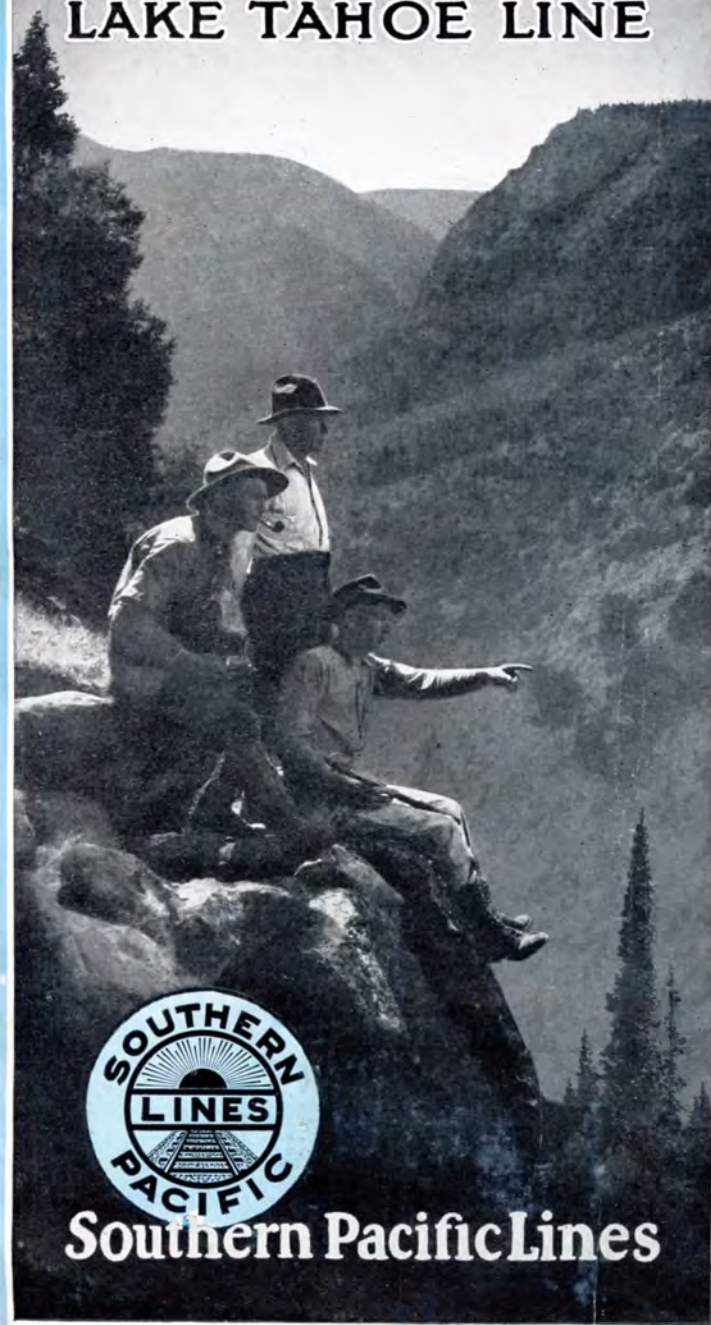


WAYSIDE NOTES
**OVERLAND
ROUTE**

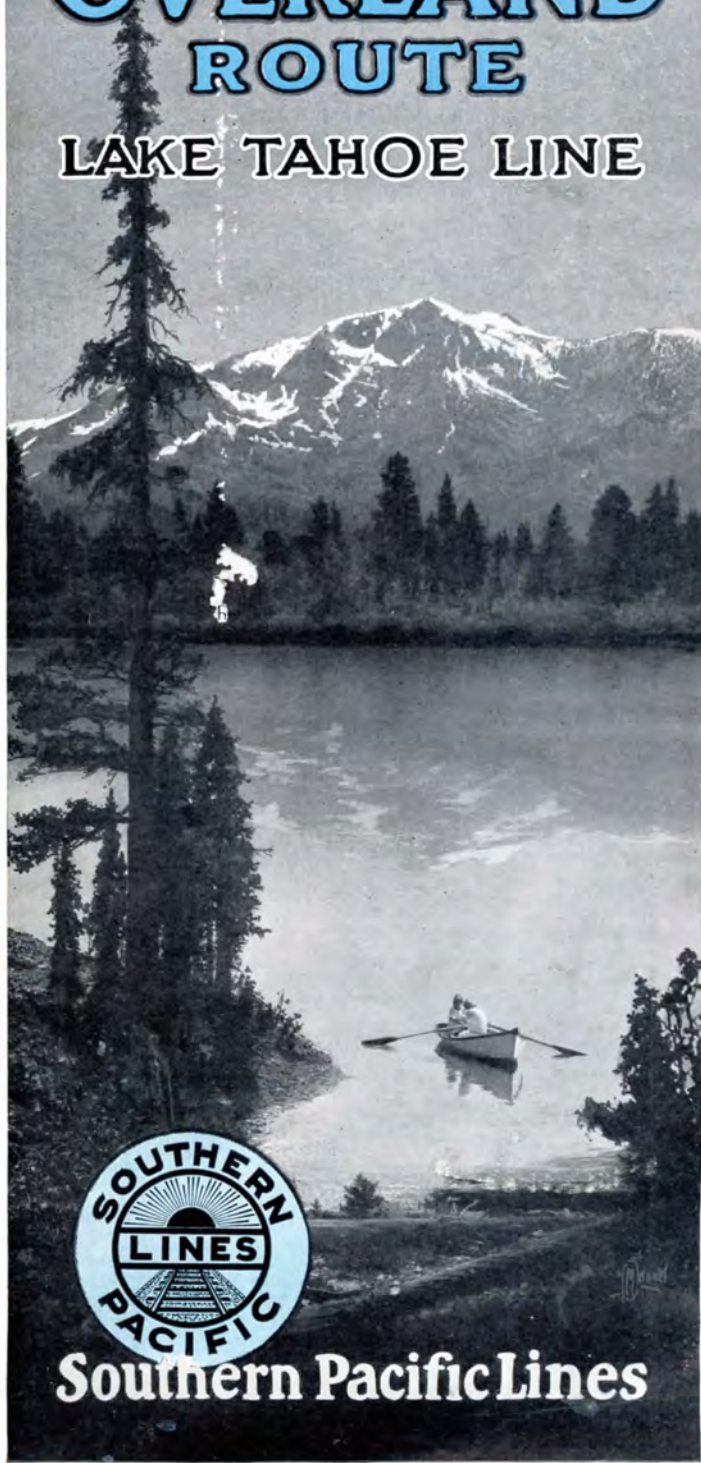
LAKE TAHOE LINE



Southern Pacific Lines

WAYSIDE NOTES
**OVERLAND
ROUTE**

LAKE TAHOE LINE



Southern Pacific Lines

Wayside Notes along Overland Route (Lake Tahoe Line)

Published by SOUTHERN PACIFIC, San Francisco, California



WHEN you travel on the Overland Route (Lake Tahoe Line), directly across the center of the country, you find scenic beauty and historic interest. After leaving Ogden, westbound, you cross Great Salt Lake over Southern Pacific's famous "cut-off," one of the world's noted engineering achievements. You climb from vast plains, where Indians can still be seen, up the steep side of the Sierra Nevada Mountains. You visit, if you wish, lovely Lake Tahoe, now reached

by Southern Pacific trains running direct to the lake's shore. Then past Donner Lake, over the summit of the Sierra Nevada range, down through the gold fields of '49, through foothill orchards, and into the pleasant California valley land.

You follow a trail that is rich in stirring traditions, for the covered wagon and slow-moving ox team were the first trail breakers over this route. Then came the pack train,

stage coach and pony express. And, finally, the railroad, which developed all of the comforts and luxuries of train travel today.

This is the line of the first transcontinental railroad. It will add to your interest to know that four Sacramento merchants—Leland Stanford, Collis P. Huntington, Mark Hopkins and Charles Crocker—led the way in its construction east from Sacramento. The Overland Route you travel today was the pledge these men, founders of Southern Pacific, gave of their faith in the West's future.

These "Wayside Notes" have been prepared with the hope that they will add to the pleasure of your journey by pointing out historic landmarks and other places of interest along the way.

Your nearest Southern Pacific representative (see page 11) will gladly help you plan your trip and attend to all its details for you. And please remember that all during your journey any Southern Pacific agent will be eager to assist you in any way he can. Call on any of the men listed on page 11 whenever you feel Southern Pacific can serve you.

Cities and towns are listed in westbound order. Eastbound passengers reverse the order of reading, starting at the bottom of page 10.

UTAH

Population 513,711

Area 82,184 sq. mi.

UTAH. Keystone state in center of inter-mountain region. Wealth chiefly in agricultural and mining resources. Manufactures confined mostly to goods for inter-mountain consumption; with exception of reduction and smelting of ores, copper has greatest tonnage.

State is birthplace of intensive farming in United States; has nearly 6000 miles of irrigation ditches, costing about \$18,000,000. Agricultural products include fruits, wheat, oats, barley, corn, potatoes, onions, cabbage, peas, tomatoes and sugar beets. Over 54,000 acres devoted to sugar beet industry; 46,000 to fruit and nursery culture.

