

**THE PACIFIC TOURIST. WILLIAMS'
ILLUSTRATED TRANS-CONTINENTAL
GUIDE OF TRAVEL, FROM THE ATLANTIC
TO THE PACIFIC OCEAN. A COMPLETE
TRAVELER'S GUIDE OF THE UNION AND
CENTRAL PACIFIC RAILROADS**

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The Pacific Tourist. Williams' Illustrated Trans-Continental Guide of Travel, from the Atlantic to the Pacific Ocean. A Complete Traveler's Guide of the Union and Central Pacific Railroads by Henry T. Williams

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HENRY T. WILLIAMS

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PALACE-CAR LIFE ON THE PACIFIC RAILROAD.

The Pacific Tourist.
WILLIAMS'
Illustrated Trans-Continental Guide
OF TRAVEL,
FROM
The Atlantic to the Pacific Ocean.

CONTAINING FULL DESCRIPTIONS OF
RAILROAD ROUTES ACROSS THE CONTINENT, ALL PLEASURE RESORTS AND PLACES OF MOST
NOTED SCENERY IN THE FAR WEST, ALSO OF ALL CITIES, TOWNS, VILLAGES,
U. S. PORTS, SPRINGS, LAKES, MOUNTAINS,

ROUTES OF SUMMER TRAVEL, BEST LOCALITIES FOR HUNTING, FISHING, SPORTING, AND ENJOY-
MENT, WITH ALL NEEDFUL INFORMATION FOR THE PLEASURE TRAVELER,
MINER, SETTLER, OR BUSINESS MAN.

A COMPLETE TRAVELER'S GUIDE
OF
The Union and Central Pacific Railroads,

AND ALL POINTS OF BUSINESS OR PLEASURE TRAVEL TO
CALIFORNIA, COLORADO, NEBRASKA, WYOMING, UTAH, NEVADA, MONTANA, THE MINES AND MINING
OF THE TERRITORIES, THE LANDS OF THE PACIFIC COAST, THE WONDERS OF THE
ROCKY MOUNTAINS, THE SCENERY OF THE SIERRA NEVADAS, THE COL-
ORADO MOUNTAINS, THE BIG TREES, THE GEYSERS, THE
YOSEMITE, AND THE YELLOWSTONE.

BY
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PREFACE.

NEW FIELDS OF TRAVEL.

Since the opening of the Pacific Railroad, there has been developed, not only an immense field of mining industry, but many new and remarkable Places of Wonderful Scenery and Pleasure Travel. The Attractions of the Rocky Mountains and Sierras have become world famous, and Regions unknown five or ten years ago, have been discovered which far transcend the liveliest imagination in their scenic beauty, and glorious enjoyment. Those who have ever crossed the Continent once in enjoyment of the Scenery of the Far West or in search of Health, can now return to the same line of travel, and spend their entire time in visiting Resorts, Mountains, Lakes, Springs, Canons, which were unknown before, but now are so easily accessible that an entire Summer can be spent in new and delightful fields of travel.

The Yellowstone.—with all its glories of Springs, Geysers, Jets, and the million of its fairy-like colors, and fountains is now open for Tourists, by a new Route, so easily accessible, that a journey is no more made with effort, but with ease. The recent extension of the Utah Northern Railroad from Ogden, Utah, to Montana, almost to the border of the Yellowstone Park, now opens this wonderful Park and its scenery to the world.

The Colorado Mountains.—New Routes of Pleasure Travel in Colorado have also been opened, with still more wonderful scenery. *The Veta Pass*, the highest railroad point in America, with its views of the Spanish Peaks, has been brought to notice by the extension of the Denver and Rio Grande Railroad, also the Grandeur of the Mountains and Lakes of the *San Juan Mining Region*. The wonderful richness of the mines at *Leadville*, exceeding the riches of any hitherto known, are hardly greater than the beauties of the scenery, by which it is reached either from Canon City, or *Denver*, or *Georgetown*. By the opening of the Colorado Central Railroad, easy access is given to the wonders of *Clear Creek Canon*, the *Ascent of Grays Peak*, the *Middle Park*, the *Hot Sulphur Springs*, the *Beauties of Estes Park* and *Long's Peak*, all of which are of remarkable interest.

The New Big Trees.—By the opening of the new Stage Route via Madera, there is given a new Route to the Yosemite, including a visit to another group of Big Trees, of as great celebrity as any yet discovered.

