

# Railways

SAN DIEGO - RISING CITY OF THE WEST -

REPORT OF EXTENSION COMMITTEE -

CONDENSED TIME TABLE

(CENTRAL PACIFIC, UNION PACIFIC

SOUTHERN TRANS-CONTINENTAL RAILWAY

RAILWAY "LINES"

L.A. & S.D. BEACH RAILWAY

*The Rising City*  
THE RISING CITY OF THE WEST.

# SAN DIEGO

THE EMPORIUM OF

Southern California,

AND THE

PACIFIC TERMINUS

OF THE

SOUTH PACIFIC RAILWAY.

CHICAGO:

PRESS OF DUNLOP, READE, & BREWSTER.

1871.

THE  
Coming City of the Pacific!

**SAN DIEGO,**

Southern California.

THE  
Pacific Terminus of the South Pacific Railway.

AN IMMENSE OPPORTUNITY FOR SPECULATION.

The correspondent of the *Chicago Tribune*, a gentleman of well known sagacity, who has witnessed the marvelous growth of Chicago from its infancy, in a letter to that journal, from San Diego, dated Jan. 1, 1871, says:—

"I think the chances are that the Chicago scenes of 1836-7 will be repeated here before the expiration of three years."

Its Harbor is one of the finest in the world.

It has the best climate in the world, and the most equable; the Thermometer never falls below 40 degrees, nor rises above 85 degrees Fahrenheit.

**ACRE PROPERTY AND CITY LOTS**

Within the limits of San Diego. Also a large number of

**SPLENDID VINEYARDS**

In Los Angeles and San Diego Counties, Southern California.

**TITLE PERFECT.**

**FOR SALE BY**

**W. H. FRANCIS,**

San Diego and Southern California Land Agency,

**116 LA SALLE ST.,**

**CHICAGO.**

Correspondent in San Diego, H. M. HIGGINS, formerly Music Dealer in Chicago.

# SAN DIEGO

— AND —

## SOUTHERN CALIFORNIA.

THE CLIMATE, RESOURCES, AND FUTURE PROSPECTS.

[WRITTEN UNDER THE AUSPICES OF THE SAN DIEGO CHAMBER OF COMMERCE]

TO THE SAN DIEGO CHAMBER OF COMMERCE:—*Your Committee to whom was referred the letters from various parties, asking for information regarding San Diego, and vicinity, would respectfully report the following as a general answer to such letters, and would recommend the Chamber to have the same printed.*

D. CHOATE, } COMMITTEE.  
E. W. MORSE, }

Probably no point is now attracting more general attention, on account of advantages offered to immigrants, than San Diego, the Seaport of Southern California. It has long been known to the far-sighted ones of the Pacific Coast that San Diego possessed advantages which would one day make her a commercial city of great importance.

The Rev. Walter Colton, Chaplain in the United States Navy, who resided in Southern California, in his work upon California, published in 1850, thus speaks of the peculiar advantages of San Diego, and predicts her future greatness:

"San Diego is another spot to which the tide of immigration must turn. It stands on the border line of Alta California, and opens upon a land-locked bay of surpassing beauty. The climate is soft and mild the year round; the sky brilliant, and the atmosphere free of those mists which the cold currents throw on the northern coast. The sea breeze cools the heat of summer, and the great ocean herself modulates into the same temperature the rough airs of winter. The seasons roll round, varied only by the fresh fruits and flowers that follow in their train. Before the eyes that fall on these pages are under death's shadow, San Diego will have become the queen of the South in California, encircled with vineyards and fields of golden grain, and gathering into her bosom the flowing commerce of the Colorado and Gila."

This prophecy was made twenty years ago. Since that time San Diego, and indeed the greater part of Southern California, has lain in Rip Van Winkle slumber. California energy and California capital are anxious to meet with immediate return for their labor; and other localities receiving from various causes an impetus which San Diego did not feel, they far outstripped her in the race for preferment. Indeed, on her part there has been no effort to improve—no desire to publish her advantages until within the last two years. Within that time, however, political and commercial changes have taken place, which are so powerful as to permit her advantages no longer to remain unsought.