In 1926 Utah ranked first in silver production, second in lead, third in copper, sixth in gold; total value of ore treated that year, \$119,270,000; value of gold, silver, copper, lead and zinc produced from mines was over \$81,971,000. World's largest open-cut copper mine operated at Bingham; world's largest smelting center located in Salt Lake county.

Salt Lake City—Altitude 4255. Population 168,000. To Ogden 36 miles. Founded in 1847 by Brigham Young. Today Utah's flourishing capital and metropolis. Commercially and industrially important as a distributing center of inter-mountain territory. Nearby, large mines and reduction and smelting works.

Beautifully located, facing Great Salt Lake in amphitheatre framed by Wasatch Mountains. Beautiful homes, wide clean tree-bordered streets, modern office buildings, commodious hotels—make city one of country's show places and delightful place of residence.

Moderate temperatures summer and winter. Climate of city and of Ogden nearly identical, and ideal for seekers after health and pleasure—pure mountain air, splendid water, ideal living conditions.

Mormon Church buildings of great interest. Magnificent Temple, of white granite, visible for miles; 40 years elapsed between laying of first foundation stone and completion in 1893; is 200 feet long, 100 wide, 100 high; has tower 220 feet high on each corner; cost \$6,000,000. Famous Tabernacle, constructed entirely without metal nails, is noted for remarkable acoustic properties; 10,000 people may gather in it to hear the famous organ and choir of 500 voices.

Saltair, resort on Great Salt Lake, is reached by electric line from city.

Overland Route (Lake Tahoe Line) through passengers holding tickets carrying stopover privilege will find convenient train service between Ogden and Salt Lake City. Ten-day stopover privilege on all one-way tickets through Salt Lake City.



Mormon Temple, Salt Lake City



Saltair, Salt Lake City



Hotel Bigelow, Ogden



Hermitage, Ogden Canyon



Southern Pacific Great Salt Lake "cut-off"



Cliffs Show Ancient Water Level



Bird Island, Great Salt Lake

Ogden—Alt. 4301. Pop. 45,000. To San Francisco 782 mi. Eastern terminus of Southern Pacific's Overland Route (Lake Tahoe Line). At base of westward slope of Wasatch Mountains; prosperous manufacturing and home city with fine residences, churches and schools, well-paved and shaded streets, mills, factories, canneries. Hotels include the new Bigelow costing \$1,125,000.

Southern Pacific connects here with Union Pacific from Omaha, Kansas City and Denver; Denver & Rio Grande Western from Denver through Salt Lake City; Oregon Short Line from Salt Lake City and from West Yellowstone, western entrance to Yellowstone National Park, a night's ride from Ogden. Stopover privilege at Ogden on all tickets.

Surrounding farming and fruit-growing region irrigated by waters of Weber, Ogden and Bear rivers. Products include all the cereals, and tomatoes, sugar beets and potatoes, apples, pears, peaches, plums, prunes, apricots, cherries.

The Hermitage, picturesque mountain hotel 7 miles from city in Ogden Canyon, is reached by well-paved auto road and by electric railway. The way winds thru a narrow rock-bound pass having many interesting geological formations and charming wooded vistas. Summer cottages among pines overlook rushing trout streams.

"Going to Sea by Rail"

Fifteen miles west of Ogden you actually "go to sea by rail"—over Southern Pacific's famous "cut-off" across Great Salt Lake.

This "cut-off" extends west 102.9 miles across the northern arms of Great Salt Lake to Lucin. Built to avoid the curves and grades of the original line around the lake's northern side, it shortened Overland Route 43.8 miles. It was opened, after 18 months' work, November 13, 1903. 72 miles of the way the rails are laid on land, and for 30 miles on rock fills and heavy trestlework. Except for 12 miles, this "cut-off" is a solid path; but if you were not told you wouldn't know that these 12 miles are on a trestle.

The "cut-off" extends 9 miles across the east arm of Great Salt Lake, then runs 5 miles across Promontory Point, which separates the lake's east and west arms.

On Antelope Island, visible to the south from your car window on clear days, is the largest herd of buffalo in the United States.

Beyond Promontory Point the line crosses the west arm of the lake on a causeway twenty miles long.

Pink Pond lies north of the track just west of Promontory Point. It fills by percolation during high water in Great Salt Lake. Evaporation during summer concentrates the water to a brine. When a certain concentration is reached, the pink color appears—caused by the presence of a bacillus which lives in brine and salt.

America's First Transcontinental Railroad

It was directly north of Promontory Point—at Promontory, on the old line around the northern side of Great Salt Lake—that the Central Pacific Railroad (now part of Southern Pacific), building east from Sacramento, California, met the Union Pacific, building west, on May 10, 1869—thereby forming the first transcontinental railroad line.

The story of the building of Central Pacific is a story of achievement in the face of seemingly insurmountable obstacles. Everything known at that time of the wilderness through which the railroad was to run was of a nature to discourage such an undertaking—two chains of mountains that were regarded as impassable, and mountain roads so steep that the "covered wagons" had to

be lowered down them by ropes, were still fresh in the minds of immigrants.

All iron, rolling stock and other material, manufactured in the Atlantic States, had to be transported by sea via Cape Horn to San Francisco, a journey of eight to ten months. California's laborers were mostly miners—the first mining excitement meant a complete stampede of every man on the job. The ascent over Sierra Nevada mountains was 7000 feet to 100 miles. There was the cutting and tunneling through granite mountains. Shovel and pick and black powder were the only aids to grading in those days. Railroad building over and through the granite slopes was literally hand carving. Heavy snows in the mountains were often 20 feet deep.

Four Sacramento merchants, the "big four"—Leland Stanford, Collis P. Huntington, Mark Hopkins and Charles Crocker—led the way in the construction of Central Pacific. Breaking first ground was the occasion for a big ceremony at Sacramento on January 8, 1863. Stanford, who had just been elected Governor of California, turned the first shovel of dirt. He also drove the final spike at Promontory, Utah.

Construction of Central Pacific was the biggest job in the world at that time. It is little wonder the world doubted the possibility of its being carried to a successful finish. But through wise planning, enthusiasm and determination, the "big four" carried Central Pacific to a successful finish seven years ahead of the time allowed by the Government.

In Central Pacific, Southern Pacific had its origin. The history of Southern Pacific is also the story of the West. Today Southern Pacific forms one of the world's greatest transportation systems. There are 58,680 stockholders in the Company, and about 94,000 employees.

Great Salt Lake

Great Salt Lake, area 2000 sq. mi., is 75 miles long and 31 wide. Your trip across it over Southern Pacific's famous "cut-off," with the southern shore 90 miles away beyond the horizon, is a novel journey. The entire region, with its weird mountain peaks, and its wide expanse of waters—now gray and still, now blue and sparkling—fascinates you in a strange way.

Great Salt Lake itself is one of the world's most remarkable bodies of water—more salty than any except the Dead Sea of Palestine. Bathers float or swim in it at pleasure—but never sink, for this "Dead Sea" of America is 22% salt! In every five pounds of water is one pound of salt, of which 13 ounces are common salt. The water is really so heavy you can't sink in it.

In Great Salt Lake there are no fish, the only life being a tiny shrimp not exceeding one-third of an inch in length.

Seagulls live along the shore, living on fresh fish brought to Great Salt Lake by the Bear River, which flows into the northern end of the lake's east arm, where the salt water kills them. In 1848 seagulls saved Utah's crops by destroying swarms of crickets; seagulls are now protected by law and in Temple Square, Salt Lake City, is a monument to them.

Great Salt Lake, large as it is, is but a small remnant of an ancient inland sea that once filled a large part of the Great Basin—a series of long, narrow basins separated from each other by rugged mountains and whose waters do not reach the sea; the western slopes of the Sierra Nevada Mountains are included in same. 20,000 years ago this ancient sea was 346 miles long and 145 wide—almost as large as Lake Michigan and much deeper. In time its surface sank to below its outlet, its area gradually shrank, and through evaporation the water became salty. In honor of Capt. Bonneville, who explored this

OVERLAND ROUTE

region in 1831, scientists have given to this ancient sea the name of Lake Bonneville. From Ogden to Montello, 130 miles west, Overland Route (Lake Tahoe Line) crosses the old bed of Lake Bonneville; you may observe the ancient shore-lines, high on the mountainsides, in many places.

Lakeside—Alt. 4216. To S. F. 735 mi. At western shore of Great Salt Lake. Isolated hill to north is Strong Knob; to south rise the Lakeside Mountains.

South of Lemay, 33 miles farther west, are Newfoundland Mountains with beach-terraces of Lake Bonneville clearly marked thereon. To north is Raft River Range.

Lucin is at western end of Southern Pacific's Great Salt Lake "cut-off."

NEVADA

Population 79,772 Area 109,821 sq. mi.

