 360,247. Both the English and Spanish languages are used in the courts and in official documents. A description of the resources, development, topography and climate of this State and Arizona may be found in the "Map of Arizona and New Mexico," published by the Southern Pacific.

Deming—To New Orleans 1,283 miles. To San Francisco 1,203 miles. Pop. 3,200. Alt. 4,332. Deming, in the Mimbres Valley, is the center of a great cattle-raising, farming and mining region. A great underground flow of water has been developed here for irrigation purposes. Deming is a distributing point for the mines of Silver City and Tyrone districts. As we go west we notice the rugged Florida Mountains to the south with Capitol Dome and the jagged rim of Devil's Arch outstanding. Passengers will be interested in locating a hole through a ridge in the Florida mountains at an elevation of 7,300 feet, which is visible from Luxor to Cambray. This ridge is called the Window Peak and the hole is 86 by 250 feet. On the north of the track is Cook's Range, with Cook's peak outstanding.

The Continental Divide—Midway between the stations of Ladim and Wilma—1,310 miles from New Orleans and 1,176 miles from San Francisco—is the Continental Divide, elevation 4,586 feet.

Lordsburg—To New Orleans 1,343 miles. To San Francisco 1,143 miles. Pop. 1,425. Alt. 4,244. From here the Arizona & New Mexico railway reaches the great copper mines of Clifton and Morenci. Lordsburg itself is a mining center of importance and also the center of extensive cattle interests, some of the biggest cattle outfits in the west having their ranches in this territory. Interesting prehistoric ruins are found in the Animas and Playas Valleys, to the north and south.

1. In the Mexican quarter, Eagle Pass
2. This is the Devil's River, but fishermen call it paradise
3. The weathered cliffs of Pump Canyon
4. The valley of the silver Rio Grande
5. Battlements of Castle Canyon
6. A marvelous structure of steel spans the Pecos

Steins—To New Orleans 1,362 miles. To San Francisco 1,124 miles. Pop. 450. Alt. 4,345. A mountain pass unfolding wonderful panoramas on all sides. The lofty Pyramid Mountains are to the south. Presently we cross the boundary line of Arizona and descend into the broad valley of the San Simon.

ARIZONA

This, our newest State, has developed very rapidly in the last ten years. In 1910 the population was 204,354; the area is 113,020 square miles. The 1920 census figures are 333,273. The capital, Phoenix, and the important city of Tucson are known throughout the world for their equable climate, which brings them into special favor with thousands of winter tourists.

San Simon—To New Orleans 1,377 miles. To San Francisco 1,109 miles. Alt. 3,610. A prosperous community in the newly developed artesian belt. The valley is large and fertile. Approaching San Simon may be seen on the crest of one of the Chiricahua Mountains, to the south, the remarkable formation known as "Cochise Head,"—the unmistakable profile of an Indian—named in honor of the fierce Apache chief who so long defied the whites.

Bowie—To New Orleans 1,392 miles. To San Francisco 1,094 miles. Alt. 3,759. The site of historic Fort Bowie is in the nearby foothills, and hereabouts also are interesting prehistoric ruins. Valuable deposits of marble have been found in the Chiricahua Mountains.

From Bowie a line of the Arizona Eastern extends northerly to Globe. To the west-bound passenger this is the first stage of the Apache Trail rail-and-auto side trip. The railroad traverses the fertile Gila Valley, which was settled in the early days and has progressed steadily. Safford, 40 miles from Bowie, is the county seat of Graham County and center of an important agricultural district. Solomon, Thatcher, Pima and Fort Thomas are thriving towns on this line, the latter near the site of an old frontier post of the same name. At Geronimo the railroad enters the San Carlos (White Mountain) Indian Reservation, which is crossed for 55 miles. Here five thousand Apaches have their peaceful homes. The chief agency is at San Carlos, where buildings now occupied by the Indian school once were used by United States troops, this being the site of old Fort San Carlos.

Globe—To Bowie 124 miles. Pop. 7,044. Alt. 3,507. Globe, in addition to having an immense smelter and several large copper mines, is an important jobbing point. It is the gateway to the Apache Trail.

Miami—To Globe 10 miles. Pop. 6,689. Alt. 3,408. This is one of the largest mining communities in the United States and has the most modernly equipped concentrating plant and smelter to be found anywhere.

THE APACHE TRAIL SIDE TRIP FROM BOWIE THROUGH GLOBE

Travelers via the Southern Pacific between El Paso and Los Angeles may—by the one-day rail-and-auto Side Trip from Bowie, through Globe, to Roosevelt Dam and return—pleasantly vary the transcontinental journey and obtain "close-up" views of the characteristic peaks and buttes as well as the odd vegetation that give to Arizona scenery its great fascination when viewed from the train windows.

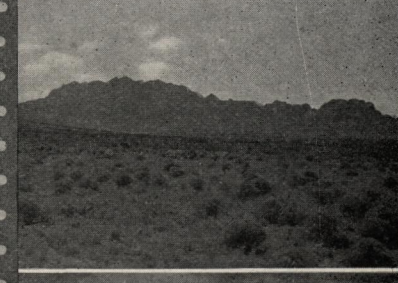
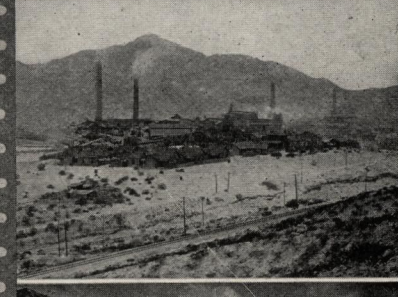
For the convenience of Apache Trail Side Trip passengers there is through Tri-Weekly Pullman service between El Paso and Los Angeles via Globe in both directions. The "Apache Trail" sleepers leave El Paso and Los Angeles on "Sunset Limited" Sundays, Tuesdays and Fridays, and passengers arrive at Globe at 7.50 a.m. on Mondays, Wednesdays or Saturdays, the automobiles departing from Globe at 9.00 a.m., after breakfast in the Arizona Eastern restaurant adjoining the station. Returning from Roosevelt Dam the autos leave at 4.00 p.m., Globe being reached at 6 o'clock, and after dinner in the station restaurant passengers resume their journey at 7.20 p.m. to Los Angeles or beyond, or to the East through El Paso, occupying same Pullman accommodations as on arrival at Globe that morning.

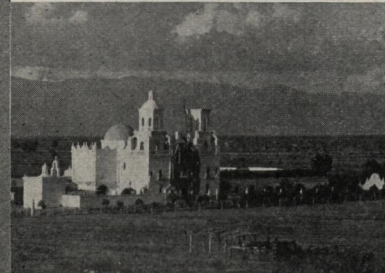
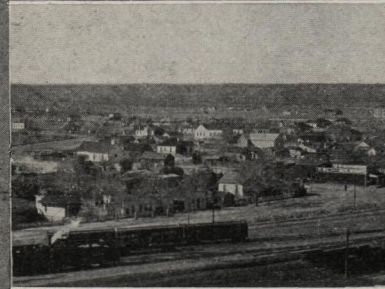
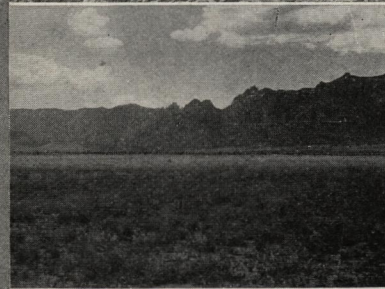
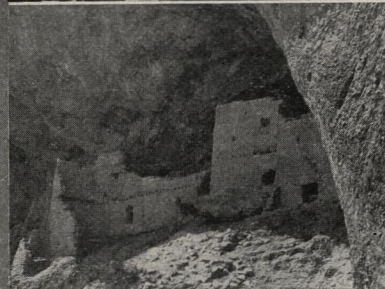
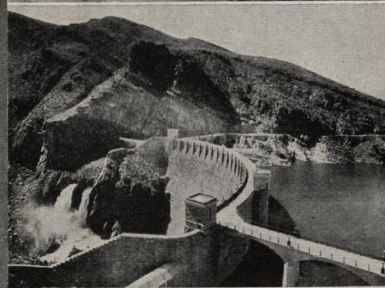
The auto trip, in comfortable seven-passenger cars, is made over an excellent highway from Globe, forty miles to Roosevelt Dam, a notable engineering achievement. This great dam was constructed at a cost of \$7,000,000 in the rugged gorge of the Salt River. The structure is a wall of masonry 284 feet high and 50 feet thick at the river bed; its top is 1,125 feet across and surmounted by an auto driveway 16 feet wide. The waters it impounds form a lake thirty miles long by four miles wide at the broadest point. Good fishing may be enjoyed in season, and launches are available for fishing and pleasure trips. A few miles east of the Dam are the Tonto Cliff Dwellings, relics of a prehistoric race and among those discovered in partial ruins in the year 1540 by the Spanish explorer Vasquez de Coronado. The Side Trip includes a stop of over an hour at the Cliff Dwellings. Luncheon is served at Apache Lodge which overlooks the lake near Roosevelt Dam.

The fare for the Side Trip is \$20.00. All continuous passage main-line tickets are good for ten-day stopover at Bowie when holders purchase either the Roosevelt Dam

1. El Paso, gateway into Old Mexico
2. Where the ores are smelted, near El Paso
3. Deming, chief town of the Mimbres Valley

4. The rugged Florida mountains
5. Cook's Peak on the northern skyline
6. The Chiricahua Mountains





"Side Trip" tickets, or the "Detour" tickets through Phoenix and Maricopa though the latter trip is not recommended at present on account of poor condition of the highway West of Roosevelt Dam.

MAIN LINE

Returning to a description of the main line west of Bowie:

Willcox—To New Orleans 1,416 miles. To San Francisco 1,070 miles. Alt. 4,166. Long the principal cattle mart of Arizona and now developing agriculturally. Fruit and grain thrive here. From Willcox the Mascot & Western Railroad runs south sixteen miles to the Mascot coppermines and the old stage station of Dos Cabezas, situated at the base of Dos Cabezas (Spanish, *two heads*), the remarkable twin-peaked mountain which is seen for miles high up on the southern skyline. Between Willcox and Cochise we cross a great alkali flat, bed of an ancient lake, where may be observed the mystifying water-effects and deceptive reflections of mirages which are the most remarkable on the American continent.

Cochise—To New Orleans 1,427 miles. To San Francisco 1,059 miles. Alt. 4,224. From here can be seen "Cochise Stronghold," a canyon in the Dragoon Mountains to the south, where the Apache chieftain defied his pursuers after a raid. A line of the Arizona Eastern Railroad extends southward through the Sulphur Spring Valley, where there is a good deal of farm development, producing fine crops of various grains. The line proceeds to the mining towns of Pearce, Courtland and Gleeson, connecting at Kelton with the El Paso & Southwestern Ry. for Douglas and Bisbee, centers of extensive copper mining.

Dragoon—To New Orleans 1,437 miles. To San Francisco 1,049 miles. Alt. 4,613. Near Dragoon tungsten is being mined and shipped to steel plants. To the north are the Galiuro Mountains; the Dragoon Range lies to the south, where valuable deposits of marble are still undeveloped. From the town the Dragoon & Northern Ry. extends to the rich Johnson mining camp.

Benson—To New Orleans 1,458 miles. To San Francisco 1,028 miles. Alt. 3,598. Benson is at the head of the San Pedro Valley, the oldest artesian belt in Arizona. The farming region of the valley was first settled by Mormons. The San Pedro River rises in the mountains of Sonora and flows northerly into the Gila, when in flood; at other times it runs underground much of the way. The mountains to the south are the Whetstone Range. A Southern Pacific branch from Benson runs up the valley, connecting at Fairbank with the main line of the El Paso & Southwestern and also with the branch line to Tombstone, one of the famous mining towns of Arizona. The highland regions around Huachuca, Elgin and Sonoita successfully produce crops without irrigation. Patagonia, farther south, is an important mining center, shipping large quantities of copper and other ores. From here the railroad continues to Nogales, by way of Calabasas.

Mescal—To New Orleans 1,467 miles. To San Francisco 1,019 miles. Alt. 4,062. In the Rincon Mountains to the north deer and bear are plentiful. Mescal is the last summit of the Basin ranges which flank the Rocky Mountains on the west.

Pantano—To New Orleans 1,478 miles. To San Francisco 1,008 miles. Alt. 3,545. Here the railroad winds along Cienaga Creek, which flows into Pantano Creek a short distance westerly.

Tucson—To New Orleans 1,507 miles. To San Francisco 979 miles. Pop. 20,292. Alt. 2,390. Tucson is a progressive, growing and up-to-date city. The reclaiming of the rich bottom lands along the Santa Cruz River has added materially to the prosperity of the community and still further development is in progress. Irrigation is carried on chiefly by pumping. Commercially the city is important. It is the western terminus of the El Paso & Southwestern Railway and the gateway to the Mexican State of Sonora, which is reached by a line of the Southern Pacific. Tucson is the seat of the University of Arizona, the Carnegie Desert Botanical Laboratory and an agricultural experiment station. There is also a splendid golf course here.

As a place for health-seekers Tucson is well known, its altitude and mild winter climate being especially favorable. The nearby mountain resorts are remarkably attractive. The picturesque peaks to the north are the Santa Catalina Range, while the mountain chain on the west is the Sierra Tucson.

The recorded history of Tucson reaches to 1700, when it was established as a general supply station for the mission, San Xavier del Bac, which lies nine miles to the south, on the Papago Indian Reservation. Religious services are still held in this mission, though it dates from 1699. The site of Tucson was visited as far back as 1540 by Coronado and his *conquistadores*. The interesting ruins of the mission of San Jose de Tumacacori are at Tubac, forty-six miles south of the city on Santa Cruz River and reached by the Southern Pacific line from Tucson to Nogales. The mission was founded by Father Kino in 1692. In all the region about Tucson, especially along the river, are vast prehistoric ruins.

1. Along the Apache Trail
2. The great Roosevelt Dam, in the Salt River Canyon
3. Cliff-dwellings of a forgotten race
4. Stronghold of Cochise, the fierce Apache warrior
5. Benson, at the head of San Pedro Valley
6. The ancient Mission of San Xavier, near Tucson

A SIDE-TRIP INTO OLD MEXICO

Nogales—To Tucson 66 miles. Pop. 6,199. Alt. 3,869. Picturesquely located in a region to which attaches much historic interest, Nogales stands astride the international boundary. There are 3,000 inhabitants on the Mexican side of the line, besides those in the American town. As the starting point of the Southern Pacific of Mexico, this is port of entry for the entire Mexican West Coast, carrying on an especially large trade with the interior of Sonora and Sinaloa. A branch railroad runs southeast from Nogales to the rich copper mining districts of Cananea and Naco.

Nogales is the Spanish word for walnut trees. It was applied to this place by the missionary padres who explored the region in the sixteenth century.

Hermosillo—To Tucson 241 miles. Pop. 10,000. Alt. 893. The capital of Sonora and the seat of the Catholic diocese, Hermosillo boasts splendid cathedrals and impressive public buildings. The country is rich agriculturally, with flourishing orange groves, farms and gardens.

Guaymas—To Tucson 333 miles. Alt. 2. Guaymas is situated on the Gulf of California. Its large bay is the best on the Pacific coast of Mexico and its commerce is constantly increasing. In winter the climate of Guaymas is unexcelled. Wild fowl are plentiful and the visitor may enjoy deep-sea fishing, boating and bathing.

From Guaymas the railroad continues through the western coast region of Mexico, past the large port of Mazatlan, with a population of 20,000, to Tepic, the terminus.

Part the Fourth—TUCSON TO LOS ANGELES

West of Tucson on the main line, Cortaro, Rillito and Marana stations mark a promising agricultural section. Good crops are being raised under pump irrigation and settlement is progressing.

Red Rock—To New Orleans 1,540 miles. To San Francisco 951 miles. Alt. 1,864. From this point the Arizona Southern Ry. extends nine miles southward to the Silverbell mines. The large mountain to the south is Silverbell Picacho (Peak). To the west is Saddle Rock Picacho. From its base to the track stretches one of the finest cacti gardens in America.

Casa Grande—To New Orleans 1,572 miles. To San Francisco 914 miles. Pop. 2,000. Alt. 1,395. From the town trips are made by auto stage to the Casa Grande Ruin National Monument, sixteen miles to the northeast. (Round-trip fare, \$5.00.) These are among the most interesting remains of prehistoric ages on the continent. The celebrated scientist Von Humboldt was convinced that here was one of the stopping places of the Aztecs on their migration from Asia to the Valley of Mexico. The ruins were first visited by Fray Marcos de Niza in 1539. They stand in the center of the Casa Grande Valley, which is being rapidly developed. The soil of the Casa Grande Valley is deep and rich, and not surpassed in any section of the United States; irrigation systems are being established which will put thousands of acres under cultivation. Cantaloupes, lettuce and garden truck are being successfully raised.