Years ago, before the outbreak of the civil war, the necessity for a trans-continental railway was apparent. Various surveys demonstrated that the route along the 32d parallel of latitude was the most practicable; and a company was organized for the purpose of constructing a railway along that line, the superior advantages of which were so obvious that it would have received substantial aid from Government, had not political and military necessity made it imperative that the Government aid be given to a road, the terminus of which would be in the Northern States. The necessity for a time effectually put a stop to the movement; but with the close of the war the pressure was lifted, and the spring again set in motion. The commercial necessity of the road is now much greater than it was before the war; for the commercial importance of the Southern States is far exceeding the hopes which ten years ago were entertained by their most sanguine friends. Besides, ten years ago the trade with the Orient was not considered. Its present bearing will be noticed hereafter.

### THE GROWTH OF TWO YEARS.

Two years ago, where the business centre of San Diego now stands, but a few Government buildings for the accommodation of a military post, were to be seen. The settlement was four miles further north, and at some distance from the edge of the bay. It comprised a few hundred inhabitants, chiefly Mexicans, who relied for their support on the traffic with Mexican stock-raisers of the surrounding country. It was founded in 1769, at the time of the establishment by the old Catholic priests, of the Mission de San Diego. Steamers arrived from San Francisco once a month; and wharves were then in existence, and a transfer of freight and passengers had to be made to small boats and lighters, and from thence to shore by stalwart Indians and boatmen.

The new element could not put up with this disadvantage of location. The new town must be nearer deep water, and where the channel was widest. And so a town was laid out where the thriving business centre now is. Its rapid growth has astonished even Californians. A wharf was immediately run out to deep water. The steamers, which up to this time, even with monthly trips, brought but a handful of passengers, were obliged by the rush to make a trip every six days, and always arrived loaded with freight and passengers, many of the latter having to sleep on the floor for lack of state-rooms. These six day trips were soon changed to four day trips, and these with invariably a heavy load. There is a tri-weekly communication (to be daily on the first of July) with San Francisco, via Los Angeles and Gilroy, the latter place being the present terminus of the Coast Railroad, to terminate at San Diego. There is also tri-weekly communication with Fort Yuma, Tucson, and other parts of Arizona, New Mexico, and Sonora. Another wharf has been built, and at either end of each stands a capacious warehouse.

The city of San Diego now numbers 3,000 inhabitants. It contains twelve heavy wholesale and retail houses of general merchandise, each of which is doing a brisk business with the surrounding country. It has twenty or more smaller stores of different descriptions. It has a first class flouring mill, with a capacity of 300 barrels per day. It has two thriving newspapers (BULLETIN and UNION); two churches completed (Baptist and Methodist). Edifices for several other denominations will be erected within a few months.

The society is good, and is characterized by that freedom from conventionality and that liberality of opinion which a mixture of the intelligent from various localities always produces. It is composed both of Eastern and Southern families; the former having sought this point for its superior climate, and for the field which it offers to energy and enterprise—the latter finding here a relief from unpleasant associations, and a desired asylum of political quiet.

San Diego is a point especially adapted to the growth of educational facilities. Her unsurpassed climate, her fertile soil, and her fine location, give her unusual natural advantages therefor; while her combined inducements tend to draw to this point a class of inhabitants who will foster such facilities. There are already established two classical academies, which receive good encouragement, and merit it. Several other teachers of ability are making arrangements to establish similar institutions, during the coming summer. There are also three or more select schools of primary character. There are also four free public schools. The graded system of common schools is soon to be put in operation. A few years hence will show this city second to none on this coast in such advantages.

In one respect the early settlement of San Diego differs greatly from that of most

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Californian towns. Those who come here, come as permanent floating population being comparatively small, much interested in social, and educational advantages.

San Diego has two good hotels, and six or eight of lesser quality, and a new and elegant brick hotel is being erected (since completed), to contain 100 rooms, and be furnished in elegant style. It will accommodate 200 persons, and be warmed throughout with steam, and supplied with gas and water. It will be completed within two months, and will be an establishment to honor any city. The town has a large number of brick stores, public halls, and numerous elegant private residences. Great improvements are being made in all directions, and the town is rapidly improving in the appearance of the town. The town sits on a plain, which at any point commands a full view of the harbor for purposes of drainage, but will not necessitate grading. A distance of a mile back from the bay, the ground rises abruptly to a plateau, and affording numerous elegant sites for residence. A mile from the bay the ground rises somewhat more abruptly to a plateau, and affording numerous elegant sites for residence. The town sits on a plain, which at any point commands a full view of the harbor for purposes of drainage, but will not necessitate grading. A distance of a mile back from the bay, the ground rises abruptly to a plateau, and affording numerous elegant sites for residence. A mile from the bay the ground rises somewhat more abruptly to a plateau, and affording numerous elegant sites for residence.