Known as "Silver State" because of immense tonnage of silver mined from its mountains. Whole state belongs to the Great Basin

State has great diversity of scenery and interest—old mining camps, colorful deserts, mystic caves, prehistoric remains, numerous mineral springs and geysers, majestic mountains, vast stock ranges, charming lakes, hospitable towns and cities. The lakes include Carson, Walker and Pyramid. Chief river, besides Colorado, is the Humboldt; with the exception of the Colorado, the rivers lose themselves in the soil or enter lakes.

Humboldt River, over 300 miles long, is chief stream of Nevada. Was discovered in 1825 by Peter Ogden of Hudson Bay Co. Was later explored by Gen. Fremont, who named it after Alexander von Humboldt, naturalist and traveler, who visited our southwest in first decade of nineteenth century. Empties into Humboldt Lake, which overflows in time of flood into Carson Sink.

Soil, when reclaimed, is well adapted to forage crops, cereals, vegetables and deciduous fruits. Stock-raising extensively carried on; much good pasturage. Many of the valleys, such as the Carson, are rich in vegetable as well as mineral wealth. Climate is health-giving.

Principal industries are mining and stock-raising. Silver is chief mineral product; mines of the Comstock Lode at Virginia City have been among richest in world. Tonopah and Goldfield have been scenes of recent mining activity. Copper is found in large quantities. Gold, lead and zinc are also found. Solid masses of salt of great purity are found in many places. During 1926, 7444 carloads of livestock and 7,500,000 pounds of wool were shipped from Nevada; output of gold, silver, copper, lead and zinc in 1926 valued at \$22,900,000.

That Nevada has been populated for centuries is evidenced by its many caves whose walls are rich in prehistoric writings and hieroglyphics. These caves are being rapidly explored and it is thought that in a short time they will undoubtedly lead to some startling revelations regarding the ancient history of Nevada.

Southern Pacific has issued and is making free distribution of a map of Nevada containing a description of the state's resources, development, topography and climate. Any Southern Pacific agent listed on page 11 will give you one.

Tecoma—Alt. 4807. To S. F. 669 mi. Stock-range country begins here. Is also nearest railroad point to silver, copper and lead mines, discovered in 1874, which include Tecoma, Buel City, Lucin, Silver Islet and Deep Creek mines. Goose Creek Mountains are to north; Pilot Range is to south, with Pilot Peak outstanding—a lofty landmark by which early immigrants steered for Humboldt Wells and water and verdure of that region.

LAKE TAHOE LINE

Montello—Alt. 4878. Pop. 434. To S. F. 662 mi. Division point of Southern Pacific. Highest level of ancient Lake Bonneville was above here, at elevation of about 5000 ft. Westward from Montello—Loray, Omar and Cobre, near summit of Valley Pass. Toano Range to south.

Cobre—Alt. 5922. Pop. 50. To S. F. 645 mi. Many mining districts tributary to Cobre. Nevada Northern Railway runs south to Ely, 140 miles, where are noted copper mines; about 16,000

	Altitude	
Valley Pass	. 6072	tons of copper ore hauled
Icarus	. . . 6108	daily to great concentrator
Pequop	. . . 6144	and smelter at McGill, nearby,
Fenelon	. . . 6154	producing daily about 250,000
Holborn	. . . 6103	pounds of refined copper. This
Anthony	. . . 6126	ore is not handled at mines
Moor	. . . 6166	through shaft, as is common

practice, but lies on plateau and is blasted out and picked up by massive shovels. Near Ely are Lehman Caves, which have been explored for three miles and contain many fantastic specimens of stalactites and stalagmites.

You now pass a succession of serrated mountain ranges, many marked by lofty snow-clad peaks. South of Pequop are Pequop Mountains; Independence Mountains rise beyond; Independence Valley lies between them, extending southward from Fenelon and Holborn. Moor is near summit of Cedar Pass, from which there is a downward grade for 300 miles, the pass forming a natural gateway to the valley of the Humboldt River.

Wells—Alt. 5631. Pop. 575. To S. F. 608 mi. In days of Emigrant Trail, historic route of gold-seekers, was important supply point, hundreds of prairie schooners sometimes being encamped here. Name "Humboldt Wells" given to place because of numerous springs which rise in nearby meadow. From Wells, great cattle range extends northward into Idaho, while to south lie ranches and small farms of Clover Valley (between Independence Mountains and East Humboldt Range).

Union Pacific connects on Tues., Thurs., Sat. for Rogerson and Twin Falls, Idaho. Western Pacific diverges to south and east. Stages leave daily, except Sun., running south to Warm Creek, 26 mi., Arthur, 48 mi., Ruby City, 60 mi; and to Metropolis, 10 mi. north. Stage leaves Wells Tues., Thurs. and Sat. and runs west through Starr Valley for 20 miles.

From Wells to Lovelock, 264 mi. west, Overland Route follows the Humboldt River Valley, often along the river's course.

Alazon—Alt. 5603. To S. F. 603 mi. From here to Weso, 183 mi. west, lines of Southern Pacific and Western Pacific nearly parallel each other greater part of way. To give greater operating efficiency, tracks of two roads are paired—eastbound trains of both lines using Western Pacific main line, and westbound trains using Southern Pacific line.

Tulasco—Alt. 5510. To S. F. 599 mi. Junction for Metropolis, newly-settled agricultural district eight miles north, water being secured from Bishop's Creek.

Deeth—Alt. 5341. Pop. 50. To S. F. 590 mi. Stage leaves Tues. and Sat. for Charleston and Arthur, 50 and 70 miles, respectively, north. Directly south lie Ruby Valley and picturesque Ruby Range; in valley are many flourishing orchards producing apples of unexcelled flavor.



Lehman Caves, near Ely, Nevada



Glaciers, Mt. Wheeler—near Ely



Ruby Mountain



Humboldt River, near Ryndon



Palisade Canyon



Steamboat Springs, near Reno



Humboldt Mountains, near Imlay



Dam, Truckee River—Nevada



Tonopah



Pyramid Lake

Halleck—Alt. 5230. To S. F. 577 mi. Named after Fort Halleck, 12 miles to south at base of Ruby Range.

Elburz is 3 miles west. Fine stock ranch is seen to south. Short distance farther the line crosses north fork of Humboldt, which here joins main river. You follow

	Altitude	
Elburz . . .	5026	Humboldt River through
Ryndon . . .	5157	Ryndon, Osino and Coin to
Osino . . .	5132	Elko. As railroad descends
Coin . . .	5095	narrow Osino Canyon it crosses the Humboldt several

times.

Elko—Alt. 5061. Pop. 2600. To S. F. 556 mi. Prosperous and wealthy town; center of vast, rich country. Shoshone Indians usually to be seen about station. Mountains to south are Diamond Range. Nearby are mineral hot springs of unusual size and depth. Stage leaves daily for Lamoille, 20 mi. southeast, and Lee, 25 mi. south. Blaine and Lamoille are important points in Lamoille Valley, one of most fertile in state.

	Altitude	
Avenel . . .	5026	Stage leaves Sat. for Bullion, 27 mi. southwest. Daily stage to Tuscarora, one of oldest mining camps, 50 mi. north; daily except Sun. to
Vivian . . .	4922	Whiterock, 92 mi. north; Mountain City, 100 mi. and
Moleen . . .	4982	Owyhee, 118 mi; also Tues. Thurs., Sat. north to North Fork, 52 mi., and Gold Creek, 74 mi.
Tonka . . .	4959	Humboldt Valley widens as you proceed west. You pass Avenel, Vivian, Moleen and Tonka, and reach Carlin. Dixie and Diamond valleys, and south fork of Humboldt are to south. Independence Mountains are far to northward.

Carlin—Alt. 4899. Pop. 800. To S. F. 535 mi. Before reaching Carlin the railroad runs through some rugged scenery in Five-Mile Canyon. Old emigrant road divides just east of Carlin, one branch going south to Humboldt River, and the other beyond hills on north side; branches join again 35 miles west at Gravelly Ford. Four small creeks come in from north—Laurie, Maggie, Mary and Amelia, indicating either early romance or feminine influence on Nevada geographers.

Leaving Carlin, Tuscarora Mountains may be seen to north and Cortez Mountains to south. Beyond station of Tyrol the line enters Palisade Canyon, where the Humboldt flows between precipitous walls rising hundreds of feet; these walls of lava rock present peculiar formations and in general appearance are strikingly similar to famed Palisades of the Hudson, which suggested their name. Pioneers also knew this gorge as Twelve-Mile Canyon.

Palisade—Alt. 4846. Pop. 200. To S. F. 526 mi. Eureka-Nevada Ry. runs south 84 mi. through Pine Creek Valley to Eureka, famous old mining camp. Leaving Palisade, you pass Devil's Peak, perpendicular rock rising 500 ft. from river's edge. You follow the Humboldt through Gerald, Barth and Harney. Tuscarora Mountains are still to north; Cortez Mountains to south, and beyond them the Toquima Range.