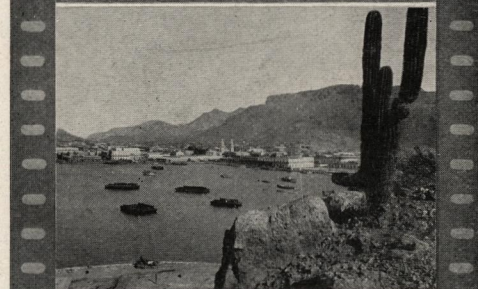
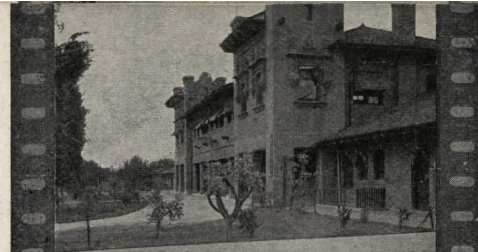
Maricopa—To New Orleans 1,593 miles. To San Francisco 893 miles. Alt. 1,173. Phoenix in the Salt River Valley, is reached by the Arizona Eastern from here. North of Maricopa are the Estrella and Chumiyu ranges, northwest are the White Mountains, and south is an extension of the Maricopa Divide. There is some agricultural development in the vicinity of Maricopa—cotton, vegetables and other crops.

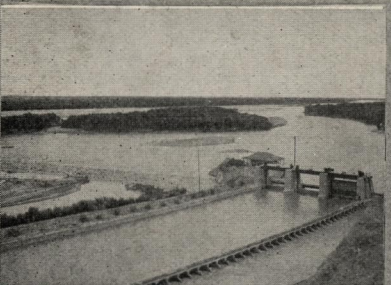
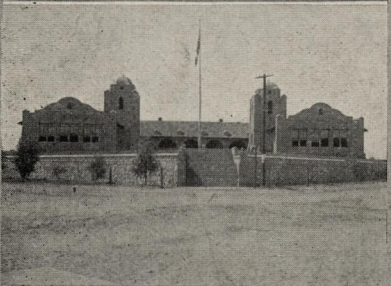
THE PHOENIX BRANCH

Tempe—To Maricopa 27 miles. Pop. 1,500. Alt. 1,158. Situated on the south side of the Gila River. The Government has an experimental date garden here, with twelve acres now bearing. Many new varieties are being tested. At Tempe is one of the normal schools of Arizona, with handsome buildings. Here also is the condensed milk factory of the Pacific Creamery Company, one of the largest in the West.

Phoenix—To Maricopa 35 miles. Pop. 29,053. Alt. 1,082. This progressive city is the capital of Arizona, and also the seat of government for Maricopa County. Centrally located in the fertile Salt River Valley, Phoenix is the commercial and financial metropolis of over six hundred square miles of irrigable lands.

1. Southern Pacific station at Tucson
2. Mission San Jose de Tumacacori
3. The harbor at Guaymas, on the Mexican West Coast
4. Prehistoric ruins at Casa Grande
5. Arizona's State Capitol at Phoenix
6. A cattle scene in the Salt River Valley





The Salt River Valley is a prosperous farming region. Ninety thousand acres of long staple cotton produce the highest grade of fibre, which is principally used for automobile tire fabrics. One of the largest cottonseed oil mills in the United States is located here. Alfalfa, grain, vegetables, citrus fruits and deciduous fruits are grown in abundance. Stock raising and dairying are industries of importance. The Roosevelt Dam, eighty miles distant on the Apache Trail, assures the great future of the valley.

This entire region is noted as a resort for winter tourists. A line of the Arizona Eastern extends westward thirty-nine miles through Cashion, Buckeye and other thriving towns to Hassayampa, on the eastern bank of the river of that name. Another line extends southeastward through Tempe, Mesa and Florence into one of the rich mining districts of the State. From Florence can be reached by auto-stage the Casa Grande Ruin National Monument, before mentioned.

Mesa—To Maricopa 34 miles. Pop. 4,000. Alt. 1,273. This thriving city is seven miles east of Tempe and has a wide range of interests. Fruit-growing, stock-breeding and dairying add to the community's wealth and well-being. Eight miles south of Mesa is Chandler, with its excellent tourist hotel, the San Marcos.

Florence, thirty-seven miles from Mesa, is a long-established farming and stock-raising community. From Ray Junction, twenty-nine miles beyond Florence, a branch runs to the mining town of Ray. Hayden, Winkelman and Christmas are also important mining towns.

MAIN LINE

Coming back to the main line of the Sunset Route, we describe the region beyond Maricopa:

Estrella—To New Orleans 1,616 miles. To San Francisco 870 miles. Alt. 1,520. For twenty-five miles our road crosses a spur of the Maricopa Divide.

Gila—To New Orleans 1,635 miles. To San Francisco 851 miles. Alt. 736. A great curve of the river near here is known as the Gila Bend. A large concrete dam across the Gila River will divert water for an extensive agricultural district. This is a grazing country of note and copper is mined in the Santa Estrella Mountains to the north. From Gila, the Tucson, Cornelia & Gila Bend Railway runs south forty-four miles to the thriving city of Ajo, the site of the copper reduction plant of the New Cornelia Copper Co. center of a large mining district.

Sentinel—To New Orleans 1,665 miles. To San Francisco 821 miles. Alt. 686. We are steadily descending now. On the north are the Big Horn, Eagle Tail and Castle Dome Mountains and the Agua Caliente Hot Springs; to the south rise the Sierra Colorado.

Mohawk—To New Orleans 1,698 miles. To San Francisco 788 miles. Alt. 540. A pass surrounded by the cliffs and peaks of the Mohawk Mountains. The giant cactus, the singular sahuaro (pronounced sa-whar-o), abounds in this region, often attaining a height of thirty to fifty feet. Its blossom is the State flower of Arizona.

At Mohawk the Southern Pacific Company has built school rooms to afford educational privileges for children of employes, and there are similar schools at Cambray and other points along this part of the line.

Yuma—To New Orleans 1,758 miles. To San Francisco 728 miles. Pop. 7,500. Alt. 138. Holding a strategic position on the Colorado River, Yuma is an interesting city whose future progress is assured. The Laguna Dam, the levees along the river, the great inverted siphon which carries the water of a main canal under the Colorado—all these are part of a vast Government irrigation system which has brought new life to the Yuma region. This is a good dairying country, the citrus fruits prosper here and dates are successfully grown. The Yuma Valley has 30,000 acres devoted to cotton. Yuma has excellent hotels and deserves a wide fame as a delightful winter resort.

Adjacent to Yuma there are about 45,000 acres of mesa land, a part of which the United States Reclamation Service has already sold to settlers for further extension of citrus fruit area and other forms of agriculture. Several thousand acres of this are already provided with water for irrigation and as the system is carried to completion the remaining 34,000 acres of excellent land will become available for settlement when offered for sale by the Government.

On the bluff opposite the city are the buildings of the Yuma Indian Reservation. In this very place once stood the Spanish mission of La Purisima Concepcion—almost forgotten to history and so isolated in its position that it is seldom reckoned among California's missions. Its existence was indeed brief. Founded by Padre Garces in 1780, this outpost of the Franciscans was destroyed by the Indians the next year and the missionaries were massacred. The Yuma Indians lend a picturesque touch to the place today.

1. Home of the Railway Club at Gila
2. A giant sahuaro near Mohawk
3. Grammar school at Yuma.

4. The Laguna Dam, Yuma Irrigation District
5. The serrated ridge of the Chocolate Mountains
6. Imperial Valley is indeed an Empire of Content

CALIFORNIA

After crossing the Colorado River the traveler is in California. The name is synonymous with scenic beauty. With her mountains, valleys and beaches, her lakes and rivers, her ancient missions and well-built opulent cities, California is rightfully proclaimed the pleasure-ground of the thronging tourists.

NEW LINE TO SAN DIEGO THROUGH YUMA VIA CALEXICO AND EL CENTRO IN THE IMPERIAL VALLEY, AND THE SAN DIEGO & ARIZONA RY.

From Araz Junction, just west of Yuma, a line of the Southern Pacific runs southwest and passes into Lower California, thence skirting the border for 64 miles to Calexico on the American side, with Mexicali across the border to the south. The line then continues north through the fertile Imperial Valley to El Centro, where it connects with the newly constructed and recently opened San Diego & Arizona Railway, which runs west through the scenic Carriso Gorge, the elevation at summit being 3,650 feet. Proceeding through Jacumba Hot Springs the line then re-enters Lower California for 44 miles and proceeds through an interesting country, passing Campo, Tecate and Arguella, and at Tiajuana on the border turns north to San Diego.

In connection with the Southern Pacific "Sunset Route" a through and the shortest line is thus offered between New Orleans and San Diego, and New York City and San Diego—the latter via Southern Pacific's steamer line New York to New Orleans, as well as by rail.

The shortest line between Chicago and San Diego is via the C. R. I. & P. Ry., E. P. & S. W., Southern Pacific and San Diego & Arizona Railway. Over this route passengers are afforded through Pullman service between Chicago and San Diego in connection with "Golden State Limited." Baggage will be checked through without Customs examination.

San Diego—To New Orleans 1,976 miles. To Chicago 2,249 miles. Pop. 74,683. Alt. 12.

Its healthful and equable climate makes San Diego a delightful resort city at all seasons. As a seaport it is rapidly advancing, having one of the natural harbors on the Pacific Coast, and here are found land, water and air activities of almost every branch of the national service.

At San Diego was established the first settlement in California. The Mission San Diego de Alcalá, now in ruins, was here founded by Padre Junipero Serra, on July 16, 1769.

Situated on the Bay of San Diego, the city is backed on the east by mountain ranges and valleys. On the west the promontory of Point Loma juts into the sea, overlapping the low slender peninsula of Coronado, and between the two lies the entrance to the sheltered harbor. In Balboa Park stand fifteen permanent buildings which formed a part of the Panama-California International Exposition. San Diego's hotels include the U. S. Grant and the San Diego in the heart of the city. Many others provide excellent service.

Coronado Beach is on the ocean side of the peninsula across the Bay, connected by a short ferry and electric car-line trip with San Diego. Here is one of California's great all-year pleasure places—the Hotel del Coronado—one of the best known of resort hotels. It stands upon the ocean beach and is surrounded by lawns, flowers and tropical verdure. Nearby are polo fields, golf links and tennis courts. There is noted deep-sea and pier fishing, yachting and motor-boating. There is a popular tent city, open during the summer months, upon the beach nearby.

San Diego is also reached from Los Angeles by rail, being 126 miles to the South.

Mammoth—To New Orleans 1,806 miles. To San Francisco 680 miles. Alt. 255. On entering California from Yuma three mountain tops rise as notable landmarks: to the north is Picacho Peak, square of outline, while to the south is Pilot Knob, with Signal Peak in the far distance, on the Mexican border. The Chocolate Mountains lie to the north.

Niland—To New Orleans 1,824 miles. To San Francisco 662 miles. Below sea-level 130.

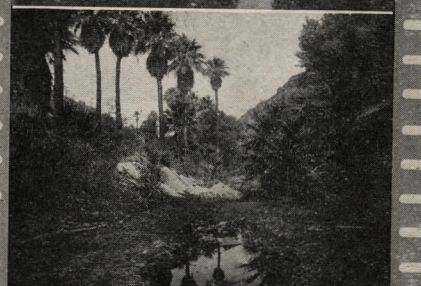
The Imperial Valley lies to the south. A line of the Southern Pacific reaches the valley, running forty miles southerly to Calexico, on the international boundary, thence through Lower California east for sixty-four miles to the main line near Yuma. At El Centro it connects with the San Diego & Arizona Ry. to San Diego.

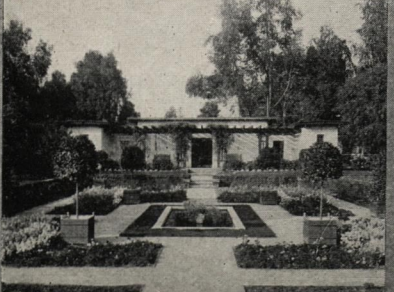
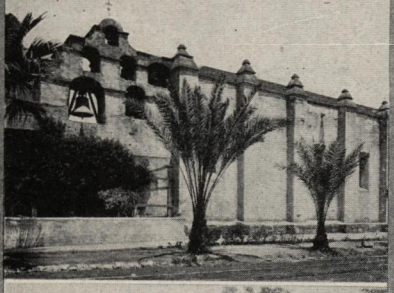
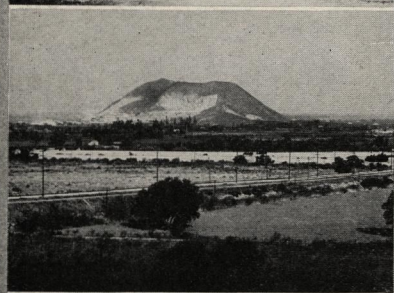
The Imperial Valley—Twenty years ago this flourishing region resembled in appearance the country we have just traversed. Water, diverted from the Colorado River, has transformed the valley into a most prosperous agricultural district, with a population of over 44,000. Its chief towns are Calipatria, Brawley, Imperial, El Centro, Holtville, Calexico and Mexicali.

About 588,000 acres in the valley are under cultivation and 250,000 more are irrigable. Most of the area is below sea-level. Deep, fertile, silty soil and the warm sunshine makes it possible to grow almost any crop with the best results. Cantaloupes and winter vegetables for early market are great profit-makers. The leading products are: Durango long-staple cotton, alfalfa, barley, oats, wheat, milo corn, melons, grapes, hemp, dates, apricots,

1. Cotton grown in California's "Dixie Land"
2. Salton Sea at Sunrise from the railroad
3. Palm Springs, an oasis which welcomes travelers

4. Ancient trees in the wild recesses of Palm Canyon
5. The U. S. Grant Hotel at San Diego
6. Hotel del Coronado on Coronado Beach





olives, grapefruit and honey. Hogs, turkeys, cattle and sheep are raised with great success. About 7,000,000 pounds of butter are shipped out annually and seventy cars of freight leave the valley each day. Its 250,000 acres of cotton and corn have caused the Imperial Valley to be called "The Dixieland of the West."

Lano—Below sea-level 203. Near this station, eight miles west of Niland, and on the south shore of the Salton Sea, are hot mud springs, or craters, emitting steam and sulphurous fumes. They may be reached by auto from Niland.

Salton Sea—To New Orleans 1,854 miles. To San Francisco 638 miles. Below sea-level 264 feet. The basin now occupied by Salton Sea (beside which we ride for nearly 60 miles) was once the head of the Gulf of California, and the shore extended far up between the San Bernardino and San Jacinto Mountains. The Colorado River flowed into the side of the gulf 100 miles below its head, and by degrees the silt of the river bottom formed a delta entirely across the basin, the sandbar finally becoming higher than the level of the gulf, severing it completely and converting its northern end into an inland sea. The river discharged into this inland sea, continuing to build up its delta dam and raising it so far above the gulf that the enclosed water became fresh. Eventually this water evaporated and the basin for years was a bed of salt, but the Colorado broke its banks in 1906 and for a period of about two years poured its entire volume into this depression. The Southern Pacific, by skillful engineering and the expenditure of more than three million dollars returned the run-away river to its old channel.

The Coachella Valley—At Mecca, 1,867 miles from New Orleans and 624 miles to San Francisco, the train enters the verdure-clad oasis of Coachella Valley, a growing rival to its neighbor, the Imperial Valley. All the products of the latter district are grown with success, a notable specialty being dates, which mature to perfection in this warm, dry zone. The valley is irrigated by water flowing from the San Jacinto Mountains, two miles above its level. A Government Experiment Station at Indio is testing almost every variety of date and is encouraging the planting of this rare, fruiting palm. Thermal, Coachella and Indio, are its other progressive towns.

Palm Springs—To New Orleans 1,903 miles. To San Francisco 583 miles. Alt. 680. The park about this station is an oasis of verdure in the brown expanse of drifting sand. Five miles distant are the celebrated Palm Springs.

Whitewater—To New Orleans 1,909 miles. To San Francisco 577 miles. Alt. 1,125. From here automobile stage leaves twice daily for Palm Springs Sanitarium, ten miles distant. This is a health resort with ideal surroundings, clear air and bright sunshine. The mineral hot springs possess wonderful curative properties. The Desert Inn at Palm Springs also provides good accommodations and service. Seven miles southwestward from Palm Springs is Palm Canyon, enfolded in the granite walls of Mount San Jacinto (10,805 feet). The little canyon is filled with ancient palms that seem to grow literally out of the rocks. They are watered by numerous sparkling springs. The age of these tall old palms is estimated at five hundred years, though by what hands they were planted remains a mystery. These trees are the ancestors of almost all the ornamental palms that grace California's gardens and boulevards.