Arizona.—By the extension of the Southern Pacific Railroad into Arizona, is opened a new world of mineral richness, and Silver Wealth.

Pleasure Resorts of Southern California.—The Health and Pleasure Resorts of Southern California, and the Sea Coast Sanitariums, are made more accessible than ever, by the completion of the Southern Pacific Railroad and its branches.

Santa Barbara, Los Angeles, Santa Monica, Santa Cruz, San Bernardino, all made more easy of access and doubly attractive as Health Resorts.

Mount Shasta.—The wonderful scenery around *Mount Shasta* and in Northern California, are now open for tourists, via the California and Oregon Railroad,—a new Region of unusual beauty.

Oregon.—The Attractions of Oregon, and Washington Territory, are now easily reached, and the "New Empire of the North West" invites a world of Tourists, and offers Homes for settlers.

The Springs of California.—are becoming widely known. Near *Clear Lake* are new regions of travel, and the invalid can rejoice in healing virtues and a new climate.

A full record of the wonders reached by the Pacific Railroads, it is difficult to condense into small compass. The 350 or 400 pages of this volume, have already required for the Editor and his Assistants, over ten years travel, and \$20 000 in cost. This volume is before the Tourist as the result of this expenditure of time and money. To its pages special assistance has been given by the most eminent travelers and Governmental Explorers of the day.

Professor F. V. Hayden,—the celebrated leader of the United States Geological Exploring Expedition, has contributed special assistance in the work of making this Guide complete, and written an admirable account for Tourists of the Wonders of the *Yellowstone*. *Clarence King* has also given a description of the *Shoshone Falls*.

Thomas Moran, who more than any other artist has drawn sketches of the Wonders of the West, and **Albert Bierstadt** the most celebrated of painters of American Scenery, have each added to the Guide rich embellishments and illustrations.

Wishing every Traveler the utmost joy in his Tour, and a happy "voyage,"

I am sincerely,

HENRY T. WILLIAMS, *Editor*.



Pleasures of Overland Travel.

Wonders of Scenery of the Rocky Mountains, PACIFIC COAST AND THE PACIFIC RAIL ROAD.

The grandest of American scenery borders the magnificent route of the Pacific Railroads. Since their completion, the glorious views of mountain grandeur in *The Yosemite*, *The Yellowstone*, have become known. The sublimest of *Colorado*, the *Rocky Mountains*, canons of Utah, and the *Sierra Nevada*, have become famous. The attractions of the Far West for mining, stock raising and agriculture have added millions of wealth and population.

The glorious mountain climate, famed for its invigorating effects have attracted tourists and health seekers from the whole world. The golden land of California, its seaside pleasure resorts, its fertile grain fields, fruit gardens and flowers, have given irresistible charms to visitors; until now, a tour across the Continent opens to the traveler a succession of scenes, worthy the efforts of a life time to behold.

Industries have arisen by the opening of this great trans-continental line which were never expected or dreamed of by the projectors; the richest of mineral discoveries and the most en-

couraging of agricultural settlements have alike resulted, where little was thought of, and strangest of all, the tide of travel from Europe to Asia, China, Japan and the distant isles of the Pacific Ocean, now crosses the American Continent, with far more speed and greater safety.

Palace Car Life on the Pacific Railroad.—In no part of the world is travel made so easy and comfortable as on the Pacific Railroad. To travelers from the East it is a constant delight, and to ladies and families it is accompanied with absolutely no fatigue or discomfort. One lives at home in the Palace Car with as much true enjoyment as in the home drawing-room, and with the constant change of scenes afforded from the car window, it is far more enjoyable than the saloon of a fashionable steamer. For an entire week or more, as the train leisurely crosses the Continent, the little section and berth allotted to you, so neat and clean, so nicely furnished and kept, becomes your home. Here you sit and read, play your games, indulge in social conversation and glee, and if fortunate enough to

possess good company of friends to join you, the overland tour becomes an intense delight.

The sleeping-cars from New York to Chicago, proceeding at their rushing rate of forty or more miles per hour, give to travelers no idea of the true comfort of Pullman car life. Indeed the first thousand miles of the journey to Chicago or St. Louis has more tedium and wearisomeness, and dust and inconvenience than all the rest of the journey. Do not judge of the whole trip by these first days out. From Chicago westward to Omaha the cars are far finer, and traveling more luxurious, likewise the rate of speed is slower and the motion of the train more easy than on roads farther east.