	Altitude	
Gerald . . .	4822	
Barth . . .	4809	
Harney . . .	4777	

Cluro—Alt. 4737. To S. F. 513 mi. Entering open basin on north, the old emigrant trail is seen leading up from Gravelly Ford, one of noted points on the Humboldt River in early days. Here on a low point jutting out toward river on south, just below the ford and about

5 miles west of Cluro, is "The Maiden's Grave." The girl was one of a party of emigrants from Missouri; while in camp at this ford she sickened and died. A cross has been erected, bearing on one side the inscription, "The Maiden's Grave," and on the other her name, "Lucinda Duncan." It stands as a pathetic reminder of the trials and hardships experienced by those who blazed the first overland route.

Beowawe (meaning "The Gate")—Alt. 4695. Pop. 85. To S. F. 508 mi. Named from peculiar formation of hills at this point on either side of the Humboldt. Five miles south are volcano springs, geyser-like in character. You pass

	Altitude	
Ladoga . . .	4664	Ladoga, Shoshone, Mosel, Argenta and Rosny to Battle Mountain, the Humboldt flowing on north. Rugged country through which you pass.
Shoshone . . .	4631	
Mosel . . .	4586	
Argenta . . .	4550	
Rosny . . .	4533	

Shoshone—Alt. 4631. To S. F. 499 mi. Here the westbound route over Southern Pacific's main line and eastbound route over Western Pacific diverge, the westbound route running to south until two lines are 4 mi. apart between Battle Mountain on westbound route and North Battle Mountain on eastbound route. Lines meet again at Preble.

Battle Mountain—Alt. 4512. Pop. 650. To S. F. 476 mi. Named after Battle Mountain Range, lying to south. Distributing point for number of nearby mining districts, towns and camps. Also junction point for Nevada Central R. R. extending south up Reese River Valley 93 mi. to Austin, old mining district. Surrounding country has many cattle herds.

	Altitude	
Piute	4509	Large tracts of land in vicinity now in use and available for agricultural purposes. From Stone House are seen far
Mote	4512	
Valmy	4509	
Stone House . . .	4451	

across plains the peaks of encircling mountain ranges. In early days this was a stage station. The Stone House was at base of an abrupt hill on south, beside a spring of clear water. Was scene of many conflicts between emigrants and Piute Indians. Tilling of soil will be noticed in places where dry-farming is being practiced.

You pass Iron Point. This ridge was boundary between Shoshone and Piute Indians. Railroad here runs northward to Comus. Canyon widens into a valley for several miles, then closes in, and you enter Emigrant Canyon, through which the old wagon trail passed.

Golconda—Alt. 4389. Pop. 150. To S. F. 434 mi. Fine cattle ranges lie to north, also deposits of copper and gold. Hot springs in vicinity, with comfortable hotels and baths. Stage leaves Mon., Wed., Fri. for

	Altitude	
Egdon	4327	Midas, 52 mi. northeast. Hot Springs Range is on north; Sonoma Range to south, with
Tule	4325	

Sonoma Peak outstanding. You pass Egdon and Tule and approach Winnemucca (meaning "Chief") named after a chief of Piute Indians. Paradise Valley and Santa Rosa National Forest are to north; Grass Valley to south. Paradise Valley is drained by Little Humboldt River, which joins main stream a short distance west of Tule.

Weso—Alt. 4304. To S. F. 421 mi. Western Pacific westbound trains, which have been running over Southern Pacific rails from Alazon, leave Southern Pacific tracks here and use their own rails westward.

Southern Pacific trains continue on Southern Pacific tracks to San Francisco.

Winnemucca—Alt. 4434. Pop. 2700. To S. F. 417 mi. Seat of Humboldt County; has fine court house, stamp mill, smelting works, good hotels, including the new Humboldt. Fast-growing city of much wealth. Large freighting business done with mines

	Altitude	
Benin . . .	4302	in district. Much land being cultivated; water found in abundance at about 40 ft.
Rose Creek .	4324	Early San Francisco-Idaho stage line crossed Humboldt River here. Winnemucca Peak, 6600 ft., seen to north-west.
Cosgrave . .	4305	Auto stage daily except Sun. to Paradise Valley, 40 mi. north; Toll House, 12 mi.; Willow Point, 24 mi.; Amos, 36 mi.; Rebel Creek, 54 mi.; National, 75 mi.; McDermitt, 84 mi.; Mon. and Thurs. to Denio, Oregon, 110 mi. north.
Mill City . .	4229	

You travel southwest through Benin, Rose Creek, Lamar and Cosgrave to Mill City. Eugene Mountains to north; East Range to south.

Imlay—Alt. 4197. Pop. 250. To S. F. 384 mi. Railroad division point. West Humboldt Range appears to south with impressive snow-clad slopes; mountain chain culminates in Star Peak, and is also known as Star Peak Range. Stage and auto service to Unionville, 22 mi. south, Mon., Wed., Fri.

Humboldt—Alt. 4238. To S. F. 377 mi. Cottonwoods and willows mark course of Humboldt River. Town was termed "The Oasis" of what was formerly the Great Nevada Desert, and is evidence that by irrigation these

	Altitude	
Valery . . .	4288	semi-arid regions may be made to yield paying crops. You pass southward down the valley, with Trinity Mountains on west and West Humboldt Range to east, through
Rye Patch .	4256	Valery, Rye Patch, Zola, Oreana, Wooley and Kodak to Lovelock. Electric power to operate quartz mill is obtained from Lahontan Dam, Newlands (formerly Truckee-Carson), irrigation project (described under "Fallon"). Stillwater Mountains lie 30 mi. to south; beyond them is Clan Alpine Range.
Oreana . . .	4160	
Wooley . . .	4100	
Kodak . . .	4014	

Lovelock—Alt. 3979. Pop. 1000. To S. F. 344 mi. In the broad valley of the Humboldt, near Humboldt Meadows of old emigrant road. Growing and important town with good hotel accommodations. Irrigation responsible for fields of alfalfa.

	Altitude	
Perth . . .	3953	Center of large sheep and cattle territory, many head being shipped yearly to market. Rich mining districts of Mazuma and Seven Troughs lie about 30 mi. to north.
Granite Point	3923	
Toulon . . .	3932	
Toy	3932	

Humboldt Lake, 16 mi. long and from 6 to 8 mi. broad, seen to south between Granite Point and Miriam. Carson Sink and Lower Carson Lake also lie to southeast as you pass through Ocala, Huxley and Parran. These waters are utilized for irrigation purposes.

You now leave the Humboldt River, which you first met at Wells, 264 mi. back.

Hazen—Alt. 4012. Pop. 125. To S. F. 288 mi. Southern Pacific branch line runs from Hazen southeast 16 mi. to Fallon.

Fallon Branch

Fallon—Alt. 3965. To S. F. 304 mi. Center of Newlands Irrigation Project, comprising about 200,000 acres of irrigable land; over 40,000 acres under cultivation. Crops include alfalfa, potatoes, onions, grain, truck crops, and famous "Hearts of Gold" cantaloupes. 122 carloads of farm products shipped to eastern markets from Fallon and Fernley during 1925. Dairying and raising of cattle and sheep also important industries. Water for irrigation taken from Truckee River near Derby, 19 mi. west. Second source of supply is Carson River, on which United States Reclamation Service has constructed large dam at Lahontan, 7 mi. south of Hazen.

Mina Branch to Tonopah and Goldfield

From Hazen a second branch of Southern Pacific extends southward through Wabuska (junction with Nevada Copper Belt Railway) 129 mi. to Mina. Here are located Southern Pacific shops and a hotel. Connection is made here with Tonopah & Goldfield Railroad for Tonopah, 70 mi. southeast, and Goldfield, 95 mi., whence Tonopah & Tidewater Railway runs to Bullfrog, Rhyolite, Beatty, etc. Mina is shipping point for mines of Simon, Marietta, Candelaria and Pactolos districts, producing gold, silver, lead, zinc, quicksilver.

**Owens Valley Line
Mina, Nev., to Mojave, Calif.**

At Mina change is made to Southern Pacific narrow-gauge line which extends southward 159 mi. along eastern base of Sierra Nevada range through Owens River Valley to Keeler, Calif. At Owenyo, 17 mi. north of Keeler, connection is made with standard gauge track running south 144 mi. to Mojave, there connecting with Southern Pacific's San Joaquin Valley Line for San Francisco or Los Angeles.

Main Line—West from Hazen

Fernley—Alt. 4157. Pop. 275. To S. F. 276 mi. One of recently-developed settlements, resulting from Newlands Irrigation Project. Alfalfa and potatoes principal crops.

Fernley-Susanville Branch

From Fernley, a Southern Pacific branch extends northwest through Wadsworth, 106 mi. to Susanville, Calif., and 25 mi. farther across summit of Sierra range to Westwood.

Region embraces many natural phenomena in addition to numerous lakes and streams. At Wadsworth, 3 mi. from Fernley, the line crosses Truckee River, which flows from Lake Tahoe on Sierra Nevada summit and empties 20 mi. north of Wadsworth into Pyramid Lake, 31 mi. long and 5 to 11 wide.