Banning—To New Orleans 1,923 miles. To San Francisco 563 miles. Pop. 1,810. Alt. 2,318. We have climbed from the desert and are near the summit of San Gorgonio Pass, the gateway to the wonderland of southern California. At Banning are grain fields and orchards. North of the pass, in the San Bernardino Mountains, are the great granite peaks of San Gorgonio (11,485 feet) and San Bernardino (10,630 feet), snow-crowned most of the year. These, with Mount San Jacinto to the south, and Mount San Antonio to the west, are the loftiest in southern California.

Beaumont—To New Orleans 1,930 miles. To San Francisco 556 miles. Pop. 857. Alt. 2,558. The air is cool and delightful and the rich soil is well adapted to fruit growing. This prosperous town crowns the San Gorgonio Pass and from here the grade descends through San Timoteo Canyon. Eden Hot Springs, seven miles south in the foothills, is reached by daily auto-stage from Beaumont.

Redlands Junction—To New Orleans 1,947 miles. To San Francisco 539 miles. Alt. 1,194. Redlands, three miles from the junction, lies just over the ridge to the north as we come down the canyon. From Redlands Junction to Los Angeles, over sixty miles, the eye is delighted with a continuous view of groves of oranges and lemons, walnuts and olives, fields of alfalfa, vineyards and orchards of deciduous fruits.

Loma Linda—To New Orleans 1,950 miles. To San Francisco 536 miles. Alt. 1,071. To the left of the track, on a tree-covered hillslope which overlooks the San Bernardino Valley, is the well-known Loma Linda Sanatorium. The great

1. Loma Linda, much visited by seekers after health
2. A mountain of cement at Colton
3. Ontario has attractive public structures

4. An avenue of palms at Pomona
5. Old San Gabriel, the pride of the missions
6. Bungalow home, near Pasadena

"Arrowhead," famous in Indian legendry, is seen on the mountain wall to the east.

Colton—To New Orleans 1,953 miles. To San Francisco 533 miles. Pop. 4,280. Alt. 963. Colton is an important railroad center, with the Sunset Route, the San Pedro, Los Angeles & Salt Lake Route, the Atchison, Topeka & Santa Fe and Pacific Electric lines converging here. Southern Pacific passengers can leave Colton by Pacific Electric Railway for Riverside (eight miles south) San Bernardino (three miles north), and Redlands (twelve miles east). These attractive cities are described in the next section.

A factory town surrounded by orange groves, Colton has packing-houses and the great plant of the Southern Pacific for the pre-cooling of fruit. There are granite and marble quarries here, as well as large cement works.

Bloomington—To New Orleans 1,957 miles. To San Francisco 529 miles. Alt. 1,082. Long a sandy waste, this land was once considered worthless. Orange and olive groves now abound. About Cucamonga and Guasti are extensive vineyards, one of which covers 4,000 acres. Rialto, two miles north, is a celebrated orange district.

Ontario—To New Orleans 1,971 miles. To San Francisco 515 miles. Pop. 7,280. Alt. 980. Enriched by successful horticulture, Ontario is one of the most charming communities in the Southland. A wonderful boulevard is Euclid Avenue, broad and tree shaded, running from the mountains clear across the valley to the hills beyond Chino. North of Ontario is the little city of Upland. The neighboring peaks are buttresses of Mount San Antonio (10,080 feet), the highest point in the Sierra Madre. It may be ascended by a scenic auto road.

Pomona—To New Orleans 1,977 miles. To San Francisco 509 miles. Pop. 13,505. Alt. 855. A beautiful city, named and famed for its fruit, Pomona is surrounded for miles by orchards of oranges and lemons, figs and olives, deciduous fruits, almonds and walnuts. Its churches are beautiful. Just beyond Bassett we cross the San Gabriel River.

Puente—To New Orleans 1,991 miles. To San Francisco 495 miles. Alt. 320. Many cars of fruit, beans and walnuts are shipped from this town in the heart of San Gabriel Valley.

El Monte—To New Orleans 1,998 miles. To San Francisco 488 miles. Pop. 1,284. This is a great vegetable district, from which hundreds of cars of produce are shipped to all parts of the United States each year.

San Gabriel—To New Orleans 2,000 miles. To San Francisco 486 miles. Pop. 2,640. Alt. 409. This is a quaint old town in a rich farming community. A short distance from the station stands ancient Mission San Gabriel, founded September 8, 1771, the fourth in California. The mission is pleasing and distinctive in its architecture; the interior is well preserved and contains many venerable relics. One of the most prosperous of the Franciscan establishments, San Gabriel was known throughout the length and breadth of California as the "Pride of the Missions." It is now famous for its Mission Play.

Alhambra—To New Orleans 2,002 miles. To San Francisco 484 miles. Pop. 9,008. Alt. 446. We near the Sierra Madre and may see clearly to the north Mount Wilson with its observatory. Farther on is Mount Lowe. Pasadena, crown city of the San Gabriel Valley is reached from Shorb by the Pacific Electric line.

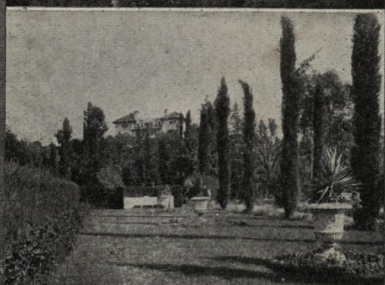
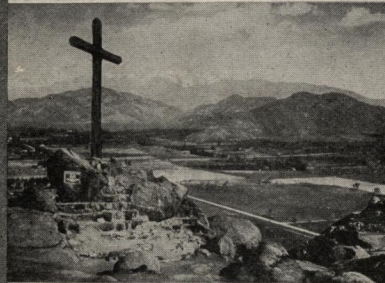
Part the Fifth—LOS ANGELES AND ROUNDABOUT

Los Angeles—To New Orleans 2,010 miles. To San Francisco 476 miles. Pop. 576,673. Alt. 260. Known as the ideal tourist city, not the least of the attractions of Los Angeles is its picturesque situation. This metropolis of southern California is built upon the broad plains which slope seaward from the foothills of the Sierra Madre. Los Angeles is renowned the world over for its balmy climate. But climate alone has not caused the upbuilding of this immense city, with its energetic inhabitants. Los Angeles owes much of its phenomenal growth to its central position in a vast and fertile region which has received intensive development, a large share of its prosperity having been derived from the great citrus fruit industry. Essentially a city of homes, Los Angeles has become of late years a large manufacturing center. The improvement of Los Angeles Harbor, on San Pedro Bay, has increased its commercial importance. Climate, soil, strategic location and the energy of its citizens have all combined to raise Los Angeles in thirty years to a great city, alive with progress. Many motion picture companies have their establishments in or near Los Angeles.

1. Busy Broadway, from Eighth Street
2. The Times Building, Los Angeles
3. Central Park, one of the city's beauty spots

4. The City Hall is a handsome and substantial structure
5. Los Angeles is approaching the City Beautiful ideal
6. One of Pasadena's homes, with its wealth of verdure





The first settlers, who came here in 1781, called the place "Nuestra Senora la Reina de los Angeles" (Our Lady the Queen of the Angels). The Spanish pueblo grew but slowly and even after a century of existence the city had only twelve thousand inhabitants. Then the marvelous development began and the population increased rapidly.

Surely it is no hard task to discover why the welcome tourists flock to this city of the Southland. The attractions are so many and varied that here only the chief ones may be noted. The residence sections with their air of refinement, the modern business district with its skyscrapers, its theatres and its wonderful array of hotels; the public buildings, the museums and art galleries, the twenty-two public parks, the tree-lined avenues, the old mission church, the picturesque foreign quarters, notably Chinatown and "Sonora Town," where the Mexican inhabitants reside—these are only a few of the things which will interest the visitor.

The climate has been praised by the poet and the statistician bears him out, showing that the average temperature is sixty-two degrees, and that Los Angeles has over three hundred clear days in the year. And despite this mild climate, there is no lack of variety in southern California. Almost any day during the winter you may take a morning plunge in the ocean at one of the nearby beaches, within two hours pick oranges and roses at Pasadena and two hours later be amidst the snow at Alpine Tavern on Mount Lowe.

One of the most notable engineering works ever undertaken by a municipality is the Los Angeles Aqueduct. The water of the Owens River, flowing at the eastern base of the Sierra Nevada, is brought by this aqueduct 240 miles, to irrigate fields, drive dynamos and to quench the thirst of the thousands.

The scenic region about Los Angeles is one of endless charm. With the city as a starting-point the traveler may spend many delightful days in visiting the fifty cities and towns which may be considered suburbs of Los Angeles. Fine paved auto roads lead in all directions and afford much enjoyment to the motorist. The land is so thickly settled that it is difficult to determine where the town ends and the country begins. In the following pages may be found some description of this great region—north, east, south and west.

The orange region adjoining Los Angeles can be quickly, comfortably and cheaply visited by the Pacific Electric Ry., excursion cars running daily. The beaches and mountain resorts near the city may be visited in same manner.

NORTH OF LOS ANGELES

Pasadena—To Los Angeles 12 miles. Pop. 45,354. Alt. 826. This is a place of beautiful homes, surrounded by velvety lawns and gardens of lovely semitropical growth. Pasadena, made famous by residential districts such as Oak Knoll, Orange Grove Avenue and San Rafael Heights, has been termed the home of millionaires. Here climatic conditions are almost ideal throughout the year. As a winter resort Pasadena is famed the whole world round and each New Year's Day is held the "Tournament of Roses," with its mimic battle of flowers. The leading tourist hotels—the Raymond, the Maryland, the Huntington, the Vista del Arroyo and the Green—are luxurious in their equipment and service. There are other more moderate hotels, yet all are comfortable, refined and well appointed.

Roundabout Pasadena are golf links, polo grounds, country clubs, and automobile boulevards which make it a delightful place of residence or sojourn. At South Pasadena is an interesting ostrich farm. To the northward is Altadena at the foot of the mountains, amid poppy fields worth going far to see.

Frequent electric cars connect at Shorb and Los Angeles with Southern Pacific trains, and passengers and baggage are taken direct to Pasadena.

Mount Lowe—Alt. 6,000. From Pasadena an electric railway and cable incline reach Echo Mountain. Wonderful panoramas outspread as the ascent is made. Beyond Echo Mountain the electric road winds its way to the picturesque Alpine Tavern, five thousand feet above sea-level. The summit of Mount Lowe, a thousand feet higher, is reached by trail.

Mount Wilson—Alt. 6,000. This mountain lies southeast of Mount Lowe, its summit being reached by an automobile road. Here is located the Mount Wilson Solar Observatory, established in 1904 by the Carnegie Institution of Washington, D. C., and ranking high among the astronomical laboratories of the world. The largest of all telescopes is now installed at this observatory.

Monrovia and Duarte—The fourteen mile-trip from Shorb to these pretty orchard towns leads through avenues of orange trees, with the slopes of the Sierra Madre rising to northward.

EAST OF LOS ANGELES

Lying to the east of Los Angeles is a fertile territory, part of which we have described as we traversed it on the Sunset Route. A little way from the main line, however, lie pleasant communities whose delights cannot be passed over.

1. The Alpine Tavern on Mount Lowe
2. California's Mission Inn—the Glenwood, at Riverside
3. The vista from Mount Rubidoux
4. An orange grove at Riverside
5. The Arrowhead Hot Springs, near San Bernardino
6. A typical home at Redlands

Riverside—To Colton 8 miles. Pop. 19,341. Alt. 868. Riverside lies in the beautiful Santa Ana Valley, set about by mountains. Stretching away from the city for miles are rank on rank of fruit trees and Riverside itself seems a great orange grove. Its broad avenues are bordered by magnolias, pepper-trees and palms, and the public buildings would do credit to a much larger city.

One of its beauty-spots is the unique Glenwood Mission Inn, only one block from the Southern Pacific station. The architecture follows closely the old mission lines, with wide cool porticos, high bell-towers, tiled floors and arched cloisters, all built about a spacious patio, filled with flowers. In the patio of the inn is an old orange tree, brought from Bahia, Brazil, in 1870, one of the two trees from which sprang the millions of navel orange trees in California. The other parent tree is on Magnolia Avenue, Riverside.

A famous landmark of Riverside is Mount Rubidoux, surmounted by a cross dedicated to the memory of Padre Junipero Serra.

San Bernardino—To Colton 3 miles. Pop. 19,381. Alt. 1,030. A manufacturing and mercantile city of importance. It is the center of a highly prosperous fruit-growing district and is the home of the annual National Orange Show. Here is the seat of government for San Bernardino County, the largest county in area in the United States, equal to twenty Rhode Islands.

Electric railways and automobile stages make easily accessible all the San Bernardino mountain resorts, such as Squirrel Inn, Pine Crest, Little Bear Valley, Big and Little Bear lakes, Harlem Hot Springs and Urbita Hot Springs. The "Drive for One Hundred Miles on the Rim of the World" leads through these mountains by a grand scenic route. The famous Arrowhead Hot Springs, beneath the point of the gigantic arrowhead, are now the property of the U. S. Government and used as a sanitarium for service men. These are among the hottest springs in the world.

Redlands—To Redlands Junction 3 miles. Pop. 9,781. Alt. 1,334. This delightful city in the midst of the orange groves is reached from Colton by the Pacific Electric Railway.

The setting of Redlands is pleasantly distinctive, with beautiful homes, shaded avenues and parks filled with greenery. Its show-place is Smiley Heights, noted for wonderful landscape gardening effects and vistas of mountain, canyons, and orchards. The University of Redlands occupies a group of handsome buildings on a well-situated campus.

All the surrounding region is immensely fertile, and sends out heavy shipments of citrus fruits. Yucaipa Valley, in the nearby uplands, produces superior apples.

Chino—To Ontario 5 miles. Pop. 2,182. Alt. 513. Chino is the halfway point on a ten-mile loop line that extends from Ontario to Pomona. Until recently a great cattle ranch, artesian water has converted this into a rich agricultural district.

From Pomona another loop reaches Lordsburg, San Dimas and Covina.

Covina—To Los Angeles 23 miles. Pop. 4,738. Alt. 565. One of the largest fruit-shipping points in the State, Covina is known especially for the excellence of its oranges, and as the center of the berry district of Los Angeles County.

SOUTH OF LOS ANGELES

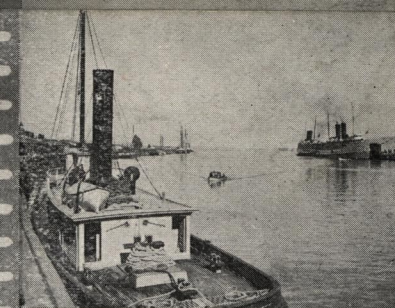
The great coastal region which lies south of the city of Los Angeles is one vast garden-plot, bordered on the one side by towering mountain peaks and on the other by broad, smooth beaches reached by the frequent service of the Pacific Electric Railway. Near at hand are Long Beach and San Pedro. Farther southward are Whittier, Santa Ana and Newport, while a four hours' rail journey brings the traveler to San Diego.

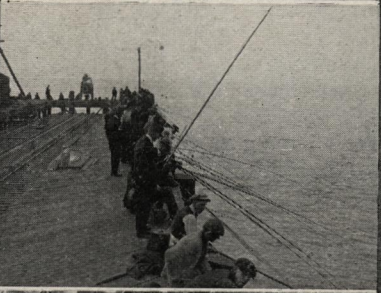
Long Beach—From Los Angeles 21 miles. Pop. 55,503. Alt. 24. This attractive city is increasing rapidly in population and commercial importance. It is a substantial community of homes, with a climate which makes it a favorite summer and winter resort. The beach here is broad and gently sloping, affording unsurpassed sea-bathing.

Long Beach has excellent hotels, notably the Hotel Virginia, overlooking the surf, one of the largest and handsomest hostelrys in the West. There is thirty-minute service between Long Beach and Los Angeles via Pacific Electric Ry.

San Pedro—(Los Angeles Harbor)—From Los Angeles 23 miles. Pop. 21,450. Alt. 12. Here is a harbor very important to the commercial life of southern California. The Government has built a breakwater, eleven thousand feet in length, far outside the port, converting this into one of the best anchorages on the Pacific Coast. An ample inner harbor has been constructed and San Pedro is now the port of Los Angeles and an incorporated part of the city. Ship building activities have greatly added to the industrial importance of San Pedro.