At Omaha, as you view the long Pacific train just ready to leave the depot for its overland trip, (often over 600 feet in length), giving an appearance of strength, massiveness and majestic power, you can but admit it is exceedingly beautiful and impressive; this feeling is still more intensified when a day or so later, alone out upon the upland plains, with no living object in sight, as you stand at a little distance and look down upon the long train, it seems the handsomest work of science ever made for the comfort of earth's people.

The slow rate of speed, which averages but sixteen to twenty miles per hour, day and night, produces a peculiarly smooth, gentle and easy motion, most soothing and agreeable. The straight track, which for hundreds of miles is without a curve, avoids all swinging motions of the cars; sidelong bumps are unknown. The cars are connected with the Miller buffer and platform, and make a solid train, without the discomforts of jerks and jolts. And the steady, easy jog of the train, as it leisurely moves westward, gives a feeling of genuine comfort, such as no one ever feels or enjoys in any other part of the world.

A Pullman Pacific car train in motion is a grand and beautiful sight too, from within as well as from without. On some lovely, balmy, summer day, when the fresh breezes across the prairies induce us to open our doors and windows, there may often be seen curious and pleasant sights. Standing at the rear of the train, and with all doors open, there is an unobstructed view along the aisles throughout the entire length. On either side of the train, are the prairies, where the eye sees but wildness, and even desolation, then looking back upon this long aisle or avenue, he sees civilization and comfort and luxury. How sharp the contrast. The first day's ride over the Pacific Railroad westward, is a short one to nightfall, but it carries one through the beautiful undulating prairies of eastern Nebraska, the best settled portions of the State, where are its finest homes and richest soil. Opening suddenly into the broad and ever grand Valley of the Platte, the rich luxuriant meadow-grass, in

the warmth of the afternoon sun, make even the most desponding or prosaic feel there is beauty in prairie life.

On the second day out, the traveler is fast ascending the high plains and summits of the Rocky Mountains. The little villages of prairie dogs interest and amuse every one. Then come in sight the distant summits of Long's Peak and the Colorado Mountains. Without scarcely asking the cause, the tourist is full of glow and enthusiasm. He is alive with enjoyment, and yet can scarcely tell why. The great plains themselves seem full of interest.

Ah! It is this keen, beautiful, refreshing, oxygenated, invigorating, toning, beautiful, enlivening mountain air which is giving him the glow of nature, and quickening him into greater appreciation of this grand impressive country. The plains themselves are a sight—most forcible; shall we call them *the blankness of desolation*? No, for every inch of the little turf beneath your feet is rich; the soil contains the finest of food in the little tufts of buffalo grass, on which thousands and millions of sheep and cattle may feed the year through. But it is the vastness of wide-extending, uninhabited, lifeless, uplifted solitude. If ever one feels belittled, 'tis on the plains, when each individual seems but a little mite, amid this *majesty of loneliness*. But the traveler finds with the Pullman car life, amid his enjoyments of reading, playing, conversation, making agreeable acquaintances, and with constant glances from the car window, enough to give him full and happy use of his time.

Night time comes, and then as your little berths are made up, and you snugly cover yourself up, under *double blankets* (for the night air is always crisp and cold), perhaps you will often witness the sight of a prairie fire, or the vivid flashes of lightning; some of nature's greatest scenes, hardly less interesting than the plains, and far more fearful and awe-inspiring. Then turning to rest, you will sleep amid the easy roll of the car, as sweetly and refreshingly as ever upon the home-bed. How little has ever been written of "Night on the Pacific Railroad," the delightful, snug, rejuvenating *sleeps on the Pacific Railroad*.

The lulling, quiet life by day, and the sound, refreshing repose by night, are to the system the best of health restorers. Were there but one thing tourists might feel most gratitude for, on their overland trip, 'tis their enjoyment of the exhilarating mountain air by day, and the splendid rest by night. But as our train moves on, it introduces us to new scenes. You soon ascend the Rocky Mountains at Sherman, and view there the vast mountain range, the "Back Bone of the Continent," and again descend and thunder amid the cliffs of Echo and Weber Canons. You carry with you your Pullman house and all its comforts, and from your little window, as from

your little boudoir at home, you will see the mighty wonders of the Far West.

It is impossible to tell of the pleasures and joys of the palace ride you will have—five days—it will make you so well accustomed to car life, you feel when you drop upon the wharf of San Francisco, that you had left genuine comfort behind, and even the hotel, with its cosy parlor and cheerful fire, has not its full recompense.