Pyramid Lake lies in Pyramid Indian Reservation; named by Capt. John C. Fremont because of peculiar and fantastic pyramids which rise from its waters; substance is travertine, a hard crustated and porous formation of light drab color, which also occurs in huge, odd-shaped masses along shore. You skirt Pyramid Lake for 30 mi., affording fine view of its waters encircled by rugged Lake Range. At mouth of Truckee River at southern end of lake, Indian village and school may be seen. Lake has abundance of trout, the catch ranging from 5 to 20 pounds each; right to fish reserved to the Indians, although responsible parties can secure temporary permission by application to proper authority.

Winnemucca Lake is similar but smaller body of water lying immediately east. Neither lake has outlet.



Mt. Lassen, California



Park—Reno, Nevada



Mackey School of Mines—Reno



Near Minden



Truckee River—California



Lake Tahoe



Lake Tahoe Trout



Mt. Tallac's Cross—from S. S. "Tahoe"



Emerald Bay, Lake Tahoe



Tenaya Lake—on Tioga Highway

Train stops at Sutcliffe on Pyramid Lake. At Zenobia, 51 mi. from Fernley, train leaves lake, and at Stacey, Calif., 24 mi. farther on, enters southern end of Honey Lake Valley, which extends for 36 mi. westward to Susanville and has maximum width of 15 mi. Hot springs and medicinal baths at Amedee, also at Wendel, on Honey Lake, junction for Alturas and Lakeview (Oregon) on Nevada-California-Oregon Railway. Litchfield, beyond Wendel, is center of much cultivation. Lassen Peak, in Lassen Volcanic National Park, about 8 mi. northwest, is visible ahead slightly to the left. Northern and western portions of valley well settled. The waters of Susan River flow from the north.

Susanville, Calif.—Alt. 4216. Pop. 5600. From Fernley, 106 mi. In foothills at entrance to Susan River Canyon. Center of much activity and distributing point for district. Well-built brick and stone structures. Heavy timber covers vast area to north. Two large sawmills and two box factories. 60,000 acres of agricultural land irrigated from Eagle Lake and Susan River. Good trout fishing in Susan River, which winds for 20 mi. through its timbered and rugged canyon; also in Eagle Lake, 12 mi. north, reached by auto road.

Westwood, Calif.—Alt. 5087. Pop. 4000. From Fernley, 136 mi. Thirty mi. southwest from Susanville. Terminus of branch. Site of large lumber mills of Red River Lumber Company, whose timber holdings cover 800,000 acres in 7 counties. One mill alone will produce 1,000,000 ft. (40 carloads) of lumber daily.

Lassen Volcanic National Park

Region of wild beauty about 50 mi. northwest of Westwood. Lassen Peak, 10,577 feet elevation, is the only volcano in continental United States that has been active within the memory of man. On May 30, 1914, an eruption occurred—after the volcano had been quiescent for about 200 years! At varying intervals since it has emitted volumes of smoke, ashes and rock. Last explosive eruption occurred May 22, 1915. Since then innumerable fissures have provided vent holes through which Lassen's internal forces continually escape in steam.

In 1905 Lassen Peak was created a National Monument; in 1916 region about was set aside as Lassen Volcanic National Park. Roads within park now under construction by Government. Present means of exploring interior are horse and foot trails. Cinder Cone, Chaos Crags, Snag Lake, Butte Lake, Lake Helen and Juniper Lake, with scores of smaller lakes, creeks and streams, are some of many attractions of this new playground. Within park are hundreds of boiling springs and geysers. Drakesbad is the resort within the park boundary, near the base of Lassen Peak.

Drakesbad, Calif.—Alt. 6000. Thirty-two miles northwest of Westwood. Reached during summer by daily auto stage to Chester, thence by special auto. Hot and cold soda and sulphur springs, several geysers, ice and crystal caves, the Devil's Kitchen with active mud pots and a boiling lake—region of unusual interest to tourist. Equipped with floored and comfortably furnished tent-houses; good meal service. Horses and guides available for trail trip to Lassen Peak, about 7 mi.

Main Line—West from Fernley

Course of Truckee River is followed from Fernley to Truckee, Calif., 68 mi. At Thisbe, south of track, is seen concrete diversion dam of United States Reclama-

tion Service, where water is taken from Truckee River for distribution over Newlands Irrigation Project. Concrete-lined canal visible for several miles on south side of river. Vista is on edge of Truckee Meadows.

Sparks—Alt. 4426. Pop. 4800. To S. F. 244 mi. Three miles from Reno; division point and location of Southern Pacific shops. Steamboat Valley, showing much agricultural development, stretches north and south.

Reno—Alt. 4599. Pop. 16,000. To S. F. 243 mi. Nestling among foothills of eastern slope of Sierra Nevada range. Attractive metropolis of Nevada; seat of Washoe County. State University here; noted for its School of Mines. Commercial distributing point for extensive area of agricultural land surrounding, also for mining territories to east and south. Hotels include the new Riverside.

Beautiful Truckee River runs through center of city; graceful bridges span stream. Its banks and island in center are nicely parked; artistic sense is further shown in broad, winding, tree-lined streets through home section. Houses are set well back from roadways, leaving wide, open spaces filled with well-kept lawns and pretty gardens that aid in making this one of homiest spots in West.

Virginia & Truckee Railroad runs south to Carson City, capital of Nevada, 31 mi., thence 15 mi. farther south to Minden. From Carson City the line runs north 21 mi. to Virginia City, on famous "Comstock Lode," which in early days produced millions of dollars in gold and silver. At Mound House, east of Carson City, connection is made with branch of Southern Pacific running east through Churchill and south to Wabuska.

Over the Sierra Nevada Mountains

From Reno the Overland Route runs up and along the dashing Truckee River, through foothills and spurs of Sierra Nevada range, and by easy grade along shores of beautiful Lake Donner to summit, thence down mountain-side through forests of pine, spruce and fir, with western slope of Sierra range and high peaks spreading out like a giant relief map to north, south and west. The change is quickly made from snow-capped peaks and mountain gorges down through gold fields of 1849 to foothills covered with beautiful homes, vineyards and orchards, and to the fertile valleys of California.

In no other place in the world can one in a few hours enjoy so great a variety of mountain scenery, and with so little effort, as on a Southern Pacific train through the Sierra range over Overland Route.

Verdi—Alt. 4919. Pop. 500. To S. F. 232 mi. Busy little lumbering town. Four miles west the Nevada-California line is crossed at Calvada (altitude 5038 ft.). Then the state line is paralleled for about 3 mi. to Mystic, Calif.

CALIFORNIA

Pop. 4,316,459 Area 155,652 sq. mi.

California—a word synonymous with Scenic Beauty. California's Old Missions, well-built cities, mountains, valleys, lakes, rivers and fine beaches, have caused her to be proclaimed, and rightfully so, the pleasure-ground of the world.

Southern Pacific has issued and is making free distribution of a map of California, containing a description of the State's resources, development, topography

and climate. Any Southern Pacific agent listed on page 11 will give you one.

Floriston—Alt. 5327. Pop. 500. To S. F. 223 mi. On north end of Saddle Mountain; large paper mills, manufacturing from woodpulp.

Boca—Alt. 5532. To S. F. 216 mi. Hotel here where anglers stop; good fishing in Truckee and Little Truckee Rivers and in Prosser Creek. San Francisco Fly Casting Club has a lodge at Union Mills.

Truckee—Alt. 5819. Pop. 1500. To S. F. 208 mi. Picturesquely situated on bend of Truckee River where it flows in from southwest out of Lake Tahoe. Lumbering, ice-cutting, dairying. At Hobart, 8 mi. north, reached by daily auto stage, are lumber mills.

During snow season Truckee holds a winter sports carnival. Many of the "Far North" scenes you see in "movies" are taken here.

At Truckee the main line branches off to Lake Tahoe, 15 mi. south. For greater convenience in reaching Tahoe this line has been broad-gauged by Southern Pacific. There will be either a Lake Tahoe Pullman on your train or a connecting train at Truckee, and passengers who wish to linger awhile by this beautiful mountain lake will be carried direct to its shore. Your ticket carries ten-day stopover privilege.

Tahoe Lake Region

Lake Tahoe—Lake Tahoe is one of the largest and most beautiful mountain lakes in the world. Is noted for its crystal clearness and wonderful coloring—a zone of brilliant emerald encircling a heart of deepest indigo blue. Altitude is 6280 ft.; is 23 mi. long, 13 mi. wide; sounded depth, 1800 ft. Most of Tahoe is in California; eastern and part of northern shores are in Nevada. Is completely hemmed in by snow-capped mountain peaks varying in height from 8250 to 11,120 ft. above sea level. On its pine-fringed and indented shores are many charming resorts with attractive and comfortable hotels and numerous privately-owned cottages. Twin-screw steel steamer "Tahoe" makes 72-mile circuit of lake daily during summer season and as traffic demands during winter season, calling at boat landings of resorts. Over 60 named, and many unnamed, smaller mountain lakes, together with numerous trout streams, are in this wonderful region, from 2 to 25 mi. from Lake Tahoe by auto road or horse trail.