1. Los Angeles Harbor, on San Pedro Bay
2. Hotel Virginia at Long Beach faces the Pacific
3. Surf bathing at Long Beach
4. Avalon, on the magic isle of Santa Catalina
5. The deep water divers are here in their element
6. A yachting trip gives promise of much pleasure





Santa Catalina Island—To San Pedro 24 miles. Avalon, on the island of Catalina, is reached from San Pedro by a two hours' steamer trip. This resort has a captivating individuality. Where the shore of Avalon Bay curves gracefully inward the clear waters are as calm as a fishpond. More than a fishpond is this wonderful, natural aquarium with its sea-life swishing through submarine gardens. You may view this world under water from glass-bottomed boats. It is a fairyland of fragile beauty, and the water is as clear as the atmosphere. Fishing in deep water for tuna, yellowtail and swordfish is famous sport. There are excellent accommodations and service at the new Hotel St. Catherine, and other hotels and popular tent cities also well provide for visitors.

Whittier—From Los Angeles 20 miles. Pop. 7,993. Alt. 240. This is a prosperous city in the center of the orange and lemon groves. It is the seat of a college maintained by the Society of Friends. A State Industrial School is also located here.

Santa Ana—From Los Angeles 33 miles. Pop. 19,823. Alt. 134. Santa Ana is the attractive county seat of Orange County. Its prosperity is due to the fertility of the soil in the country surrounding, which grows a wide range of products, citrus fruits leading. There are large vineyards in this district and many dairy farms. Close to Santa Ana are immense beet-sugar factories. Nearby towns are Orange, Anaheim, Tustin and Fullerton, the latter an important center of oil production.

Newport—From Los Angeles 45 miles. Newport is a delightful seaside resort where a sand peninsula reaches out between the ocean and the placid waters of Newport Bay. The excellent hotels, the pleasure pier and its boating, bathing and fishing make Newport most attractive.

Del Mar—From Los Angeles 103 miles. Its name is Spanish for "The Sea," beside which it is situated. The Stratford Inn is a charming stopping place.

San Diego—(For San Diego see page 13).

WEST OF LOS ANGELES

Hollywood—The home of many large motion picture companies, is just thirty minutes ride by Pacific Electric Railway trains from the heart of Los Angeles. Beautiful homes and gardens are everywhere. Visitors may here see "Movies in the Making," and thousands annually avail themselves of this unique opportunity.

Santa Monica—From Los Angeles 17 miles. Pop. 17,000. Alt. 41. This, with Ocean Park, is a pretty suburban residence place, situated on the shore of the Pacific with splendid bathing beaches. To the northward are the Santa Monica Mountains. The fine boulevards about the town are popular as courses for auto races.

Venice—From Los Angeles 15 miles. Pop. 10,385. This seaside city resembles the "Queen of the Adriatic," with its lagoons and canals and arcades. The same effect is carried out at Ocean Park, which is close by. Both Venice and Ocean Park have bathing beaches, pavilions, hotels and many attractive villa homes.

Playa Del Rey—From Los Angeles 17 miles. On the coast, two miles south of Venice, this resort is well called by a Spanish name signifying the "beach of the king." A broad lagoon at Playa Del Rey affords excellent boating and bathing.

Redondo Beach—From Los Angeles 24 miles. Pop. 4,913. A resort city and commercial port of prominence. It has one of the largest hot salt plunges in the world, with a continuous flow of pure sea-water, pouring from a fountain in the bath-house. A fine hotel is here, and from the Esplanade which skirts the high bluff an inspiring panorama is seen. Nearby is the famous Moonstone Beach.

Part the Sixth—THE COAST LINE

LOS ANGELES TO SAN FRANCISCO

The Southern Pacific follows northward up the coast practically the same route as that taken by the early Franciscan friars on their journeys from mission to mission. This has been called "The Road of a Thousand Wonders." All this coast region has a climate scarcely to be equaled and the vistas of mountains, sea and shore are a never-ending delight.

Burbank—To New Orleans 2,022 miles. To San Francisco 463 miles. Alt. 555. Two miles beyond the city limits of Los Angeles, Burbank occupies a commanding position in the foothills of the Verdugo Mountains. This is an important junction.

1. Upon the silver sands of Santa Monica
2. All the time is play-time at Ocean Park
3. Like another Venice, though the waters here are bluer

4. Fisherman's luck at Redondo
5. A drive through eucalyptus trees, Oxnard
6. The wild beauty of Matilija Canyon

point; the Coast Line of the Southern Pacific diverges here, while the inland route to San Francisco passes on up the San Fernando Valley.

Chatsworth—To New Orleans 2,040 miles. To San Francisco 446 miles. Alt. 925. Ascending the grade over the San Fernando Mountains the train here passes through the Santa Susana tunnel, the gateway to the Santa Clara Valley of the South. Lankershim, Van Nuys and Owensmouth are centers of recent agricultural development on a branch line from Burbank to Chatsworth.

Oxnard—To New Orleans 2,077 miles. To San Francisco 408 miles. Pop. 3,177. Alt. 45. This busy little city is a center of beet-sugar production and the sugar factory here is one of the largest in the country. The surrounding farming region has specialized in beans, beets, walnuts and grain. The Santa Clara River is crossed two miles beyond Oxnard.

Montalvo—To New Orleans 2,082 miles. To San Francisco 403 miles. Alt. 88. Here we get our first glimpse of the ocean. Montalvo is called after the early Spanish author in whose novel the name California first appeared, as that of a fabulous island famed for its gold and beautiful women. What is known as the Saugus Loop (see page 26) connects with the Coast Line here.

Ventura—To New Orleans 2,087 miles. To San Francisco 398 miles. Pop. 4,342. Alt. 43. Ventura is a pleasant city beside the sea, with the San Rafael Mountains to its back. The temperate climate and the excellent beach make this an all-the-year-round resort. The Channel Islands rise on the horizon to the west and south. Mission San Buenaventura, founded in 1782, stands near the center of the city and is still used as the Roman Catholic parish church. The mission may be seen from the car window if the passenger looks to the east.

A short railroad journey of fifteen miles from Ventura takes the traveler to the Ojai Valley, a picturesque place of waterfalls, deep-slashed canyons and bubbling hot springs. In this mountain valley, with its perfect climate and park-like landscape, is the town of Ojai with two comfortable hotels affording good service. Ojai is the seat of the model Thatcher School for boys. In the wild Matilija Canyon, nearby, are Wheeler's Hot Springs and Matilija Hot Springs.

Carpinteria—To New Orleans 2,104 miles. To San Francisco 381 miles. Pop. 400. Alt. 7. The biggest grape vine in the world flourishes here. Its base circumference is 9 feet. Its immense growth is a tribute to California's soil and climate.

Summerland—To New Orleans 2,109 miles. To San Francisco 376 miles. Alt. 5. At this place oil is pumped from the sands beneath the ocean, the derricks reaching out beyond low water mark.

Miramar and Montecito Proceeding, we pass through Miramar, a place of summer cottages, amidst palms and flower gardens and with an attractive bathing beach. Nearby is Montecito, with charming villa homes, a clubhouse and golf links.

Santa Barbara—To New Orleans 2,115 miles. To San Francisco 371 miles. Pop. 19,441. Alt. 7. Santa Barbara is famous throughout the world for its equable climate and matchless scenery. Situated on a gentle slope at the base of the foothills of the Santa Ynez range, the city looks toward the blue waters of the channel between the mainland and the islands beyond. As an all-year health and seaside resort Santa Barbara is distinctive, and "second to none." It is a city of beautiful homes, embowered in flowers; indeed, Santa Barbara is virtually one vast park, with a marvelous diversity of greenery.

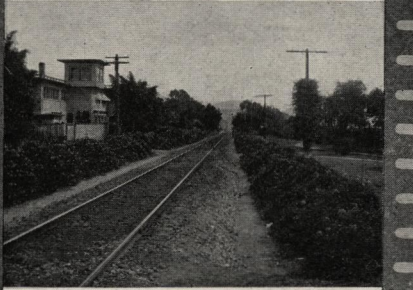
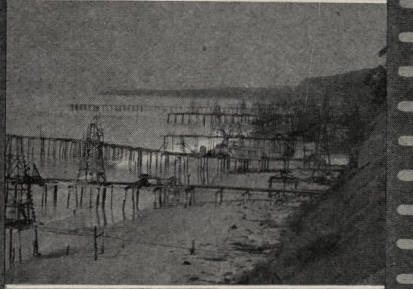
The city's history dates back to 1782, when the Presidio was founded. The mission was established in 1786. Mission Santa Barbara, two miles from the ocean, is the most visited of the structures built by the padres. It is constructed of massive stone that will last for ages and its architecture is a perfect example of the mission type.


Santa Barbara has comfortable and luxurious hotels. The largest are the Hotel Ambassador and the Arlington, the one close to the beach and the other near the center of the city, surrounded by beautiful grounds. El Mirasol and El Encanto are bungalow hotels with excellent service.

This coast trip is one of the finest parts of the Sunset Route. The line runs mainly fifty to two hundred feet above the breakers along shelving cliffs, buttresses of the Santa Ynez Mountains, with commanding views over the sparkling Santa Barbara Channel.


1. The world's greatest grapevine, at Carpinteria
2. Where oil is pumped from beneath the water, Summerland
3. Amidst the villa homes of Miramar

4. Santa Barbara Mission, best preserved of them all.
5. The Ambassador Hotel fronts the beach.
6. The Arlington Hotel and its stately palms.

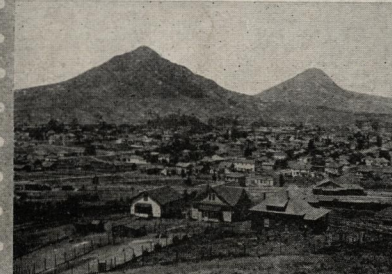





The chain of romantic islands that marks the Channel's outer limits comprises, in sequence from east to west, Anacapa, Santa Cruz, Santa Rosa and San Miguel. Juan Rodriguez Cabrillo, first to explore the California coast, was buried on the island of San Miguel, January 3, 1543. The mountains north of our route are the loftiest in this part of the Coast Range, Santa Ynez Peak rising 4,292 feet.




Goleta—To New Orleans 2,122 miles. To San Francisco 363 miles. Alt. 37. From here may be reached the Santa Ynez Mission, near the river of the same name. It was founded in 1804. On the journey to this fine old mission the mountains are crossed by the grand San Marcos Pass. The old olive groves at Ellwood, just beyond Goleta, were among the first planted in southern California.




Concepcion—To New Orleans 2,160 miles. To San Francisco 325 miles. Alt. 108. To the left bold Point Concepcion reaches out into the Pacific, its lighthouse on a rocky ledge 220 feet above the whitening waves. This headland marks a decided change in the coast line and in the trend of the mountain ranges, giving to the Santa Barbara region its southern exposure and a consequent balminess of climate.



Surf—To New Orleans 2,183 miles. To San Francisco 303 miles. Alt. 45. At Surf the train halts on a shelf just above the crashing breakers. This region presents magnificent panoramas of mountain and seashore. A branch line extends inland from the junction to Lompoc.



Lompoc—To Surf 10 miles. Pop. 1,874. Alt. 937. Situated in a blooming valley, Lompoc is favored with a climate in which sea and mountain air are delightfully blended. The region is notable for producing one-half of all the mustard used in the United States, as well as a large production of beans. Within the city limits are the ruins of old La Purisima Concepcion Mission. About five miles across the Santa Ynez River is the newer mission of Santa Ynez. In vicinity is a mountain of infusorial earth which is mined and widely shipped for use in insulating walls of buildings, refrigerators, steam pipes, etc.



Guadalupe—To New Orleans 2,209 miles. To San Francisco 277 miles. Pop. 485. Alt. 79. Guadalupe is the center of a thriving farm and dairy country, producing large crops of beans, sugar beets, and barley. It is the shipping point for the Santa Maria Valley. A five-mile branch freight railway runs to Betteravia, where a large beet-sugar factory, may be seen from the main line south of Guadalupe. Santa Maria, ten miles from Guadalupe, is a highly prosperous and enterprising city, reached by electric railway. The Santa Maria oil-fields are among the greatest in the West.

Oceano—To New Orleans 2,220 miles. Pop. 210. Alt. 17. This is the entrance of the rich Arroyo Grande Valley, where acres of sweet peas in bloom mingle their scent with the salt tang of the sea. The valley, also, has grain farms and orchards.

Pismo—To New Orleans 2,223 miles. To San Francisco 263 miles. Alt. 25. El Pismo Beach is one of the finest in California. Seventeen miles long and packed hard by the waves, it is a favorite automobile course. Cottages, a tent city and a pleasure pavilion make the place popular as a resort.

San Luis Obispo—To New Orleans 2,234 miles. To San Francisco 252 miles. Pop. 5,805. Alt. 237. San Luis Obispo is a city of substantial prosperity, situated in a strikingly beautiful country. The two strange pyramidal mountains that rise back of the city suggested the points of a bishop's mitre to the early Spanish padres, causing them to name this place after St. Louis, Bishop of Toulouse. In the very heart of the city are the ruins of the mission which Padre Junipero Serra consecrated on September 1, 1772. The State Polytechnic School at San Luis Obispo is one of the best Western institutions of its kind, furnishing free instruction in the industrial arts. Port San Luis, on the ocean, is seven miles distant; it is a great oil-shipping port, connected by pipe-lines with the oil-fields of the San Joaquin and Santa Maria valleys. Close by are the popular San Luis Sulphur Springs. The coast hereabout is remarkable for its arch rocks, sea-caves and old beach terraces.

From San Luis Obispo our route leads through the Santa Lucia Mountains by the Cuesta Pass, about 1,500 feet at its summit. The scenery changes from the park-like reaches of the lower slopes to the wilder grandeur of the rugged highlands. The grade is conquered by a succession of loops, and "Horseshoe Curve" is especially notable.

1. The Coast Line overlooks the crashing breakers
2. The remarkable Arch Rock at Pismo
3. San Luis Obispo, with its pyramid hills

4. State Polytechnic School, San Luis Obispo
5. The sunny slopes of the Santa Lucia Mountains
6. Paso Robles Hot Springs. America's most famous spa

Atascadero—To New Orleans 2,258 miles. To San Francisco 228 miles. Pop. 3,000. Alt. 860. The Atascadero Colony embraces 23,000 acres of fertile lands, including valley and rolling hills, large areas being planted to fruit trees. This is a new project, established in 1914. Its handsome administration and business buildings form a civic and industrial center. The surrounding hills are dotted with many attractive villas and bungalows. The Atascadero Inn provides good service.

The Cloisters, a new seaside hotel on Atascadero Beach, Morro Bay, is reached by auto-stage from San Luis Obispo, Atascadero and Paso Robles.

Templeton—To New Orleans 2,264 miles. To San Francisco 222 miles. Alt. 772. The town is situated on a slight eminence overlooking the Salinas River, whose course will be followed for about one hundred miles until Monterey Bay is reached.

Paso Robles Hot Springs—To New Orleans 2,269 miles. To San Francisco 216 miles. Pop. 1,050. Alt. 721. The springs are among the most famous in the world, and justly so. The Indians brought their sick here even from far-off Texas and the red men guided the early pioneers to these waters as to a fountain of youth. During the last half century they have cured and relieved thousands. Hotel El Paso de Robles faces an attractive floral park, adjacent to the railway station. The first floor of the hotel connects with a finely equipped bath-house and plunge by an arched passageway. A new model bath-house for mud treatment has an interior of porcelain and marble. This establishment supplies every method of treatment found beneficial.

Paso Robles is the center of new and extensive development in almond culture.

San Miguel—To New Orleans 2,279 miles. To San Francisco 207 miles. Alt. 615. West of the track is seen old Mission San Miguel, founded by Padre Lasuen, July 25, 1797. The solid walls of the chapel were built by Spanish soldiers and Indian neophytes.

King City—To New Orleans 2,322 miles. To San Francisco 164 miles. Pop. 1,045. Alt. 331. A progressive city with good and comfortable hotels. Its prosperity is due to the increasing agricultural activities of a productive surrounding country. To the southwest, not far distant, is Mission San Antonio de Padua, founded July 14, 1771. Architecturally, the mission is impressive and its site is considered the most beautiful of all, with Santa Lucia Peak rising at its back.

Soledad—To New Orleans 2,342 miles. To San Francisco 144 miles. Pop. 450. Alt. 180. A few crumbling walls standing alone in the fields mark the location of the mission of Nuestra Señora de la Soledad (Our Lady of Solitude), which the padres founded here on the ninth day of October, 1791.

The Paraiso Hot Springs are reached by stage from Soledad in little more than an hour. The Franciscan friars were the first to enjoy this restful region.

Vancouver's Pinnacles—A 12-mile auto drive to the east from Soledad leads to these (National Monument) remarkable formations of volcanic origin, a real wonderland of fantastic peaks and domes and turrets, riven cliffs of granite, and gorges roofed over with immense rock masses. The walls of many of the pinnacles rise over a thousand feet high. Vancouver, the famous English navigator, visited this wilderness of rocks while exploring for his Government in the year 1792. They are also reached by auto from Hollister.

Gonzales—To New Orleans 2,313 miles. To San Francisco 135 miles. Alt. 127. A rich alfalfa and dairying district. Large condensed milk plant. The Alpine Inn is a new and comfortable hotel.