The atmosphere has a peculiar clearness, which enables a passing sail at a distance of twenty miles. A cluster of islands in the ocean, about fifteen miles distant, and adds greatly to the view. The purity of the atmosphere affords frequent exhibitions of mirages; making the islands appear at times to be situated on the shore, to have huge tunnels pierced through them. They are of grotesque castles, with turrets, towers, and domes.

Real estate has advanced from almost nothing to a high price. Business lots in the centre of the city, 50x100, command from \$100 to \$300 per lot; and further back, purchased at from \$50 to \$100 per acre. The title is perfect, and it is believed that the rapid growth of San Diego is permanent. The richness of mineral and agricultural wealth, and the pleasantness of climate, all combine to advance San Diego to a position on the Pacific coast.

### GEOGRAPHICAL LOCATION.

The harbor of San Diego lies in latitude 32 degrees 45 minutes 17 degrees 12 minutes W. To the north, San Francisco is distant 550 miles. To the south, Mazatlan is the nearest port, 750 miles. San Diego is the natural commercial centre of the Southern Nevada, Arizona, New Mexico, and Northern California.

### THE TRADE OF THE ORIENT.

On the completion of the 32d parallel railway, the States east of the Mississippi and the Asiatic empire, must of necessity pass through the Pacific coast port of trans-shipment. The trade between San Francisco and Oriental ports, in the past, has taken their course down the California coast, until they reach the 32d parallel of latitude, in order to take advantage of trade winds. It is retraced, and vessels near this coast between parallel 32 and 34, take their course northward. This practically places San Diego between the Orient, giving her the advantage of 500 miles of travel.

The introduction of Chinese labor in the Southern States (far-seeing minds) will add greatly to the traffic which will pass between these States and the Orient.

The commerce between European and Asiatic ports, and the business of a Southern Pacific railroad; for in the transportation of such goods as Teas, Silks, and Opium, the saving of time and expense, and the extra tariff. Until within the past few years, an immense Asiatic trade, on account of the length of time necessary

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## IN TWO YEARS.

San Diego now stands, but a few years of a military post, were to be seen, and at some distance from the edge of the town, chiefly Mexicans, who relied for their subsistence on the surrounding country. It is a relic of the old Catholic priests, who came from San Francisco once a month; no longer a place of freight and passengers had to be sent to shore by stalwart Indians and

this disadvantage of location. The new channel was widest. And so a town centre now is. Its rapid growth has immediately run out to deep water. The monthly trips, brought but a handful of people a trip every six days, and always arrived the latter having to sleep on the floor for a few days soon changed to four day trips, and is a tri-weekly communication (to be daily from Los Angeles and Gilroy, the latter place a through road, to terminate at San Diego. There are ports at Yuma, Tucson, and other parts of the coast where wharves have been built, and at either end

of 100 inhabitants. It contains twelve heavy stores, each of which is doing a brisk trade. It has twenty or more smaller stores of various kinds, including a flouring mill, with a capacity of 300 barrels (BULLETIN and UNION); two churches and several other denominations will be

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Californian towns. Those who come here, come as permanent residents, and the floating population being comparatively small, much interest is taken in religious, social, and educational advantages.

San Diego has two good hotels, and six or eight of lesser pretensions. A magnificent brick hotel is being erected (since completed), to contain all the modern improvements, and be furnished in elegant style. It will accommodate 300 guests, will be lit with gas and warmed throughout with steam, and supplied with hot and cold water. It will be completed within two months, and will be an establishment which would not dishonor any city. The town has a large number of brick stores and public buildings, three public halls, and numerous elegant private residences. Great pains are being taken to plant trees and shrubbery, which will in a few years be rewarded by a profusion of foliage. Buildings are springing up in all directions, and every day brings an improvement in the appearance of the town. The town site is most beautiful. For a distance of a mile back from the bay, the ground rises gently, forming a sloping plain, which at any point commands a full view of the harbor. The slope is sufficient for purposes of drainage, but will not necessitate grading. At a distance of about a mile from the bay the ground rises somewhat more abruptly, forming a more elevated plateau, and affording numerous elegant sites for residences. The whole of this plateau commands a full view of the bay, its entrance and the ocean beyond.

The atmosphere has a peculiar clearness, which enables one to easily distinguish a passing sail at a distance of twenty miles. A cluster of mountainous islands stands in the ocean, about fifteen miles distant, and adds greatly to the magnificence of the view. The purity of the atmosphere affords frequent exhibitions of the most wonderful *mirages*; making the islands appear at times to be suspended in mid-air, and at others, to have huge tunnels pierced through them. They oftentimes take the form of grotesque castles, with turrets, towers, and domes.