At the Lake Tahoe terminus of railroad, and right on shore of lake, in a beautiful timbered park, is Tahoe Tavern. Tennis, golf, boating, fishing, bathing, mountain-climbing and kindred summer sports, and winter sports during the snow season, in this wonderland of mountains and lakes make this an alluring spot in which to spend a vacation. During the snow season a winter sports carnival is staged at Lake Tahoe. Everything is done to insure the comfort and pleasure of guests.

For information regarding Tahoe resorts ask any Southern Pacific agent listed on page 11.

Tioga Highway Trip Lake Tahoe to Yosemite Valley

An added attraction to the Overland Route during the period about July 15 to about September 15 is the 2-day 250-mile rail-and-auto detour from Truckee, under through ticketing arrangements, to Lake Tahoe; thence by auto stages that follow for 35 mi. Lake Tahoe's shores and proceed south via Minden, Bridgeport and Mono Lake over the famous Tioga Highway to Yosemite Valley. Leaving Yosemite, the way is from

El Portal via the Yosemite Valley Railroad to Merced, or from Yosemite through Big Trees to Merced (Horseshoe Route) or to Fresno. Main-line tickets through Truckee are honored from Merced or Fresno to San Francisco, Los Angeles, or other destination, as the case may be. From Merced or Fresno passengers connect with Southern Pacific's San Joaquin Valley Line for San Francisco or Los Angeles. The trip can be made in either direction, eastern tourists going in via Merced or Fresno and out via Truckee; from California locally round-trip tickets can be purchased. See any Southern Pacific agent listed on page 11 for full information as to fares, etc.

Southern Pacific is making free distribution of three beautiful booklets—"Lake Tahoe", "Tioga Tour" and "Yosemite." You may get a copy of each from any Southern Pacific agent listed on page 11.

Main Line—West from Truckee

Donner Lake—The grade steepens as you wind among the crests of the Sierra summit. Eight miles from Truckee a most remarkable car-window view is had of Donner Lake, lying directly beneath you on the north. The best view of Donner Lake is at about Milepost 190, and at Summit, just west.

Donner Lake, 3 mi. long, 1 mi. wide, 483 ft. deep, is one of California's most picturesque mountain lakes. Was named after ill-fated Donner party—emigrants who were snowbound near its shores in winter of 1846. Under leadership of George Donner they had toiled across Utah and Nevada, enduring many privations. On last day of October reached this point, not far from Sierra summit. Here they were overtaken by heavy snowstorms; their store of provisions gave out, and starvation was upon them. A few succeeded in crossing the Sierra on snowshoes, reaching Sacramento, but when rescue parties arrived at Donner Lake 36 out of 81 had perished. A monument has been erected to their memory at the east end of lake.

At Lake View, 12 mi. west of Truckee, the full length of the lake, lying far beneath you, is a splendid sight. An outing resort with comfortable tent-houses and hotel service has been established on western shore of lake and is open during summer season. Is reached by auto stage from Truckee, 3 mi. Sierra Ski Club has clubhouse north of station at Summit. Altitude of pass at Summit is 7018 ft. Surrounding peaks and granite crests tower 3000 ft. higher, with deep gorges and mountain lakes between.

South of Soda Springs station is Lake Van Norden, reservoir whose waters develop electric power used in distant lowlands of California. South fork of Yuba River flows below, north of track. Cisco is favorite resort for anglers, with hotel near station. Headwaters of American River flow south of track, 2000 ft. below, through canyon of remarkable beauty. This mountain region is sought during summer months by many from San Francisco, Oakland and nearby cities for vacation and week-end trips. The view north from Smart is particularly fine, embracing the gorge of south fork of Yuba River and Bear Valley.

Emigrant Gap—Alt. 5219. In pass above present railroad track, the old emigrant road crossed a divide and



Donner Lake



Sierra Nevada Mountains



American River Canyon



Observation Platform, American



Prospectors—South Fork, American River



Near Applegate



Near Auburn



Peach Orchard, Newcastle



State Capitol, Sacramento



Sutter's Fort, Sacramento

followed down ridges of Sierra range and through the foothills to Sacramento Valley.

American River Canyon

Blue Canyon—Alt. 4693. To S. F. 167 mi. Famous for its pure spring water—cold and refreshing. Beautiful scenery through which you now pass. Toward south around mountain shoulders and along heavily timbered

canyon sides, the line follows the ridge above American River, affording vistas of magnificent sweep across a hundred miles of mountains, range after range reaching into the purple distance. Into the abyss the mountain-sides slope at precipitous angles, sinking in almost sheer descent. Sierra range rises like a wall beyond; ahead looms rugged promontory of Giant Gap, pushing its bulky form far out into canyon, the stream swirling in swift water around its base.

American—Alt. 4017. To S. F. 160 mi. Stop of 5 minutes made to allow you to view American River Canyon.

You pass Towle, Alta and mountain resort towns in charming surroundings. Alta Lake is seen to south near Alta station. Dutch Flat and Gold Run are names associated with romantic days of '49. View from car window to north and south, over a vast area once the location of most extensive placer mines in world, brings to mind the mining activity of that time.

From these gravels in 1852 more than \$65,000,000 in gold was taken, and about \$50,000,000 a year thereafter up to 1861. Half a mile beyond Dutch Flat the track rests on a strip of gold-bearing gravel said to carry about \$8 in gold per cubic yard. The predominating blue flower along the line is Lupin.

Colfax—Alt. 2418. Pop. 1000. To S. F. 142 mi. Prosperous town in midst of fertile fruit-growing district. Here the orchards begin, the fruit including Hungarian prunes, pears and Tokay grapes.

To the first-time visitor to California, the Overland Route completely fulfills expectation by its rapid and sudden transition from snow-capped peaks, timbered heights and rugged canyons to foothills checkered with orchards and vineyards, gardens and flowers bloom, and homes surrounded by fertile valleys.

Nevada County Narrow Gauge Railroad runs northward from Colfax to Grass Valley, 17 mi., and Nevada City, 23 mi., in a rich orchard, farming and mining region. After Colfax you pass through Lander, New England Mills, Applegate, Clipper Gap and Bowman, small stations in hills, to Auburn, 18 mi. Eastbound track of Southern Pacific parallels westbound track in certain places, and in others diverges, so that track you see part of time to left and part of time to right is the eastbound track seeking an easier grade up the mountains.

Auburn—Alt. 1267. Pop. 3300. To S. F. 124 mi. Seat of Placer County; pretty foothill city with attrac-

tive homes and public buildings. Westbound line passes south of town, eastbound to north. Fertile hills for miles around are blanketed with vineyards and with orchards producing apples, peaches, pears, plums, prunes and cherries. To west the great Sacramento Valley, which with the San Joaquin Valley to the south forms California's *Great Central Valley*, is spread out like a map.

Newcastle—Alt. 970. Pop. 700. To S. F. 120 mi. Prosperous foothill town; large fruit shipping point. Cherry trees in vicinity are remarkable for size and yield.

Passing Penryn, Loomis and Rocklin, the outlook over a great expanse of hills and valleys is ideal, the train winding among foothills covered with orchards and orange groves.

Bungalows and attractive country homes are picturesquely situated on hillsides. Near Loomis is Government Experimental Station for fig-raising. At Rocklin are large granite quarries, Rocklin granite being used in construction of beautiful State Capitol at Sacramento.

Roseville—Alt. 163. Pop. 6500. To S. F. 107 mi. Roseville has extensive yards of Southern Pacific; is point of junction with "east side" Sacramento Valley

Line of Southern Pacific's Shasta Route northward to Portland and westward to San Francisco. In fertile farm and fruit section, producing plums, cherries, almonds, grapes and berries;

has largest fruit-icing station in West. To east lie foothills of Sierra range. Passing through Antelope, Walergera, Benali and Elvas, you reach Sacramento, 18 mi. Between Benali and Elvas you cross the American River, which joins Sacramento just north of Sacramento.

Sacramento—Alt. 35. Pop. 101,000. To S. F. 89 mi. Situated on east bank of Sacramento River, one of great waterways of United States, and navigable for 75 mi. above Sacramento. Ten-day stopover privilege on all tickets. Capital of California; seat of Sacramento County. Largest inland city of state, one of its principal manufacturing cities, shipping point for very large deciduous fruit region. Southern Pacific's general shops located here.

It was from here that the Central Pacific Railroad, (now part of Southern Pacific) was started east; it met Union Pacific, building west, at Promontory, Utah, on May 10, 1869.

Capitol building is imposing \$3,000,000 structure; situated in beautiful park of 35 acres containing 120 varieties of trees from all regions of world. Many imposing public buildings and modern hotels. Residence section adorned with luxuriant growth of semi-tropic trees and plants.

Places of interest include Crocker Art Gallery, containing one of finest art collections in West; also old Sutter's Fort, founded in 1839 by General John A. Sutter, who obtained a large grant in this region from the Mexican government—it was on Sutter's land that the first gold was discovered. Sutter's Fort is located in public park bounded by 26th, 28th, K and L streets. Contains interesting collection of pioneer relics.