Salinas—To New Orleans 2,368 miles. To San Francisco 118 miles. Pop. 4,308. Alt. 41. The seat of government of Monterey County, Salinas is a place of commercial and industrial importance. The surrounding farming region is noted especially for its potato production, the "Salinas Burbank" being considered a superior variety. Four miles from the city is the immense Spreckels beet-sugar factory. Every July is held at Salinas "The Rodeo," a Wild West carnival, and during the "Big Week" the city is thronged with visitors. Tassajara Hot Springs are 60 miles from Salinas by auto-stage. We are now near the head of the Salinas Valley, whose length we have traversed. The wooded slopes to the west are those of the Sierra Santa Lucia, while the peaks to the east are the Gabilan Mountains, spurs of the Coast Range.

Del Monte Junction—To New Orleans 2,380 miles. To San Francisco 110 miles. Pop. 641. Alt. 16. From Del Monte Junction a line of the Southern Pacific extends southward to Hotel Del Monte, Monterey and Pacific Grove. Carmel-by-the-Sea is reached from Monterey.

1. Mission San Miguel, whose walls have stood since 1797
2. San Antonio de Padua Mission, 1771, near King City
3. Vancouver's Pinnacles, a weird region of granite crags

4. A beet-sugar refinery at Salinas
5. The world-renowned Hotel Del Monte
6. The lone cypress of Midway Point, on Seventeen-Mile Drive

A TRIP INTO THE MONTEREY COUNTRY

Visitors to California should not fail to see the delightful region about Monterey, for probably no part of the State is so rich in historic and romantic associations and in scenic interest.

Del Monte—To Del Monte Junction 15 miles. To San Francisco 125 miles. Alt. 25. Hotel Del Monte is one of the most famed of American hostleries. Here you may see what is possible of achievement in combining luxury and comfort. More than a quarter of a century of landscape gardening has created the 125 acres of lawns and flower beds. Hotel, cuisine, service, the driveways, the golf links and polo grounds, the tennis courts, the beach and the Bay of Monterey, the serene air—all combine to make this place ideal for rest and recreation.

From Del Monte the Seventeen-Mile Drive circles the Monterey Peninsula along the border of the sea, past sloping shingle and rocky headland, and through groves of weird, flat-topped cypresses, whose like are to be found only in Palestine. Del Monte Lodge, on Pebble Beach, is a stopping place along the Drive, and gives excellent service.

Monterey—To Del Monte Junction 16 miles. To San Francisco 126 miles. Pop. 5,479. Alt. 10. Old Monterey is one of the most picturesque and distinctive cities in all the country. To the tourist it is of unending interest because of its quaint old-world atmosphere and romantic associations. This was the first capital of California and there are here a great number of ancient adobe houses, relics of the early days. Of particular interest are the old Custom House on the bay shore, the venerable San Carlos church and the place where Robert Louis Stevenson lived. The Presidio of Monterey is a large military post. Salmon-fishing is an important industry, as is also the canning of sardines.

The first to explore this region was Sebastian Vizcaino. He discovered the Carmel River on December 14, 1602, naming the stream in honor of some Carmelite priests who were with his expedition. On the 16th of December he rounded Punta de los Piños (Pine Point) and landed where the city now stands, naming the place after his patron, the Count de Monterey, viceroy of Mexico. On June 3, 1770, Padre Junipero Serra founded Mission San Carlos Borromeo near the beach of Monterey, but a short time afterwards the site was moved five miles east to the banks of the Carmel River. At Monterey is the ancient parish church of San Carlos.

Pacific Grove—To Del Monte Junction 18 miles. To San Francisco 128 miles. Pop. 2,970. Alt. 47. Situated on the tree-covered hills and rocky cliffs of the outer peninsula, Pacific Grove is popular as a summer and winter resort and each successive season thousands flock to enjoy the quiet pleasures of its sheltered beaches. The city is a convention center for religious associations and is the seat of the California Chautauqua. At Pacific Grove is the marine laboratory of the Leland Stanford Junior University, the work of this department taking deservedly high rank in its educational researches. Delightful hours may be spent among the great rocks of Point Piños, where the ocean waves break ceaselessly. There is a comfortable hotel for visitors.

On the coast just beyond Pacific Grove is Asilomar, a summer camping ground operated under the direction of the Young Women's Christian Association.

Carmel-by-the-Sea—To Monterey 5 miles. Reached by a pleasant five-mile drive from Monterey or Pacific Grove, this celebrated artist colony is situated among the lovely Carmel hills, overlooking the valley and the bay. In its Forest Theatre plays are held in the open air. The Pine Inn and La Playa are good hotels.

In the Carmel Valley at the foot of the town is the Mission San Carlos Borromeo del Carmelo. Padre Junipero Serra loved this best of all his missions and was buried in its chancel. The Mission, one of the most attractive of the Franciscan structures, was founded in 1771.

Four miles south of Carmel and reached by auto-bus from Monterey is Highlands Inn, a most attractive bungalow hotel and cottages, built high on the timbered bluff overlooking the Pacific Ocean.

MAIN LINE

Returning now to the main line, on our way to San Francisco:—

Watsonville Junction—To New Orleans 2,390 miles. To San Francisco 100 miles. Pop. 100. Alt. 22. Here is the junction point for the trip to Watsonville and Santa Cruz (described later). Watsonville is in the fertile Pajaro Valley, famous for its apples. At Chittenden, the next station, are Pajaro Hot Springs.

1. The old custom-house in historic Monterey
2. Sherman's headquarters, at Monterey
3. Along the shore at Pacific Grove

4. Carmel Mission, where rests Padre Junipero Serra
5. The new high school at San Jose
6. Lick Observatory, on the summit of Mount Hamilton

Sargent—Situated in a picturesque little valley, San Juan is an interesting town, typical of California in the Spanish days. It was a prominent place during the Mexican War. Mission San Juan Bautista, on the plaza, is still in use as a parish church, though founded in 1797. On Fremont's Peak, back of the town, the American flag was first raised in California by Captain John C. Fremont, March 4, 1846. It may be reached by auto-stage from Sargent, distance 6 miles. The Old Mission Portland Cement plant is at San Juan.

Gilroy—To New Orleans 2,410 miles. To San Francisco 81 miles. Pop. 2,812. Alt. 192. This little city is at the southern end of the rich Santa Clara Valley, one of the great fruit-growing sections of the State. The valley is particularly famous for its prunes, and the production is immense. Fourteen miles distant from Gilroy in the mountains to the east are the Gilroy Hot Springs.

Morganhill—To New Orleans 2,420 miles. To San Francisco 71 miles. Alt. 500. Morganhill is an orchard town in a picturesque part of the valley where a strange lonely peak dominates the landscape.

San Jose—To New Orleans 2,440 miles. To San Francisco 47 miles. Pop. 39,604. Alt. 85. San Jose is the metropolis of the fruitful Santa Clara Valley. It ranks high as a place of residence and has been well named the "Garden City." The business section is attractive and there are noteworthy public buildings. Besides being a manufacturing center of importance San Jose is made prosperous by its fruit-packing industry. From this point are sent out vast shipments of prunes, peaches, plums, pears, apples, table grapes, nuts, berries, seeds and vegetables. There are immense fruit canneries here. Although not a mission town, San Jose is a historic city. It was founded in 1777, the first pueblo in Alta California. San Jose is noted as an educational center and within its limits are the State Normal School, Notre Dame Academy, and College of the Pacific. In addition to its good commercial hotels the Hotel Vendome, in attractive grounds, provides well for visitors.

Alum Rock Springs, in a canyon playground of one thousand acres, with sixteen mineral springs, is seven miles from San Jose by electric car. The Peninsular Electric Railway operates the "Blossom Trip" through the Santa Clara Valley, giving the tourist opportunity to view seventy-five miles of orchards and to see Palo Alto, Stanford University, Los Altos, San Jose, Campbell, Los Gatos, Nippon Mura, Saratoga, Monta Vista and Congress Springs. This "circle tour" may be made from San Francisco (Southern Pacific train to Palo Alto) or from San Jose.

Crowning the summit of Mount Hamilton, 4,209 feet above sea-level, is the Lick Observatory—twenty-six miles from San Jose by a fine mountain road. The telescope is accessible to the public only on Saturday evenings, but the observatory is always open.

Near San Jose, eight miles from Lick on the Sunset Route, are the New Almaden quicksilver mines. There are over eighty miles of tunnels and more quicksilver has been produced here than at any other place in America. The loop line on which New Almaden is situated joins the Santa Cruz line at Campbell.

THE HOLLISTER BRANCH

Hollister—To Gilroy 14 miles. Pop. 2,781. Hollister is the chief town in the rich San Benito Valley. There are immense hay warehouses here and a fruit cannery. Large apricot orchards, seed farms and flourishing dairies add to the prosperity of the Hollister country.

Vancouver's Pinnacles—About 30 miles to the southwest; may be reached by auto-stage from Hollister or Tres Pinos, through Cook. (See page 21 for brief description.)

Tres Pinos—To Gilroy 20 miles. Pop. 300. Alt. 513. This is the terminus of the branch line. It is the shipping point for an extensive hay and grain area, in which much thoroughbred stock is raised.

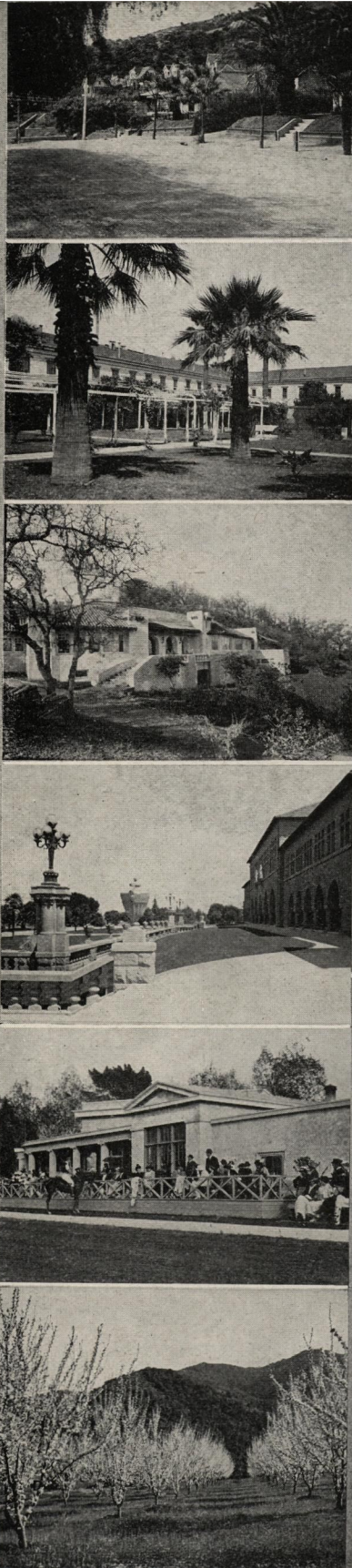
A TRIP TO WATSONVILLE AND SANTA CRUZ

This important branch line runs from Watsonville Junction to Santa Cruz, on the Bay of Monterey, and then crosses the Santa Cruz Mountains to the main line.

Watsonville—To Watsonville Junction 1 mile. Pop. 5,013. Alt. 10. A highly prosperous community and center of the fertile Pajaro Valley, Watsonville is a well-built city, with no less than sixty packing-houses to handle the apple output of this region. It is celebrated for its Newtown Pippin apples, 750 to 1,000 carloads being annually exported to Great Britain. It sends out four thousand carloads of apples every year, as well as large quantities of dried apples, vinegar, cider, sugar-beets, berries and other agricultural products. Watsonville has good hotel accommodations.

1. Quaint old Mission San Juan Bautista
2. San Lorenzo Canyon in the Santa Cruz Mountains.
3. The Casino and beach at Santa Cruz.

4. The immense indoor baths of Santa Cruz
5. Santa Cruz Big Trees
6. Portal to the California State Redwood Park



Capitola—To Watsonville Junction 16 miles. Alt. 57. A popular seaside resort with good hotel and cottage accommodations.

Santa Cruz—To Watsonville Junction 20 miles. Pop. 10,851. Alt. 15. Santa Cruz, on Monterey Bay, is known chiefly as a resort city, but its commercial and industrial interests are developing steadily. No more delightful spot could be selected for seaside recreation. The bathing beach is one of the broadest and safest on the Pacific Coast and the climate is ideal, with very little difference between the temperatures of mid-summer and midwinter. A casino, a pleasure pier, and bathing pavilion are among the places of amusement. The new municipal pier adds to the attractions of Santa Cruz. The Casa del Rey is a summer tourist hotel on the beach. It is most artistic in design and furnishing, and is built in Spanish style about a central garden or patio.

One of the Franciscan missions was established at Santa Cruz in 1791, its name meaning "Holy Cross," but nothing remains of it today. The picturesque setting of Santa Cruz embraces mountain and seashore scenery, and many attractive drives lead from the city. Fruit-growing, dairying and floriculture are industries of Santa Cruz County.

The Santa Cruz Big Trees—At Big Trees station, six miles north of Santa Cruz, is a grove of giant redwoods, twenty acres in extent. The history of these trees, which the scientists call the *Sequoia sempervirens*, reaches back to the Glacial Age. "Giant," the largest in the grove, is 306 feet high and 64 feet in girth. This is known as the Fremont Grove, the "Pathfinder" having camped here with his men in a hollow tree during the winter of 1846.

Felton—To Santa Cruz 7 miles. Alt. 273. Continuing northward along the line to San Jose we reach Felton, which is seventy-two miles from San Francisco. A branch railroad from Felton runs along the pretty little San Lorenzo River to Ben Lomond and Boulder Creek, seven miles distant. Near Ben Lomond is Brookdale, with its fish hatchery.

Twelve miles northwest of Boulder Creek is the California State Redwood Park, in an elevated valley known as the Big Basin. This great public reserve includes 4,120 acres of splendid redwoods (*Sequoia sempervirens*). Many specimens are more than three hundred feet in height and measure twenty-five feet in diameter. The age of the trees is between two thousand and three thousand years. At Redwood Park Inn, good meals may be had at reasonable rates and there are comfortable beds in floored tents and cabins. The camp is open from May to October.

Mount Hermon—To Santa Cruz 7 miles. A new mountain resort surrounded by towering redwoods. Laurel, Wright, Call of the Wild, and Alma are other popular places in the picturesque Santa Cruz Mountains.

Los Gatos—To Santa Cruz 25 miles. Pop. 2,317. Los Gatos is a beautiful little city in the foothills, built on either side of a deep, forest-clad canyon with views of mountain and valley and is a favorite summer and winter resort. The Hotel Lyndon is here. The region about Los Gatos is rich in its resources and no less rich in scenery. The main lines of the Peninsular Electric Ry. join Los Gatos and San Jose with Saratoga, Congress Springs, and Campbell, all interesting places in the orchard district.

MAIN LINE

Now will be taken up the last stage of our journey along the Sunset Route, that from San Jose to San Francisco—

Santa Clara—To New Orleans 2,443 miles. To San Francisco 44 miles. Pop. 4,998. Alt. 69. Santa Clara adjoins San Jose on the north. It has large factories and fruit-packing houses. The University of Santa Clara located here is one of the leading Roman Catholic educational institutions in the West. It grew up about the old mission, founded January 12, 1777.

As we continue toward San Francisco the southern end of the great bay comes into sight and we travel for miles with its waters on our right and the Sierra Morena to the left. The open, oak-studded country is one of pastoral beauty. Sunnyvale, beyond Santa Clara, is an industrial and fruit shipping town. Mountain View has manufacturing interests and is surrounded by orchards and farms.

Mayfield—To New Orleans 2,455 miles. To San Francisco 32 miles. Alt. 25. Here is the junction point for a loop line to Los Gatos, on the direct route between San Jose and Santa Cruz. Just below Mayfield is the delightful town of Los Altos. The Peninsular Electric Railway offers from Mayfield a trip of about seventy miles through the orchards of the Santa Clara Valley.

1. Los Gatos, Gem City of the Foothills
2. Venerable Mission Santa Clara, an old center of learning
3. A country home in the Spanish style, at Los Altos

4. On the campus of Stanford University
5. Watching a polo match at Burlingame
6. A Santa Clara Valley orchard in blossom

Palo Alto—To New Orleans 2,457 miles. To San Francisco 30 miles. Pop. 5,900. Alt. 57. Palo Alto is a charming residence city situated at the northern gateway of the Santa Clara Valley with surroundings most attractive. The Leland Stanford Junior University is at Palo Alto. This great educational institution has for its setting a beautiful campus of 9,000 acres. All departments of learning are represented. There are about 2,500 students in the University. The buildings present the most extended application of the mission style of architecture. The Stanford Memorial Chapel is particularly noteworthy. The endowment of the University is almost \$40,000,000.