Real estate has advanced from almost nothing to comparatively large figures. Business lots in the centre of the city, 50x100, command from \$500 to \$2,000, according to location. Fine locations for residences, within a mile of the bay, can be purchased at from \$100 to \$300 per lot; and further back, larger tracts for villas can be obtained at from \$50 to \$100 per acre. The title is perfect. There is every reason to believe that the rapid growth of San Diego is permanent. Geographical location, commercial necessity, agricultural and mineral wealth, and the unsurpassed healthfulness of climate, all combine to advance San Diego to a position second to but one city on the Pacific coast.

## GEOGRAPHICAL LOCATION.

The harbor of San Diego lies in latitude 32 degrees 40 minutes N., and longitude 117 degrees 12 minutes W. To the north, San Francisco is the nearest harbor, and is distant 550 miles. To the south, Mazatlan is the nearest harbor, and is distant about 750 miles. San Diego is the natural commercial centre of a vast scope of country, rich in mineral and agricultural wealth, embracing all of Southern California, Southern Nevada, Arizona, New Mexico, and Northern Mexico.

## THE TRADE OF THE ORIENT.

On the completion of the 32d parallel railway, the bulk of the traffic between the States east of the Mississippi and the Asiatic empires, and also the fast freight between European and Asiatic ports, must of necessity pass through San Diego, and make this the Pacific coast port of trans-shipment. Vessels, both sail and steam, plying between San Francisco and Oriental ports, in their trip westward, invariably take their course down the California coast, until they reach or pass the 32d parallel of latitude, in order to take advantage of trade winds. In returning, the same course is retraced, and vessels near this coast between parallel 28 and 32, before they veer to the northward. This practically places San Diego between San Francisco and the Orient, giving her the advantage of 500 miles of travel.

The introduction of Chinese labor in the Southern States (as predicted by many far-seeing minds) will add greatly to the traffic which must pass through San Diego between these States and the Orient.

The commerce between European and Asiatic ports will add much to the business of a Southern Pacific railroad; for in the transportation of valuable commodities such as Teas, Silks, and Opium, the saving of time will far more than offset the extra tariff. Until within the past few years, an immense capital was required for the Asiatic trade, on account of the length of time necessary for the transit of goods by

water to European ports, preventing the possibility of quick returns, and adding a heavy interest account to the already enormous expenses. This age of commercial development is fast removing those difficulties. The Suez Canal greatly lessens the distance and cost of transportation between Asiatic and European ports; but the route across the American continent is quicker still, especially from the seaports of Eastern Asia. The interest on a valuable cargo of goods makes it necessary that the quickest possible transit is obtained.

A concise and comprehensive statement of the benefits which will inure to the United States by this trade, and of the necessities which will make the Southern Pacific railroad the grand artery for the European trade in valuable commodities, is contained in the report of the Memphis Commercial Convention Committee on the Southern Pacific railroad, made to the Louisville Commercial Convention, from which the following is an extract:

"Over the Pacific Railroad, Japan is within 26 days of New York, and 35 days of Liverpool. From London via Marseilles and Suez, the shortest travel is 53 days, and via Gibraltar and Suez, 60 days. Therefore the travel from Japan, Russia, Asia, Philippine Islands, Eastern India, Indian Archipelago, and Australia, must come via New York to Europe, because it is quicker and cheaper.

"From Shanghai to San Francisco is 5,555 miles; to London via Suez, 10,469 miles. From Yokohama, in Japan, it is 4,520 miles to San Francisco, and 11,504 miles via Suez to London. The rapidity of transit will compel the shipment of all light and costly goods by way of America. The Teas and Silks of China will reach England and France after transit over our railroads; and their higher priced exports will reach Asia by the same route. The Teas and Silks imported into England during the five years ending in 1864, amounted to \$41,438,120 lbs., valued at \$209,000,000. Our foreign trade with Japan is in its infancy, but it will grow with gigantic strides. The steamer Colorado, on her first trip, brought to San Francisco a freight nearly three times the value of the entire trade between that place and Japan for the first quarter of the year 1866. In 1866 our direct trade with China was more than three times that of the previous year. In 1866 the foreign goods brought to San Francisco were 675,000 tons; in 1867, 900,000 tons. For 1868 we have no data. In 1869 the passengers were 31,781; in 1867, upwards of 60,000.