Branch of Southern Pacific extends eastward 60 mi. to Placerville, famous mining town founded in glorious era of '49. Another branch reaches south along Sacramento River 25 mi. to Walnut Grove.

Altitude	the ridge above American
Midas . . .	4145 River, affording vistas of mag-

Altitude	Gold Run are names associ-
Gorge . . .	3904 ated with romantic days of
Towle . . .	3700 '49. View from car window
Alta . . .	3606 to north and south, over a
Dutch Flat . . .	3390 vast area once the location of
Gold Run . . .	3227 most extensive placer mines in
Cape Horn . . .	2663 world, brings to mind the

Altitude	To the first-time visitor to
Lander . . .	2288 California, the Overland
New England	Route completely fulfills ex-
Mills . . .	2190 pectation by its rapid and
Applegate . . .	1965 sudden transition from snow-
Clipper Gap . . .	1745 capped peaks, timbered
Bowman . . .	1640 heights and rugged canyons

Leaving Sacramento, you cross Sacramento River. Beautiful yellow flower that covers fields between Sacramento and Davis is "Goldfield," a variety of *Bacari Chrysostoma*, to which family belong the sunflower and dandelion.

Davis—Alt. 52. Pop. 1900. To S. F. 76 mi. Thirteen miles southwest of Sacramento. Junction with Southern Pacific's "west side" Sacramento Valley Line of Shasta Route from Tehama. Here is State Agricultural College farm of 780 acres, conducted by University of California.

	Altitude	
Dixon . . .	67	Leaving Davis, you run south-
Batavia . . .	67	west 44 mi. through an agri-
Elmira . . .	77	cultural area extending south
Suisun-Fair-		20 mi. into the marshlands
field . . .	12	bordering Suisun Bay (an ex-
		pansion of San Francisco Bay)

and the mingled waters of Sacramento and San Joaquin rivers. You pass valley towns of Dixon (pop. 1028), Batavia, Elmira, and Suisun-Fairfield (pop. 2100) in rich farming country devoted to alfalfa, fruits and nuts. Many green dairy pastures in these lowlands. Toward bay are tule marshes which are declared by many sportsmen to be finest duck-shooting grounds in America. Several gun clubs have preserves in this region.

From Elmira, branch of Southern Pacific extends north 51 mi., through Vacaville, Winters, Madison, Esparto and Guinda to Rumsey, passing through farming and fruit-growing section, including fertile Vaca Valley, and Capay Valley, which is watered by Cache Creek.

Fairfield, seat of Solano County, is situated directly north of line of Suisun, the two practically forming one city. In hills to north is seen large cement plant. Branch lines of Southern Pacific run north into Napa and Sonoma Valleys, the former branch having its terminus at Calistoga and latter at Santa Rosa. The Valley of the Moon, where Jack London lived, is in Sonoma Valley. Tourists desiring to visit these fertile and picturesque regions may leave the main line either at Suisun-Fairfield or at Vallejo Junction, farther south.

Beyond Suisun-Fairfield you run south 19 mi. across Suisun marshes to Army Point, headquarters for United States Army Signal Corps and Ordnance. You skirt Suisun Bay for 2 miles to Benicia, on Carquinez Straits. Beyond the Contra Costa hills, on opposite shore, rises Mt. Diablo, elevation 3896 ft.

Benicia—Alt. 10. Pop. 2693. To S. F. 32 mi. Was the capital of California in 1853-54. The old brick building which served as Hall of Legislature is still standing; is now the Town Hall. You can see it from the train. Tanneries and factories with deep-water frontage here.

Southern Pacific trains cross Carquinez Straits, 1 mi. wide, from Benicia to Port Costa on the ferry boat "CONTRA COSTA" or the "SOLANO," the largest train-ferries in the world, each capable of carrying 20 passenger coaches and 4 locomotives. Trains run on and off the great boats on aprons which raise and lower with the tide.

Port Costa—Alt. 14. Pop. 805. To S. F. 31 mi. Junction for Southern Pacific's San Joaquin Valley lines. From Port Costa, where largest ocean-going vessels load at docks, your train skirts shore of San Francisco Bay 27 mi. to Oakland Pier, affording sweeping views across the broad waters to Marin County hills, with the bold outline of Mt. Tamalpais, elevation 2590 ft., beyond. You pass several manufacturing towns with

Pinole Giant San Pablo

at hand. At Crockett is seen extensive plant of California-Hawaiian Sugar Works.

Just west of Crockett you pass under the new Carquinez Bridge, a vast structure—the greatest highway bridge in the world.

From Vallejo Junction, Southern Pacific ferry steamer plies to Vallejo, on opposite shore, population 21,107, displaying much business activity, for near by, across channel, lies Mare Island Navy Yard, chief United States naval station on Pacific Coast. Branch of Southern Pacific extends northward from Vallejo through fertile Napa Valley to Calistoga. On this route are Napa, industrial center, and St. Helena, picturesquely situated amidst vineyards. Branch from Napa Junction leads northward through fruitful Sonoma Valley to Santa Rosa, 8,758 population.

From Vallejo Junction you pass through Selby, site of large plant of National Lead Company; Oleum, where Union Oil Company has extensive refinery and tank "farm"; Rodeo, Pinole and Giant, where are oil refineries, powder works, etc.; San Pablo, old Spanish town.

Richmond—Pop. 27,000. To S. F. 15 mi. One of California's younger cities. Extensive harbor improvements promise further development. Large manufacturing interests include Standard Oil Company, crude petroleum being carried 280 mi. by pipe lines from great oil fields of San Joaquin Valley to immense refining works here. Pullman car shops are

Stege Albany

seen south of city to east of tracks. Automobile and passenger ferry service is operated by Southern Pacific between Richmond and San Francisco, offering opportunity for an attractive ride on San Francisco Bay.

You pass through Stege and Albany to Berkeley (University Avenue Station).

Berkeley—Pop. 75,000. To S. F. 9 mi. Directly faces the Golden Gate; commands fine sweep of the bay; ridges of Berkeley hills rise to east, with Grizzly Peak outstanding. Seat of University of California. Charming residential city; comfortable homes extend from gently sloping coastal plain far up into tree-clad hills. The Hotel Whitecotton and The Claremont provide good accommodations. University is largest in attendance in country; Campus is place of imposing granite buildings, green lawns, fine groves of ancient oaks, and towering eucalyptus trees. Beautiful Greek Theatre, where are held open-air performances and concerts, adds to attractiveness. Another imposing structure is bell-tower, or Campanile, 307 ft. high. University of California Memorial Stadium, with seating capacity of 78,000, was completed in 1924 at cost of \$1,500,000.

Oakland (16th Street)—Pop. 320,000. To S. F. 6 mi. City of beautiful homes and fine business buildings; commercial center of growing importance, with many large manufacturing and shipbuilding interests. Massive tower of new City Hall, one of tallest buildings in California, is striking landmark. City's gardens are beautiful with flowers and trees. Lake Merritt, in fine park near Civic Center, is surrounded by modern apartments; on its surface thousands of wild ducks make their winter home. Nearby stands the Municipal Auditorium, seating capacity 12,000; it represents an outlay of almost \$1,000,000 and includes the municipal theatre and an art collection. Attractive residence districts are in hills



Cherry Orchard, Vacaville



Suisun Marsh Hunting Ground



Old State Capitol, Benicia



Southern Pacific Train Ferry "Solano"



Lake Merritt, Oakland



Southern Pacific Ferry—San Francisco Bay



San Francisco



Chinatown, San Francisco



City Hall, San Francisco



Fleishacker Pool, San Francisco

surrounding city. Among the city's hotels, equipped with every modern convenience and furnishing high-class accommodations and service for tourists, is the Hotel Oakland.

Southern Pacific's splendid electric car and ferry service furnish rapid transportation between Oakland and San Francisco, maintaining a 20-minute service. Automobiles are handled between Oakland Pier and San Francisco on a day-and-night service; between the foot of Broadway, Oakland, and San Francisco; and between San Francisco and Alameda Pier.

Alameda—Pop. 33,000. Directly south of Oakland, separated from it by a wide estuary. Chosen place of residence; served by Southern Pacific fast ferries and electric suburban trains, including automobile ferry service. Bathing beaches are a special attraction, Neptune Beach including many amusement features.

Shipbuilding activities at Oakland and Alameda add much to their importance.

Oakland Pier—To S. F. 4 mi. From 16th Street station, Oakland, your train proceeds to Oakland Pier station. The pier extends a mile into San Francisco Bay and has been filled in on each side, providing for the extensive yards you see here. Incoming and outgoing trains are protected by overhead semaphores, connected with automatic block safety signals with which Southern Pacific Lines are equipped. This is the rail terminus of Southern Pacific's Overland and Shasta routes, east and north, respectively, and of its San Joaquin Valley Line. Oakland Pier also connects via San Jose with Southern Pacific's Coast Line (which enters Third Street station, San Francisco), both these lines running to Los Angeles and forming The Sunset Route through El Paso to New Orleans, connecting with Southern Pacific steamers New Orleans to New York. At Oakland Pier you board one of the splendid ferry steamers of Southern Pacific's transbay service, the most complete and extensive ferry system in the world. The trip across San Francisco Bay (4 mi.) is made in 18 minutes, the landing being at the great Ferry Station, foot of Market Street.