Redwood City—To New Orleans 2,462 miles. To San Francisco 25 miles. Pop. 4,020. Alt. 7. Deep-water frontage on the bay-shore assures Redwood City of great industrial development. Already it is a thriving community of considerable commercial importance. It is the seat of government for the county of San Mateo. The name of the city brings a memory of the vast forests of redwoods which once covered the mountainsides and whose timber built old San Francisco. Adjoining is a foothill residence district.

Near Redwood City the lower end of the bay is crossed by the great Dunbarton bridge, across which runs a Southern Pacific line carrying freight from the interior of the State and Eastern points direct to San Francisco without ferry transfer. There is an aviation field at Redwood City, and also one at San Carlos four miles north.

San Mateo—To New Orleans 2,469 miles. To San Francisco 18 miles. Pop. 5,979. Alt. 20. San Mateo is a refined suburban residence city, possessing a delightful climate and a charming situation. Many beautiful drives may be taken in this vicinity; one of the most attractive is to Crystal Springs, an impounding reservoir of the Spring Valley Water Company of San Francisco. The golf links of the Beresford Country Club are nearby.

Burlingame—To New Orleans 2,471 miles. To San Francisco 16 miles. Pop. 4,107. Alt. 24. An exclusive social center, Burlingame has the villa homes of many wealthy San Franciscans. There is a country club here, with golf links and polo grounds, the field of many international tournaments. Hillsborough, the community which the California "Four Hundred" claims as its own, is west of Burlingame.

San Bruno—To New Orleans 2,476 miles. To San Francisco 11 miles. Pop. 1,562. Alt. 19. Here the new Bay Shore Cut-off runs under the hills, going straight into the city along the border of the harbor. The old route diverges here to the left, circling the hills by way of Colma.

South San Francisco—To New Orleans 2,478 miles. To San Francisco 9 miles. Pop. 4,411. Alt. 11. This is a growing industrial center, being the site of a number of factories and meat packing-houses.

Bay Shore—To New Orleans 2,482 miles. To San Francisco 5 miles. Alt. 14. Here are extensive shops and yards of the Southern Pacific, where the principal work in caring for locomotives, passenger and freight cars on the division is handled.

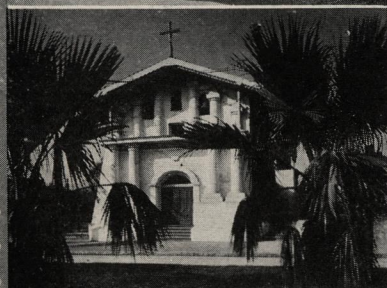
San Francisco—To New Orleans 2,487 miles. Pop. 506,676. Alt. 8. "San Francisco has only one drawback," said Rudyard Kipling. "'Tis hard to leave." There is a fascination about this metropolis of the West. Perhaps it is something in the atmosphere. San Francisco is the coolest summer city in the land. But it is not alone the bracing climate that lends the city its charm; there is a liveliness, a vivacity, which makes San Francisco irresistible. It draws the visitor again and again.

Set upon the hills overlooking the broad waters of its harbor, San Francisco's beauty of situation marks it as one of the favored cities of the world. It occupies the northern end of a peninsula, with the Pacific on the west and the Bay of San Francisco on the east, the famed Golden Gate joining them. Across the Golden Gate rises Mount Tamalpais, while over the bay to the eastward are the cities of Oakland, Berkeley, Alameda and Richmond, with their hills beyond. San Francisco's location marks it out as a great seaport, the gateway to the Orient and to the territory made accessible by the Panama Canal. Important as a manufacturing city, great in its position as the social and economic metropolis of the West, it is to commerce above all that San Francisco owes its prosperity. The Bay of San Francisco is the largest landlocked harbor in the world, with ample room for all the ships of all the nations to ride at anchor. The water area is 450 square miles. It is almost seventy miles long and from four to ten miles wide; its shores are lined with wharves, warehouses and factories.

1. South San Francisco is a place of industrial importance
2. Looking down Market Street, San Francisco
3. Quaint Lotta's Fountain, at the city's busiest corner

4. Union Square, in the shopping district
5. Along the docks of the Western metropolis
6. The United States Post Office, San Francisco





The visitor could spend weeks in San Francisco without seeing everything of note. The city offers a wealth of attractions; the views from Twin Peaks and the many residential heights are inspiring. The modern business section, the parks and boulevards, the shipping of the port, picturesque Fishermen's Wharf, the Presidio, the Ocean Beach, its Civic Center and imposing public buildings, the theatres, libraries, museums, art galleries, monuments—all these will demand the visitor's attention. Many pleasant hours may be passed in Golden Gate Park, the playground of San Francisco and the center of its outdoor life. At 65 Market Street, one block from the Ferry Building, rises the Southern Pacific's splendid office building, which represents an outlay of \$2,000,000.

San Francisco's hotels rank with the best in the world. The St. Francis, Fairmont and Palace hotels are the largest, but there are hundreds of others. A cosmopolitan city, San Francisco is famed for its restaurants and cafes, and here you may enjoy the cuisine of all the nations.

San Francisco was founded in 1776. A mission was established in October of that year, its name of San Francisco d'Asis (St. Francis of Assisi) being given to honor the founder of the Franciscan order. In the days of the Argonauts the city was the scene of exciting events and its population grew in two years from a few hundred to fifty thousand. Since then the city has increased in the number of inhabitants year by year, till its position as one of the great centers of population has been established.

Part the Seventh—SAN JOAQUIN VALLEY LINE

LOS ANGELES TO SAN FRANCISCO

This line has many scenic features and passes through an interesting and fertile country. The agricultural industries of the San Joaquin and Sacramento valleys form the real backbone of the State's solid prosperity. The San Joaquin Valley is 250 miles long, bounded on either side by high mountains, its broad river flowing down to the Bay of San Francisco. Here are over seven million acres of level land, most of it irrigable. With advantages of soil and climate, this is unquestionably one of the favored regions of the world.

Burbank—To New Orleans 2,022 miles. To San Francisco 472 miles. Alt. 555. Here the two lines to San Francisco diverge. One we have already traversed. The other leads through the Tehachapi Pass and into the San Joaquin Valley.

San Fernando—To New Orleans 2,032 miles. To San Francisco 462 miles. Pop. 3,262. Alt. 1,063. This town is in the San Fernando Valley and is the site of the old Mission San Fernando, founded in 1797. The mission has been partially restored. The olive groves at Sylmar nearby are very extensive. The great Los Angeles Aqueduct traverses this valley and will water its lands.

Newhall—To New Orleans 2,041 miles. To San Francisco 453 miles. Alt. 1,269. Just east of Newhall are rich oil-fields, the wells here having been productive for many years.

Saugus—To New Orleans 2,043 miles. To San Francisco 451 miles. Alt. 1,165. Saugus is an important junction point, a line running from here down the Santa Clara Valley of the South and joining the Coast Line at Montalvo. This line is known as the Saugus Loop.

THE SAUGUS LOOP

Camulos—To New Orleans 2,057 miles. This little place is notable as the home of Helen Hunt Jackson's heroine, "Ramona." The writer took for her setting the old Del Valle estate, known in the book as the Moreno Rancho. The house is surrounded by flowers and groves of fruit trees. It can be seen from the train.

Fillmore—To New Orleans 2,067 miles. Situated on the Santa Clara River, Fillmore is the center of extensive orange and lemon groves. There is another oil district in this vicinity.

Santa Paula—To New Orleans 2,077 miles. Pop. 3,967. Santa Paula is the center of the petroleum production of Ventura County. The oil is found in the surrounding hills and is piped to the town and refined. Near Santa Paula is the largest lemon orchard in the world, the Limoneria Ranch.

MAIN LINE

Coming back to the main line after leaving Saugus—

Lang—To New Orleans 2,055 miles. To San Francisco 439 miles. Alt. 1,681. This station has a picturesque situation in Soledad Canyon. The mountain range which rises to the east is that of San Gabriel.

1. The playground of the thousands—Golden Gate Park
2. Mission Dolores, San Francisco, founded in 1776
3. Cliff House and Seal Rocks, San Francisco

4. Sunset on the Golden Gate
5. Orchard trees in San Fernando Valley
6. The home of Ramona at Camulos

Antelope Valley—At Palmdale, 70 miles from Los Angeles, and at Lancaster, 8 miles farther north, the development of farming is evident. Southern Pacific lands are still available. Abundant drainage from a large watershed will irrigate 500,000 acres, on which alfalfa, beans and deciduous fruits have proven successful crops. Turkeys thrive here and the climate equally favors cattle and the dairy industry.

Mojave—To New Orleans 2,113 miles. To San Francisco 381 miles. Pop. 400. Alt. 2,745. Mojave is an important railroad junction point. The Southern Pacific has a branch line running northerly through the Owens Valley and into Nevada, connecting with the Ogden Route at Hazen. Under irrigation parts of the valley in which Mojave is situated are becoming fruitful, notably around Rosamond, Lancaster and Palmdale.

THE LINE TO HAZEN, NEVADA

This line of the Southern Pacific follows for many miles the same general course as that of the Los Angeles Aqueduct. It reaches into the Owens Valley, a fertile region which is filling up with settlers. The valley is on the eastern side of the Sierra Nevada mountains. The wonders of the Kern River Canyon may be reached by a short route from Independence, on this line. From Lone Pine a good trail leads to the summit of Mount Whitney, the highest point in the United States, 14,501 feet above sea-level. From Big Pine and Bishop, near the railroad, is accessible by auto road all the picturesque country of the High Sierra, including Palisade Glaciers, Yosemite National Park, Kern River Canyon, Kings River Canyon and the Devil's Postpile National Monument.

Tonopah Junction, on this line, is the gateway of the rich mining districts of southwestern Nevada. At Hazen the Ogden Route of the Southern Pacific is reached.

MAIN LINE

Returning again to the main line, beyond Mojave—

Tehachapi—To New Orleans 2,133 miles. To San Francisco 361 miles. Alt. 3,966. The town is situated in a productive valley at the summit of Tehachapi Pass, which is commonly regarded as the boundary between northern and southern California. Artesian wells supply water to increasing areas of orchards and farms. Nearby are large deposits of limestone which provided all the cement used in the Los Angeles Aqueduct. As the railroad descends toward the fertile San Joaquin Valley to the northward it swings around and across its own tracks in the famous "Tehachapi Loop," a very ingenious feat of engineering.

Bakersfield—To New Orleans 2,181 miles. To San Francisco 313 miles. Pop. 18,638. Alt. 414. This progressive city is the county seat of Kern County, with handsome public buildings, a substantial business section, parks and beautiful homes. The tributary country is devoted to farming, fruit-growing and cattle-raising.

Bakersfield owes its rapid rise and much of its present prosperity to the immense development of the oil resources of Kern County. Of much interest to tourists are the oil-well districts and the processes of refining the crude product. A branch railroad line leads west from Bakersfield to Asphalto, McKittrick and Olig, in the oil region.

North of the city is the Kern River, whose waters are of great value in irrigating the valley lands. Its upper reaches are fed by the snows of Mount Whitney and the scenery is famous for its grandeur.

The Southern Pacific System reaches all the important farming centers in the San Joaquin Valley. There are a number of separate lines, but these may be considered as four great routes—an East and West Route between Bakersfield and Fresno, and an East and West Route between Fresno and Stockton.

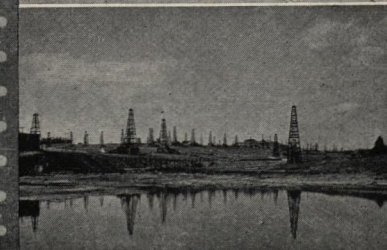
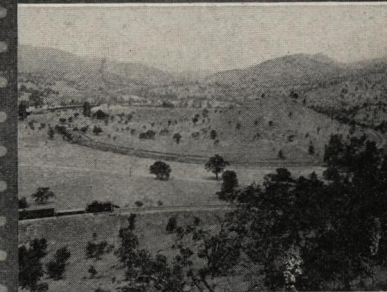
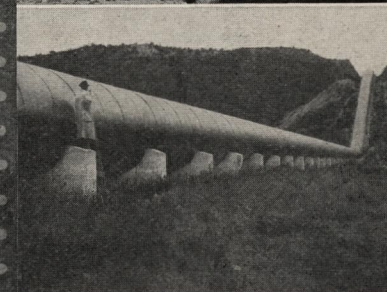
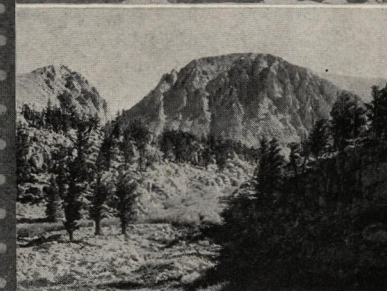
BAKERSFIELD TO FRESNO—EAST ROUTE

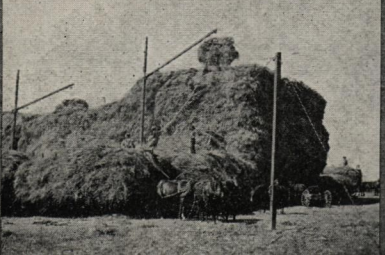
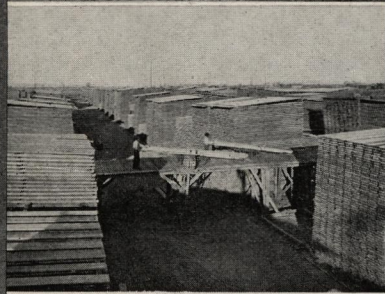
This line reaches Fresno by way of Porterville, Exeter and Dinuba—

Famoso—To New Orleans 2,201 miles. To San Francisco 293 miles. Alt. 416. This is an important junction point, since the East and West routes diverge here. The latter continues north through Tulare and Goshen Junction to Fresno, and will be described later. About Famoso are large orchards, and a fifty-acre rose-farm near here is well worth seeing in bloom. Beyond Famoso, at Terra Bella, "Land Beautiful," a large irrigation project has been established to develop the citrus and olive industries. From Ducor, distant 25 miles, or from Porterville, 22 miles, the well-known California Hot Springs are reached by auto-stages.

1. The King's River country is famed for scenic grandeur
2. Mount Whitney, highest point in the United States
3. The Los Angeles aqueduct carries water from the high Sierra

4. The Tehachapi Loop
5. The thriving city of Bakersfield
6. About Bakersfield is the largest petroleum district in the country





Porterville—To New Orleans 2,236 miles. To San Francisco 275 miles. Pop. 4,097. Alt. 335. Porterville and the neighboring towns are in what is known as the "thermal belt," producing oranges of the highest quality, which are among the earliest on the market. To the east looms the Sierra Nevada range.

A branch line runs from Porterville northeast to Springville, sixteen miles. This is the entrance to the Middle Tule Canyon, a good place for camping and fishing. It is a starting point for Kern Lakes, Sequoia National Park, Mount Whitney and all the wonderful region of the Kings and Kern rivers. Camp Wishon is reached by auto-stage, and Camp Nelson by auto and horse-trail from Springville.

South from Porterville a new line extends 14 miles to Ducor, passing amidst a productive citrus fruit region through Sunland, Magnolia and Ultra. Grain and small fruit are also being raised.

Lindsay—To New Orleans 2,246 miles. To San Francisco 265 miles. Pop. 1,852. Alt. 319. The orange groves here reach from the plains well into the foothills, with the snow-capped Sierra rising beyond. There are already fourteen thousand acres planted in oranges and the area is enlarging.

Exeter—To New Orleans 2,253 miles. To San Francisco 258 miles. Pop. 1,852. Alt. 327. Exeter is in a country enriched with orange groves and orchards of deciduous fruit. A cross-line from Exeter reaches through Visalia to Goshen Junction, on the other main valley route. Lemon Cove, stage station for the Big Trees of Sequoia National Park, is reached from Visalia and Exeter by electric railway.

Dinuba—To New Orleans 2,275 miles. To San Francisco 236 miles. Pop. 3,400. Alt. 335. This is a town which is growing rapidly in importance. It has fruit-packing establishments and other industrial interests.

Reedley—To New Orleans 2,281 miles. To San Francisco 230 miles. Pop. 2,447. Alt. 349. Reedley is a flourishing agricultural town on the Kings River, close to the foothills of the Sierra.

Sanger—To New Orleans 2,291 miles. To San Francisco 220 miles. Pop. 2,576. Alt. 370. A lumbering town, Sanger is connected by a great flume with the mountain forests. Sanger is the gateway to the Kings River country. Stages leave Sanger for General Grant National Park and Big Trees, where there is an excellent camp; from here the transportation of travelers and baggage is by horse and pack-train to Kings River Canyon Camp in one of California's most beautiful highland regions. The Kern River Canyon may be reached from the upper canyon of the Kings. Fishing and hunting are unexcelled.