Palace car life has every day its fresh and novel sights. No railroad has greater variety and contrasts of scenery than the Pacific Railroad. The great plains of Nebraska and Wyoming are not less impressive than the great Humboldt Desert. The rock majesties of Echo and Weber are not more wonderful than the curiosities of Great Salt Lake and the City of Deseret. And where more grandly and beautifully could a tourist drop down and finish his tour, than from the grand, towering summits of the Sierras, and amid the golden grain fields of California, its gardens, groves, and cottage blossoms?

When the traveler returns home, nothing will impress him more strongly or beautifully than the loveliness of the Valley of the Platte. Coming eastward, first, he will leave behind the millions of acres of little short buffalo grass, so dry and yellow, and soon comes to a little green. How refreshing it is after days of dry, sere vegetation. Gradually there come other grasses, a little taller and more green; then nearer and nearer to the end of the journey, come the waving of the corn-fields, the vast meadows of tall green grass, and the happy little farms. So complete a transition from the solitude of the uplands to the lovely green verdure of the lowlands of the Platte, is an inexpressible charm to all. No traveler ever returns East but with the most kindly of memories of the grand, and yet simple beauty of the Platte Valley.

Think then, oh reader! of the joys that await thee from the window of thy palace car!

Practical Hints for Comforts by the Way.—To enjoy palace car life properly, one always needs a good companion. This obtained, take a section together, wherever the journey leads you. From Chicago to Omaha, the company in sleeping-cars is usually quiet and refined, but beyond Omaha, there is often an indescribable mixture of races in the same car, and if you are alone, often the chance is that your "*compagnon du voyage*" may not be agreeable. It is impossible to order a section for one person alone, and the dictum of sleeping-car arrangements at Omaha requires all who come to take what berths are assigned. But if you will wait over one day at Omaha, you can make a choice of the whole train, and secure the most desirable berths. When your section is once located, generally you will find the same section reserved for you at Ogden, where you change

cars to the Central Pacific Railroad; all through passengers having usually the preference of best berths, and about the same position as on the cars of the Union Pacific.

Fee your porter on the sleeping-car always—if he is attentive and obliging, give him a dollar. His attention to your comfort and care of your baggage and constant watch over the little articles and hand-satchel, against loafers on the train, is worth all you give him. Often larger fees are given. This is just as the traveler feels. The porters of both Pacific Railroads are esteemed specially excellent, obliging and careful.

Meals.—The trains of the Union Pacific Railroad are arranged so as to stop at excellent stations at convenient hours, for meals. In place of the usual dining station at Laramie, there is now a most comfortable and convenient eating station at Rock Creek, a little farther west. Its pleasant, cheerful room filled with plants, and the convenience of better hours for meals, add greatly to the pleasure of the overland trip. At Green River you will find the dining-room entrance fairly surrounded with curiosities, and the office filled with oddities very amusing. The meals here are excellent, considering all supplies are obtained at a great distance away.

Usually all the eating-houses on both the Pacific Railroads are very excellent indeed. The keepers have to maintain their culinary excellence under great disadvantages, especially west of Sidney, as all food but meats must be brought from a great distance.

Travelers need to make no preparations for eating on the cars, as meals at all dining-halls are excellent, and food of great variety is nicely served; buffalo meat, antelope steak, tongue of all kinds, and always the best of beefsteak. Laramie possesses the reputation of the best steak on the Pacific Railroad. Sidney makes a specialty, occasionally, of antelope steak. At Evanston you will see the lively antics of the Chinese waiters, probably your first sight of them. Also they usually have nice mountain fish. At Green River you will always get nice biscuit; at Grand Island they give all you can possibly eat; it has a good name for its bountiful supplies.

At Ogden you will be pleased with the neatness and cleanness of the tables and service. At Cheyenne the dinners are always excellent, and the dining-room is cheerful. To any who either have desire to economize, or inability to eat three railroad meals per day, we recommend to carry a little basket with Albert biscuit and a little cup. This can be easily filled at all stopping-places with hot tea or coffee, and a sociable and comfortable glass of tea indulged in inside the car. The porter will fit you up a nice little table in your section, and spread on a neat white tablecloth.

When the tourist reaches the Central Pacific Railroad he passes beyond the domain of the Pullman Car Company; nevertheless, the new coaches of the Central Pacific Railroad are just as elegant and convenient.