Bay of San Francisco—One of largest landlocked harbors in world; extends in two arms 30 mi. north and 35 mi. south of San Francisco; is from 5 to 15 mi. wide; water area covers over 450 sq. mi., providing 40 sq. mi. of good anchorage.

On a sunny day, with blue sky above, bluer waters beneath, and the seagulls acting as a winged escort, the ferry trip across San Francisco Bay provides a picturesque approach to one of the most unique and interesting cities in America. Midway, on the right, you pass close to Yerba Buena Island, where you see the United States Naval Receiving Ship. Alcatraz Island, with its lighthouse and military prison, rising from the waves like an immense dreadnought, lies farther to the north, directly facing the entrance to the Golden Gate. Beyond Alcatraz, and forming the northern shore of the Golden Gate, rise the Marin County hills, with Mt. Tamalpais high in the background. Angel Island, with immigration station, quarantine station and hospital, lies near this shore.

San Francisco—Pop. 675,000. As your trip across the Bay nears its end, San Francisco rises impressively on its hills, the foreground bristling with tall buildings of the business section. San Francisco is one of the West's great industrial centers and its industry constantly grows with the growth of the West. As for its trade, the great modern piers which lie before you as you approach the city speak volumes.

Telegraph Hill, comprising the Italian Quarter, is the first prominence on the right; beyond it is Russian Hill, an artistic residence district; directly in the center over the clock tower of the Ferry Building is seen Nob Hill, topped by tall hotels and apartment houses. Twin Peaks are the two cones on the southwestern skyline to the left; the auto drive around their summits affords a splendid panorama of the city and vicinity.

Market Street, leading from the Ferry Building, is the main artery of the city—the Broadway of San Francisco.

At 65 Market Street, only one block from the Ferry Building, rises the splendid Southern Pacific Building. This 10-story structure represents an outlay of \$2,000,000 and is one of the largest office buildings west of Chicago. It houses the headquarters and general offices of Southern Pacific Lines.

In addition to the Palace, Fairmont, St. Francis, and new Mark Hopkins, each containing the last achievements in accommodations, comforts and service, San Francisco has hundreds of hotels, suiting all purses, capable of accommodating 50,000 visitors.

San Francisco has many noted restaurants and excellent theatres. Its shops, particularly attractive, are equal to those of any city in the world. The modern business section, the parks and boulevards, picturesque Fishermen's Wharf, the Ocean Beach, Fleishacker Pool, the Civic Center, the imposing public buildings, libraries, museums, art galleries, monuments—all demand the visitor's attention. The Presidio, with its cantonments of regular troops, holds an important place among the nation's garrison posts. Many pleasant hours may be passed in Golden Gate Park, the playground of San Francisco and the center of its outdoor life.

The New California Palace of the Legion of Honor, located near Land's End in Lincoln Park, overlooks the beautiful entrance to the Golden Gate.

While in San Francisco, visit Mt. Tamalpais, and Muir Woods National Monument.

Additional Points of Interest San Francisco and Vicinity

This booklet has dealt with only a few of the attractions in the San Francisco Bay district. Playgrounds and points of scenic, romantic and historic interest too numerous to mention await you in San Francisco and vicinity. A visit to these places of interest will add greatly to the enjoyment of your stay in the city by the Golden Gate.

San Francisco is also the starting point for famous playgrounds throughout Central and Northern California—from snow-mantled Mt. Shasta, towering 14,162 ft. toward the sky, on the north, to the famous Monterey Peninsula, with its picturesquely beautiful settlements of Carmel-by-the-Sea, Del Monte, Pebble Beach, Pacific Grove, etc., on the coast to the south, and inland, Yosemite National Park.

Frequent train service to points throughout this whole region is maintained by Southern Pacific, which operates more than 4000 miles of railroad in California.

See the Whole Pacific Coast

While you're on the Pacific Coast, see all you can of its scenic wonders. You can do so, easily, over Southern Pacific—for Southern Pacific has four great routes serving the West, including two lines between San Francisco and Los Angeles, and two lines between San Francisco and Portland and the Pacific Northwest. Further information about these four routes, with a suggestion as to how you can make use of them to see the entire Pacific Coast, is on the next page.

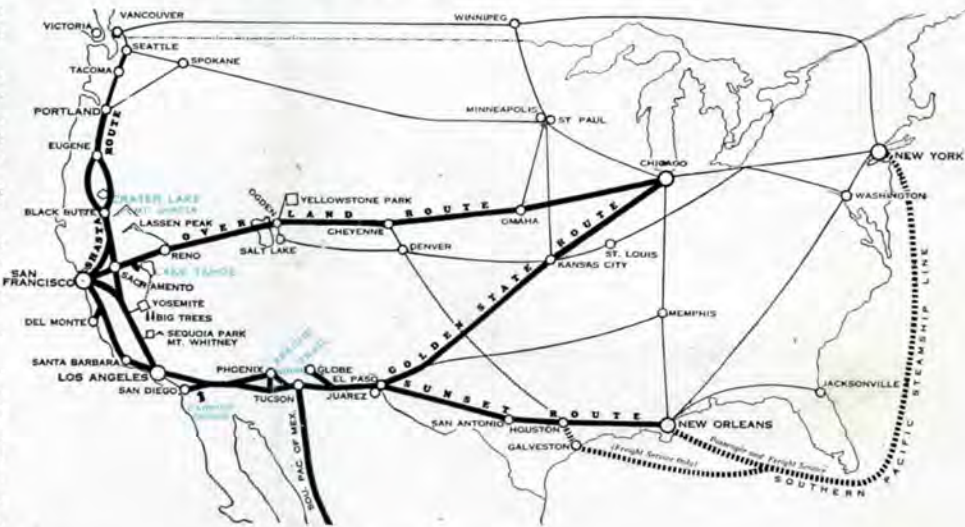
See the Whole Pacific Coast

SOUTHERN Pacific's four great scenic routes to California and the Pacific Northwest are shown on this map.

Truly a wide choice of routes—offered you only by Southern Pacific. Each route rich in scenic, romantic and historic attractions. Over each route, world-known trains with famous meal service at moderate prices. Go over one route, return by another. And plan to see the whole Pacific Coast. In this, too, Southern Pacific offers you a choice of wonderful scenic routes:

Between San Francisco and Los Angeles—10 fine trains daily, including two famous trains by daylight: "Daylight" over Coast Line, running right along ocean shore, and "San Joaquin Flyer" over San Joaquin Valley Line, serving Yosemite, General Grant, and Sequoia national parks.

Between California and Pacific Northwest—four fine trains daily: the "Cascade" over new Cascade Line of Shasta Route, and the "Shasta" and the "Oregonian" over Siskiyou Line of Shasta Route, all running between San Francisco and Portland; and the "West Coast," running from Los Angeles through San Joaquin Valley to Sacramento, thence over new Cascade Line to Portland.



SOUTHERN PACIFIC REPRESENTATIVES

Your nearest Southern Pacific representative will give you full information as to passenger fares, Pullman reservations, time schedules, etc. He will also attend to such details as tickets, hotel and Pullman reservations, etc., for you, or help you with freight shipment. If there is a Southern Pacific agent in your city, he will gladly call at your office or home and personally help you arrange your trip. Phone or write him.

ATLANTA, GA., 320 Healey Bldg.	D. Asbury, General Agent	NEW YORK, N. Y., 531 5th Ave. (at 44th St.)	Southern Pacific Uptown Ticket Office
BALTIMORE, MD., 205-6-7-8 Union Trust Bldg.	W. B. Johnson, General Agent	NEW YORK, N. Y., 165 Broadway	H. H. Gray, General Agent, Passenger Department
BIRMINGHAM, ALA., 405 Woodward Bldg.	S. J. Brown, General Agent	OAKLAND, CAL., 13th and Broadway	L. F. Hudson, District Passenger Agent
BOSTON, MASS., 204 Washington St., Room 209	E. S. Leavitt, General Agent	OCEAN PARK, CAL., Pier Avenue and Trolley Way	A. J. Rehwood, Dist. Passenger Agent
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EL CENTRO, CAL., Market St. bet. 3rd and 4th	V. F. Frizzell, Dist. Frt. and Pass. Agent	PITTSBURGH, PA., 1311 Park Bldg.	H. F. Starke, General Agent
EL PASO, TEX., 114 Mills St.	Richard Warren, Dist. Frt. and Pass. Agent—Pacific Lines	PORTLAND, ORE., 4th Street at Stark	J. A. Hopgood, City Ticket Agent
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KLAMATH FALLS, ORE., 110 Eighth St.	J. J. Miller, Dist. Freight and Passenger Agent	SANTA ANA, CAL., 223 W. 4th St.	L. B. Valla, Dist. Frt. and Pass. Agent
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 WM. SIMMONS, Traffic Manager, Sou. Pac. Steamship Lines (Morgan Line), New York, N. Y.
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