Fresno—To New Orleans 2,289 miles. To San Francisco 206 miles. Pop. 45,086. Alt. 291. This is the largest city of the central San Joaquin Valley. All about are raisin vineyards, and Fresno's raisins are famous throughout the world. The city is well built with attractive homes, large business section, parks and public playgrounds. Kearney Park is a beauty-spot lying eleven miles to the west, reached over a tree-lined boulevard. The Pines, a summer resort on Bass Lake, is fifty-five miles by auto.

The industrial importance of Fresno increases steadily. It has big factories and establishments for the canning and drying of fruit. Railroad facilities are good and the tributary territory is very rich. A monument marks the geographical center of California.

Huntington Lake, with a mountain resort hotel in a delightful situation, is reached from Fresno by branch line to El Prado, eighteen miles northeast, whence the San Joaquin & Eastern Ry. runs fifty-six miles to Cascada, four miles from the lake.

BAKERSFIELD TO FRESNO—WEST ROUTE

The West Route from Bakersfield to Fresno is by way of Tulare and Goshen Junction. From Goshen Junction lines extend to Visalia, Hanford, Armona and Coalinga. To Famosa it follows the same track as the East Route, there diverging to the northwest.

Delano—To New Orleans 2,213 miles. To San Francisco 281 miles. Alt. 312. This is a farming and fruit-growing district of great promise. Acres of fertile land are being planted to oranges.

Tulare—To New Orleans 2,244 miles. To San Francisco 250 miles. Pop. 3,539. Alt. 282. Tulare is the business center of an extensive agricultural region and is a large fruit-exporting center. The foothills are unexcelled for orange culture. About here there are still large grain ranches, but these are gradually giving place to smaller farms and orchards. This intensive development is going on throughout the San Joaquin Valley.

1. Sheep-raising in the San Joaquin Valley
2. Lumber is brought down from the Sierras
3. Hauling to market the product of the grain-field

4. Broad irrigation canals intersect this fertile region
5. Drying peaches on the level valley floor.
6. Stacking the fragrant alfalfa hay

Goshen Junction—To New Orleans 2,255 miles. To San Francisco 240 miles. Alt. 287.

Here is the cross-line which connects the two main valley routes, by way of Visalia. To the west the railroad runs to Hanford and Armona, continuing beyond to Coalinga and its oil-fields.

Selma—To New Orleans 2,273 miles. To San Francisco 221 miles. Pop. 3,158. Alt. 310.

A growing town, attractive as a place of residence, Selma is made prosperous by the surrounding orchards, vineyards and alfalfa fields. Fowler and Malaga, farther along the main line, are important as centers of raisin production.

Fresno—To New Orleans 2,289 miles. To San Francisco 206 miles. Pop. 45,086. Alt. 291. We have already described this flourishing city, the point where the two valley lines come together, only to diverge again toward the north. The East and West routes between Fresno and Stockton will be taken up after describing the country about Goshen Junction.

TRIPS FROM GOSHEN JUNCTION

From Goshen Junction, on the main West Route between Bakersfield and Fresno, lines extend east and west. To the east are Visalia and Exeter, whence the Big Trees of Sequoia National Park are accessible. To the west lie Hanford, Armona, Lemoore and Coalinga.

Visalia—To New Orleans 2,262 miles. From Goshen Junction 7 miles. Pop. 5,753. Alt. 333.

One of the oldest communities in the San Joaquin Valley, Visalia has long been a prosperous farming center and manufacturing town. This is the seat of government of Tulare County and has fine public buildings and parks. To the east of Visalia is Exeter, on the Valley Line which extends through Porterville and Dinuba to Fresno.

Sequoia National Park—The California Grove, and the Giant Forest in Sequoia National Park are reached from Visalia and Exeter by way of Lemon Cove, with which Visalia is connected by an electric line. Auto-stage is taken at Lemon Cove for Giant Forest Lodge in Sequoia National Park. In addition to the Big Trees there are many scenic attractions.

Hanford—To New Orleans 2,269 miles. From Goshen Junction 14 miles. Pop. 5,888.

Alt. 250. This substantially built city is the county seat of Kings County. It is a place attractive to the homeseeker. Hanford has considerable manufacturing and the country all about is devoted to fruit-growing, stock-raising and general farming.

Armona—To New Orleans 2,273 miles. From Goshen Junction 18 miles. Armona is a thriving fruit center in the Kings River country. Two railroad lines of the Southern Pacific reach northerly, connecting with the main line which runs from Fresno along the West Side of the valley. There are large colony towns in this region, where an old Spanish grant, Laguna de Tache, has been cut up into farms. Lillis and Hardwick are the chief settlements.

Lemoore—To New Orleans 2,277 miles. From Goshen Junction 22 miles. Pop. 1,355.

This is a flourishing orchard and farm district. Lake Tulare lies to the south. Beyond Lemoore the railroad runs west to Coalinga.

Coalinga—To New Orleans 2,311 miles. From Goshen Junction 57 miles. Pop. 2,934.

This prosperous community is supported by great oil-fields, thirty square miles in extent. Oil was struck here in 1896 and the development since then has been steady. Alcalde, the terminus of the railroad, is five miles beyond Coalinga.

FRESNO TO STOCKTON—EAST ROUTE

The Southern Pacific line from Fresno to Stockton along the East Side of the valley traverses some of the richest territory in the United States. The route is through Madera, Merced and Modesto, and offers a number of attractive side-trips into the Sierra region, notably that to the wonderland of Yosemite Valley.

Madera—To New Orleans 2,311 miles. To San Francisco 184 miles. Pop. 3,444. Alt. 278.

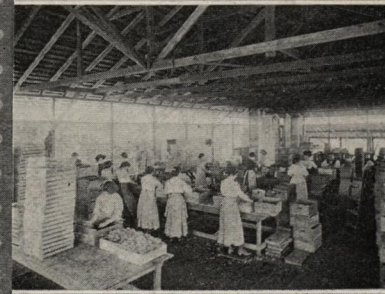
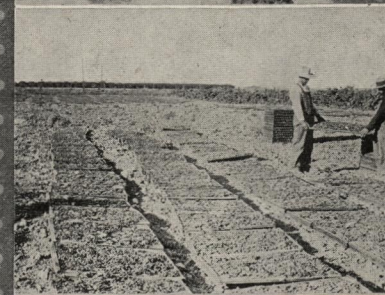
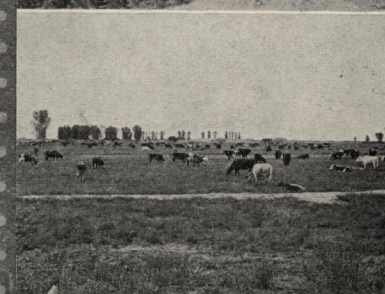
Madera is the seat of government for the county of the same name. There are large lumber mills here, the logs being brought down from the mountains in a flume seventy-six miles long. The name of the city itself means "timber" in the Spanish language and is reminiscent of the days when vast forests surrounded the place. The region is now occupied by orchards and grain farms.

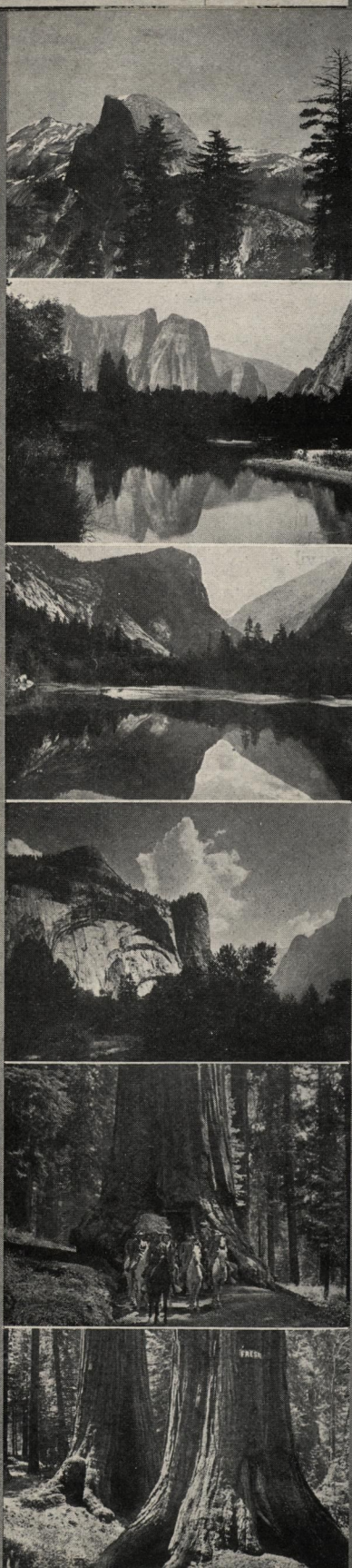
Berenda—To New Orleans 2,318 miles. To San Francisco 177 miles. Alt. 258.

A branch railroad line leads to Raymond, twenty-one miles distant in the foothills. From Raymond good roads reach Ahwahnee and Wawona mountain resorts, Mariposa Big Tree Grove, and Yosemite Valley.

1. Groves of golden oranges at Porterville
2. Dairy farm in the pastoral San Joaquin Valley
3. Irrigating the orchard land with cross-ditches

4. Drying raisins in the Fresno region
5. Packing the sugary raisins
6. Kearney Park, near Fresno





Merced—To New Orleans 2,344 miles. To San Francisco 151 miles. Pop. 3,974. Alt. 171. This well-built city is important as a railway center. The tributary country is one of orchards, vineyards and alfalfa fields, the irrigation system known as the Crocker-Huffman supplying a large area with water, which is drawn from the Merced River. This important stream is crossed on our line a few miles northward, near Livingston; most of its water has been impounded farther up its course in great irrigation reservoirs.

From Merced to El Portal, a Southern Pacific line runs by way of Oakdale and Peters to Stockton. The rich mining district known as the "Mother Lode" is reached from Oakdale by the Sierra Railway. Here are Angels, Jamestown, Sonora and Tuolumne—in the country of Bret Harte and Mark Twain.

The Yosemite Valley and the Mariposa Grove of Big Trees are reached by rail from Merced to El Portal.

Yosemite National Park—The Yosemite Valley Railroad from Merced follows a picturesque route up the Merced River, past Merced Falls, to El Portal, entrance to Yosemite National Park. Yosemite Village in heart of the Valley lies 15 miles up the river and is reached by connecting auto-stages. Sheer precipices, mountains of granite and tremendous waterfalls give this region indescribable grandeur.

The Sentinel Hotel is open all year, while during the summer and autumn seasons Glacier Point Hotel, Yosemite Lodge, and Camp Curry provide good service to visitors.

The Mariposa Grove of Big Trees in the Yosemite National Park is reached from Yosemite Valley by a 25-mile auto trip. Many of these majestic sequoias tower more than three hundred feet high. They are the oldest living things. Nearby is the well-known Hotel Wawona, which is also reached from Merced by the "Horseshoe Route" auto stages.

Turlock—To New Orleans 2,368 miles. To San Francisco 126 miles. Pop. 3,394. Alt. 196. This is one of the fastest-growing sections in the San Joaquin Valley. The Turlock-Modesto irrigation system supplies these lands with water.

Modesto—To New Orleans 2,382 miles. To San Francisco 113 miles. Pop. 9,241. Alt. 91. Modesto is an attractive little city, the seat of government for Stanislaus one of the rich river counties of central California. It is situated on the northern bank of the Tuolumne River. La Grange Dam, above Modesto, retains the water which supplies the irrigation districts of Turlock and Modesto.

Lathrop—To New Orleans 2,401 miles. To San Francisco 93 miles. Pop. 577. Alt. 26. Here several railroad lines diverge. To the north is Stockton, whence Sacramento and points on the Ogden and Shasta routes of the Southern Pacific may be reached. Another line from Lathrop runs west to Tracy, from which place San Francisco and Oakland may be reached by two routes, described later.

Stockton—To New Orleans 2,411 miles. To San Francisco 91 miles. Pop. 40,296. Stockton is known as the gateway of the San Joaquin Valley. The city has commercial and industrial importance, being at the head of tidewater, navigation on Stockton Channel, which connects with the river. Stockton is a well-built, substantial city, with the rich farms of San Joaquin County augmenting its prosperity. The delta lands of the lower San Joaquin are immensely fertile and a visit to this "Netherlands" region will prove interesting and instructive.

Lodi—To New Orleans 2,424 miles. To San Francisco 104 miles. Alt. 56. A progressive and fast growing community in the center of an extensive table-grape district. Thirty-six miles north from Lodi is Sacramento, the capital of California, on the Ogden Route of the Southern Pacific.

FRESNO TO STOCKTON—WEST ROUTE

This line of the Southern Pacific traverses what is known as the West Side of the San Joaquin Valley. This region was later in starting its development than the East Side country, but its fertility has been proved and it is being well settled.

Kerman—To New Orleans 2,304 miles. To San Francisco 182 miles. Pop. 400. Alt. 128. Fifteen miles beyond Fresno, Kerman is a thriving town, the center of a colony of twenty-six thousand acres. The agricultural possibilities of the country are great and it is steadily growing in wealth. In the distance is the San Joaquin River, to the east.

Dos Palos—To New Orleans 2,344 miles. To San Francisco 142 miles. Alt. 121. The Spanish name of this town signifies "two trees" and a glance at the landscape will show how materially the settlers have added to the original pair. Between here and the San Joaquin, fifteen miles to the east, are thrifty farming communities.

1. The great Half Dome towers over Yosemite
2. Cathedral Spires and Merced River
3. Mirror Lake doubles the splendor of the Park

4. The frowning battlements of North Dome
5. "Wawona" in the Mariposa Big Tree Grove
6. These giants of the forest are the oldest living things

Los Banos—To New Orleans 2,357 miles. To San Francisco 129 miles. Pop. 1,276. Alt. 119. This is a colony town in a rapidly growing section. There is a pretty public park of ten acres here.

Linora—To New Orleans 2,370 miles. To San Francisco 116 miles. In this vicinity are large dairy farms. Wheat, clover, alfalfa, vegetables and fruit are grown.

Newman—To New Orleans 2,378 miles. To San Francisco 108 miles. Pop. 1,251. Alt. 91. This is a thriving place on the West Side. The little city has grown in importance as the surrounding region has filled with settlers. Stock-raising is one of the chief industries and the soil proves productive for a wide range of crops.

Tracy—To New Orleans 2,412 miles. To San Francisco 71 miles. Pop. 1,000. Alt. 65. Here the junction is made with the line of the Southern Pacific which traverses the eastern side of the San Joaquin Valley. To the northeast, by way of Lathrop, is reached Stockton, already described.

Two routes from Tracy reach Oakland and the other cities on the eastern shore of the Bay of San Francisco. One is by way of Niles. The other circles around to the northward and reaches Oakland by way of Port Costa, skirting the bayshore most of the way. These lines are described in the following sections.

TRACY TO OAKLAND BY WAY OF NILES

The railroad crosses the summit of this part of the Coast Range at Altamont and comes down into the Livermore Valley.

Livermore—To New Orleans 2,436 miles. To San Francisco 47 miles. Pop. 1,916. Alt. 485. Livermore is a town of commercial importance in a fertile region which produces a diversity of crops. The growing of grapes, hay and grain are the chief industries. The surrounding mountain ridges are spurs of the Coast Range, with Mount Diablo prominent to the northward.

Pleasanton—To New Orleans 2,442 miles. To San Francisco 41 miles. Pop. 991. Alt. 355. This is a place of pretty homes in a broad and fruitful valley. To the west of Pleasanton is seen on the hillside the Hacienda Del Pozo de Verona. The hacienda is surrounded by extensive grounds.

Niles—To New Orleans 2,453 miles. To San Francisco 29 miles. Alt. 88. Niles is noted for its nurseries, and is approached through the picturesque Niles Canyon. From Niles the railroad lines diverge. One line runs west toward San Francisco, crossing the lower end of the bay on the Dumbarton Bridge. Another road extends south through Irvington to San Jose, passing near old Mission San Jose, founded in 1797, one mile from Irvington. The route we are following continues north toward Oakland.

Hayward—To New Orleans 2,462 miles. To San Francisco 20 miles. Pop. 4,000. Alt. 76. Hayward is an attractive town at the base of the foothills. The surrounding lands are devoted to orchards and truck gardens. Fruit canning is an important industry. At Decoto, south of Hayward, is the Masonic Home.

San Leandro—To New Orleans 2,467 miles. To San Francisco 15 miles. Pop. 5,706. Alt. 48. San Leandro is especially noted for its cherries. It is on the fringe of the thickly settled region that has Oakland as its center. There are several fruit canning plants in the vicinity.