As the comforts of the new cars are far superior to the old ones, which still are used, it would be better to wait over at Ogden one day to make sure of them. The dining-stations of the Central Pacific Railroad are bountiful in their supplies; at all of them fruit is given in summer-time with great freedom. Fish is almost always to be had; no game of value. The food, cooking and service by Chinese waiters is simply excellent. The writer has never eaten nicer meals than those served at Winnemucca, Elko, Battle Mountain and Colfax. The Humboldt Desert is far from being a desert to the traveling public, for its eating-stations always furnish a *dessert* of good things and creature comforts.

A little lunch-basket nicely stowed with sweet and substantial bits of food will often save you the pain of long rides before meals; when the empty stomach craves food and failing to receive it, lays you up with the most dismal of sick headaches; it also serves you splendidly whenever the train is delayed. To be well on the Pacific Railroad *eat at regular hours, and never miss a meal.* Most of the sickness which we have witnessed, has arisen from irregular eating, or injudicious attempts at economy by skipping a meal to save a dollar. We have noticed those who were regular in eating at every meal, passed the journey with greatest ease, most comfort and best health. Those who were irregular, skipping here and there a meal, always suffered inconvenience.

In packing your little lunch-basket, avoid *tanque, by all means*, for it will not keep over a day or two, and its fumes in a sleeping-car are anything but like those from "Araby the blest." Avoid all articles which have odor of any description.

Lunch counters are attached to all eating-stations, so that you may easily procure hot coffee, tea, biscuit, sandwiches and fruit if you do not wish a full meal.

The uniform price of meals at all stations overland, is \$1.00 greenbacks. On the Central Pacific, at Colfax pay 75 cents in silver; at Lathrop pay 50 cents silver—the cheapest and best meal for the money, of your whole tour. For clothing on your overland trip, you will need at Omaha the first day, if it is summer, a light spring suit; the next day a winter suit at Sherman. Again, at Salt Lake City and the Humboldt Desert, the thinnest of summer suits, and at the summit of the Sierras, all your underclothing. We can only advise you as you have to pass through so many extremes of temperature, to always wear your underclothing, day and night, through the overland trip, and add an overcoat if the air grows chilly.

Beware of the quick transition from the hot ride over the San Joaquin Valley to the cold sea air on the ferry from Oakland to San Francisco. Invalids have been chilled through with this unexpected sea breeze, and even the most hardy do not love it. Keep warm and keep inside the boat. Thus, reader, we have helped you with kindly hints how to enjoy your trip. Now let us glance, as we go, at each scene of industry where our tour will take us.

HINTS.

1. *Baggage.*—All baggage of reasonable weight can be checked from any Eastern city direct to Omaha, but is there rechecked.

2. At Omaha all baggage is weighed, and on all excess of over 100 pounds, passengers will pay 15 cts. per pound. This is imperative.

3. *Railroad Tickets*—are easily procurable for the whole trip across to San Francisco. It is better to buy one through ticket than to buy separately. By returning a different route from Omaha, from the one you went, the tour will be much more interesting, and give you fresh scenery constantly.

4. Buy your tickets only at known railroad offices, and never of agencies. In the West, railroads have offices at the principal hotels. These are usually perfectly reliable.

5. *To Check Baggage*—be at every depot one-half hour or more before the departure of trains.

6. *Transfer Coaches.*—In all Western cities there is a line of transfer coaches, which, for the uniform price of fifty cents, will take you and your baggage direct to any hotel, or transfer you at once across the city to any depot. They are trustworthy, cheap, and convenient. The agent will always pass through the train before arrival, selling transfer tickets and checks to hotels.

7. At Salt Lake City, horse-cars run from the depot direct to the hotels; also there is an omnibus transfer. Price, fifty cents.

8. At San Francisco the Pacific Transfer and Baggage Company will take your baggage to any hotel or private residence for 50 cents. Their agent is on every train; you will save time by giving him your check. Hotel coaches charge \$1.00. Horse-cars run from the wharf direct to all hotels.

9. Greenbacks are used for all railroad tickets and payment of sleeping-car berths for the entire distance to California; also for all hotels to and including Salt Lake City, greenbacks will be received same as silver or gold. Away from the Central Pacific Railroad, you will sometimes need gold for coin expenses. After reaching San Francisco, you can sell your greenbacks and buy coin as often as necessary. If much coin is needed, buy and use the gold notes which are current everywhere within 300 miles of the city; beyond that the coin only is used. Gold notes