TRACY TO OAKLAND BY WAY OF PORT COSTA

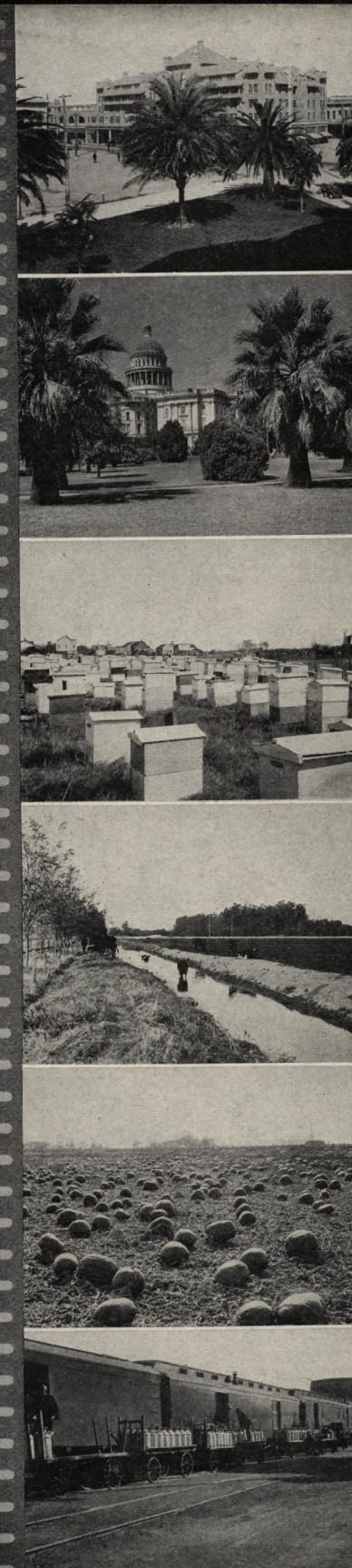
This route continues northward from Tracy and then swings around in a great circle along the shores of San Francisco Bay, coming into Oakland by way of Richmond and Berkeley.

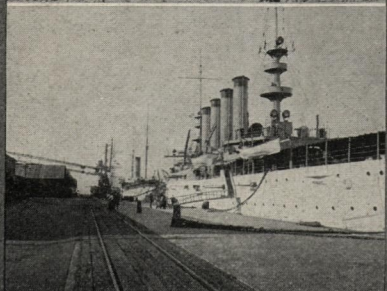
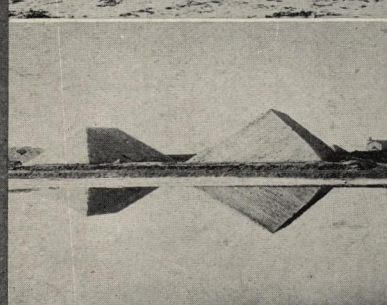
During a great part of this journey Mount Diablo is in view. The summit of this peak, 3,849 feet above sea-level, is easily reached and affords sweeping views over a magnificent stretch of country.

Byron Hot Springs—To New Orleans 2,425 miles. To San Francisco 69 miles. Alt. 32. The waters of these hot springs were tested long ago by the red men and pronounced "good medicine," and succeeding generations have followed their prescription. Byron Hot Springs Hotel is an ideal rest and health resort with finely equipped mineral water baths in the building and plunge and swimming pool adjoining.

1. Hotel Stockton, modern and attractive
2. The Capitol Building, Sacramento
3. A busy bee farm in Kerman

4. Irrigation canal near Dos Palos
5. Pumpkins ready for the pie, Newman
6. The milk train at Tracy





Antioch—To New Orleans 2,440 miles. To San Francisco 54 miles. Pop. 1,960. Alt. 48. Possessing a fine deep waterfront, Antioch is assured of a future growth. There are a number of large factories here and the adjacent country is devoted to general farming, fruit-growing and dairying.

Pittsburg—To New Orleans 2,438 miles. To San Francisco 49 miles. Pop. 4,715. Alt. 31. Along the deep waterfront, many large industries, including fish and fruit canneries, are in operation. The back country is devoted to general farming, especially dairying.

Bay Point—To New Orleans 2,453 miles. To San Francisco 41 miles. Pop. 1,800. Alt. 12. An industrial town of importance with waterfront of sufficient depth to accommodate ocean-going vessels.

Avon—To New Orleans 2,456 miles. To San Francisco 38 miles. Alt. 14. Junction for the San Ramon Valley Branch and the progressive towns of Concord, Walnut Creek and Danville. The large refining plant of the Associated Oil Company is located at Avon.

Martinez—To New Orleans 2,459 miles. To San Francisco 35 miles. Pop. 6,000. Alt. 10. Martinez is picturesquely situated in beautiful Alhambra Valley, flanked by foothills and fronted by the Straits of Carquinez, which connect Suisun Bay and San Pablo Bay. This is the seat of government of Contra Costa County. Several large industrial plants are located here.

Port Costa—To New Orleans 2,463 miles. To San Francisco 31 miles. Pop. 805. Alt. 12. Here trains for Sacramento, on the Ogden and Shasta routes of the Southern Pacific, are carried across the straits on the powerful ferry-boat *Contra Costa*, or the *Solano*, the largest train ferries in the world, to Benicia on the opposite shore. Port Costa has considerable commercial importance, ocean-going vessels mooring at its wharves.

Vallejo Junction—To New Orleans 2,466 miles. To San Francisco 28 miles. Alt. 12. Vallejo and the Mare Island Navy-yard are reached from here by ferry. Vallejo is a city of sixteen thousand eight hundred people and the nearby navy-yard gives employment to many of its inhabitants. The famous David Farragut, then a captain, established this station for the Pacific Fleet in 1854.

From Vallejo a Southern Pacific branch line runs to Santa Rosa a prosperous city of eight thousand seven hundred fifty-eight people, situated in the fertile Sonoma Valley, and the home of Luther Burbank, the originator of the famous Burbank potato and other vegetables, fruits and flowers. Another branch extends from Vallejo through Napa and St. Helena to Calistoga, whence auto-stages reach the resorts of Lake County.

The Straits of Carquinez extend eastward from here for about ten miles; they are about a mile wide and of great depth. Sea-going vessels frequent the straits, the fresh water removing accumulations of barnacles from their hulls. Along the bayshore there are many manufacturing towns, with excellent transportation facilities. Selby, Oleum, Rodeo, Hercules, Pinole and Giant all have smelters, oil refineries, powder plants, etc.

Richmond—To New Orleans 2,479 miles. To San Francisco 15 miles. Pop. 16,843. Alt. 401. Richmond is one of the new cities of California, having come into prominence within the last ten years. Large manufacturing interests have brought the city prosperity; these include the Pullman car shops and Standard Oil works.

Berkeley—To New Orleans 2,485 miles. Pop. 55,886. Alt. 18. Fronting the Golden Gate, Berkeley is a charming residential city. It is the seat of the University of California. Berkeley's attractive and comfortable homes extend from the gently sloping coastal plain far up the tree-clad hills. Along the bayshore there are many factories, and the business section of the city is steadily expanding. There are tourist hotels at Berkeley among them the popular Whitecotton and Claremont.

The Campus of the University is on the lower hillslopes in the eastern section of the city. It is a pleasant place of green lawns, old oak groves, forests of eucalyptus trees and botanical gardens—all a setting for an imposing group of buildings. The newer structures are of white granite and concrete and form a part of a harmonious architectural plan which is being carried out as the institution develops. Not only is California's State University notable for its size, but also for its educational equipment. It has 9,650 students. Perhaps the most celebrated spot upon the Campus is the Greek Theatre, where performances are given in the open air under California's serene sky. Another impressive structure is the new Sather Campanile, a tower 307 feet high.

Oakland—To New Orleans 2,489 miles. Pop. 216,361. Alt. 10. Oakland is the third city of California in size and it continues to grow rapidly in population. It is both a residence city and a commercial center. The harbor has been improved until it is one of the best on the Pacific Coast, and Oakland carries on a large coastwise and foreign trade by sea. Besides the extensive waterfront to the west, Oakland shares with

1. Tons of sugar beets at Livermore
2. The hop-fields of Pleasanton
3. Pyramids of salt at Alvarado, near the bay

Alameda the harborage facilities of the Estuary on the south. The position of Oakland on the eastern side of the bay makes it a great railway terminal. These advantages of transportation by rail and water have brought many large factories and shipyards to the city and its industrial importance is ever on the increase. The Southern Pacific has an extensive electric train system in Oakland, Berkeley, Alameda and the surrounding region. The Southern Pacific's fine transbay ferry steamers give regular and frequent service.

As a community of homes, Oakland has a well-deserved fame, for its setting is picturesque and the climate nears perfection. Many people who are engaged in business in San Francisco live in the cities on the eastern shore of the bay. Ferries reach the metropolis from Oakland Mole in eighteen minutes. Oakland has attractive parks and public playgrounds. Lake Merritt, near the civic center, is a natural water-park, on whose calm surface thousands of wild ducks make their winter home and yachts and rowboats ply every day of the year. Close to the lake is the Hotel Oakland, one of the great hostels for which the State is famous. Splendid automobile boulevards lead out of the city into the valleys and foothills of Alameda County.

For miles before approaching Oakland from any direction its situation is announced by the massive tower of the new City Hall. This is the tallest building in California, its height being 377 feet. Oakland has one of the finest passenger stations in the country in the new Southern Pacific depot at Sixteenth Street.

Alameda—To New Orleans 2,479 miles. Pop. 28,800. This is a delightful place of residence situated to the south of Oakland, across the Estuary. Its houses are embowered in flowers, and broad tree-shaded avenues, automobile boulevards and parks add to its attractiveness. Alameda has fine bathing beaches, with bath-houses, boat clubs and facilities for aquatic sports. The climate is of almost perpetual sunshine. It shares with Oakland the east bay ship-building activities.

GOLF IN CALIFORNIA

The mild climate of California enables golf to be played at almost any time regardless of the month in the year. More than forty country clubs have well kept grounds, the principal tourists' hotels usually maintain their own and in addition there are several excellent public courses.

To indicate the facilities for playing golf in California a list of the principal courses is given below:

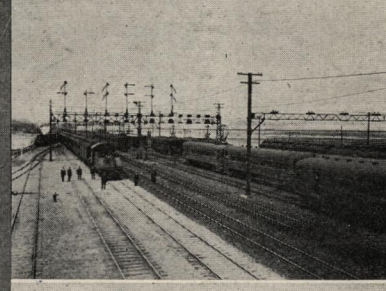
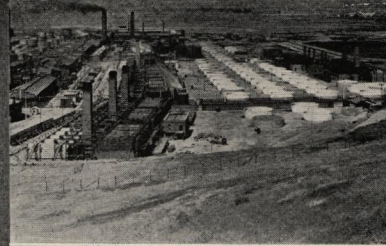
Avalon	Santa Catalina Island Golf Club	Pasadena	Annandale Country Club
Belvedere	Belvedere Golf Club	"	Huntington Country Club (Oak Knoll)
Burlingame	Burlingame Country Club	"	Raymond Hotel Golf Course
Claremont	Indian Hill Golf Club	Redlands	Redlands Country Club
Coronado Beach	Coronado Country Club	Riverside	Victoria Club
Del Mar	Stratford Inn Golf Course	Sacramento	Del Paso Country Club
Del Monte	Del Monte Golf and Country Club	"	Sacramento Golf Course (Municipal)
"	Del Monte Lodge Course (Carmel Bay)	San Diego	Point Loma Golf Club
Diablo	Mount Diablo Park Club	San Francisco	San Francisco Golf and Country Club (Ingleside)
Escondido	Escondido Country Club	"	California Golf Club (Ingleside)
Fresno	Sunnyside Country Club	"	Presidio Golf Club (Presidio Terrace)
La Jolla	La Jolla Country Club	"	Lincoln Park Golf Club (Municipal Links)
Long Beach	Virginia Country Club	"	Lakeside Country Club
Los Angeles	Los Angeles Country Club (Beverly Hills)	"	San Gabriel Valley Country Club
"	Griffith Park Golf Club (Municipal Links)	San Gabriel	San Jose Country Club
"	Midwick Country Club (Ramona Acres)	San Jose	Beresford Country Club
"	Brentwood Country Club (Santa Monica)	San Mateo	Marin Golf and Country Club
Menlo Park	Menlo Park Golf Club	San Rafael	Orange County Country Club
"	Atherton Golf Club (Atherton)	Santa Ana	La Cumbre Golf and Country Club
Oakland	Claremont Country Club	Santa Barbara	Santa Barbara Country Club (Montecito)
"	Sequoiah Country Club	"	Santa Cruz Golf and Country Club
Pasadena	Pasadena Country Club	Santa Cruz	Stockton Golf and Country Club
"	Altadena Country Club (Altadena)	Stockton	

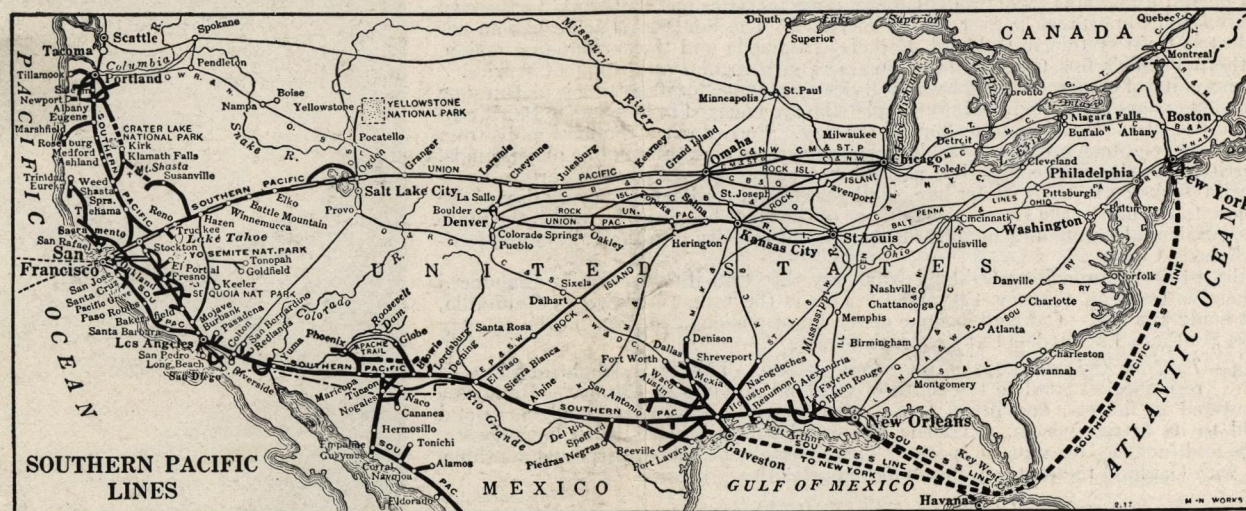
THE OLD MISSIONS OF CALIFORNIA

For convenient reference a list is here given of their locations and dates of founding:

Name	Founded	Location	Name	Founded	Location
San Diego de Alcalá	July 16, 1769	San Diego	La Purísima Concepción	Dec. 8, 1787	Lompoc
San Carlos de Borromeo	June 3, 1770	Monterey	Santa Cruz	Sept. 25, 1791	Santa Cruz
San Carlos del Carmelo	July 10, 1771	Carmel	Nuestra Señora de la Soledad	Oct. 9, 1791	Soledad
San Antonio de Padua	July 14, 1771	King City	San Jose	June 11, 1797	Irvine
San Gabriel Arcangel	Sept. 8, 1771	San Gabriel	San Juan Bautista	June 24, 1797	Sargent
San Luis Obispo de Tolosa	Sept. 1, 1772	San Luis Obispo	San Miguel	July 25, 1797	San Miguel
San Francisco d'Assisi (Dolores)	Oct. 9, 1776	San Francisco	San Fernando Rey de España	Sept. 8, 1797	San Fernando
San Juan Capistrano	Nov. 1, 1776	Capistrano	San Luis Rey de Francia	June 13, 1798	Oceanside
Santa Clara	Jan. 12, 1777	Santa Clara	Santa Ynez	Sept. 17, 1804	Gaviota
San Buenaventura	Mar. 31, 1782	Ventura	San Rafael Arcangel	Dec. 14, 1817	San Rafael
Santa Barbara	Dec. 4, 1786	Santa Barbara	San Francisco de Solano	July 4, 1823	Sonoma

1. Richmond aspires to be the Pittsburg of the west
2. Classic structures of the University of California, Berkeley
3. The palatial Hotel Oakland
4. The Southern Pacific terminal at Oakland Mole
5. Sixteenth Street Station, Oakland
6. One of Alameda's pleasant avenues





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A One-Day Rail and Auto Side Trip from Bowie through Globe to Roosevelt Dam and return

Overlooks for miles one of the largest artificial lakes in the world, and includes stop at the Tonto Cliff Dwellings

For description of Side Trip, see page 9

For train schedules, Pullman Service and connections see current time folders and ask agents.