"And whilst we have shown the great advantage of the San Francisco and New York route, the superiority is still more signal via San Diego. Over this route it is 900 miles shorter from San Diego to Savannah, than it is from San Francisco to New York. Both the passenger and goods traffic between Asia and Europe will be abbreviated by passing over the El Paso route, economizing freights and fares, and lessening the duration of the trip. Direct lines of steamers will sail from New Orleans, Mobile, Savannah, Charleston, and Norfolk, to European ports; and we shall all grow rich upon the custom which seeks Southern cities. And there need not be any rivalry or jealousy between the railroad cities of either section, as there will be ample work for all, and the increasing commerce will pour its auriferous streams into Southern and Northern laps alike."

The United States has, thus far, the lead of all other nations in the effort to secure this trade. With the completion of the Southern Pacific Railroad, no nation will be more able to command the bulk thereof.

THE BAY.

There is not, in the world, a harbor more secure than the bay of San Diego. It is so completely land-locked that during the most violent winds ever experienced here, a small skiff can ride in safety across any portion of its waters. Its length from Ballast Point, the entrance, is 1 1/2 miles. It contains a channel 1 1/2 miles in length, and averaging nearly half a mile in breadth, with a depth varying at different points of from 20 to 51 feet, at extreme low water. This gives ample accommodations for a fleet of a thousand clipper ships to ride at anchor. There is at the sides of this deep channel, as much more available water, the shallowest point of which, at extreme low tide, is 12 feet, affording accommodation for several thousand craft of smaller size. Aside from this, there is, outside of Ballast Point and between Point Loma and the Zuniga Shoal, a channel over half a mile in width, and more than a mile in length, with a depth at extreme low water, at shallowest point, of 20 feet, which channel affords perfect anchorage at all seasons of the year, the shoal checking the breakers during southeast winds. The anchorage is good at all points of the bay.

These facts are taken from official sources, and chiefly from a report of, and a chart compiled from a survey made in 1837, under the direction of A. D. Bache, Superintendent of the United States Coast Survey. In the Report of A. B. Gray, of the survey of a route for the Southern Pacific railroad on the 32d parallel, published in 1856, the following reference is made:

"To speak of the accessibility and safety of the harbor of San Diego would be superfluous, for its fame in that respect is well established as the discovery of California. . . . In 1794 it was surveyed by Don Juan Pantoja, second pilot or navigator of the Spanish Fleet. In the summer of 1840 the shore line was accurately measured and triangulated, under the direction of Hon. John B. Weller, United States Commissioner, in connection with Initial Point of the Mexican boundary; and in the spring of 1860, while encamped there, waiting instructions from Washington, I sounded the harbor thoroughly; and in conjunction with the officers of the U. S.

Steamer Massachusetts, extended the soundings into deep water. Since then and men-of-war have anchored off the military depot in six fathoms water, it plays.

In 1851-52 it was again surveyed and sounded by the United States coast surveys of the three examinations it appears that the conformation of the shore line changed and the soundings are identically the same. The average rise and fall and six fathoms at low water carried in over the bar, for a distance of eight miles, five, four and three fathoms are extended for seven miles further. The channel, a mile wide for over 8 miles; at one place a little less (near the entrance.) On either side of the channel, which is distinctly marked, the bank being very precipitous, are flat three fathoms, generally averaging two fathoms, and at one bend of the bay, near the mouth, a difficulty is experienced in getting into the harbor night or day, with a current from any quarter. For nine months of the year the prevailing winds are from the north during the months of November, December and January the south-westerly make the coast, occasioning very heavy storms lasting several days at a time; but which is as smooth as a mill-pond, and a vessel will ride more securely at anchor than in New York, so completely land-locked and protected from all gales as it is. There upon the bar and the channel is very regular. A strong current sets in and out long as the tides continue to ebb and flow there will be no material change in the channel.

It is simply necessary to examine a correct chart of the port of San Diego capacity. From a residence of several years there, and close observation, I felt ocean traffic of the Pacific, from the Islands and the Indies, it is simply capacious to hold comfortably more than a thousand vessels at a time."

AGRICULTURAL RESOURCES.

The latent agricultural wealth of Southern California is as yet appreciated. The counties considered as composing this section, San Bernardino, Kern, Santa Barbara and San Luis Obispo Angeles has the greatest amount of developed agricultural wealth, than all the others combined. Her semi-tropical products have already reputation. Los Angeles county to-day has a population of nearly she produced 300,000 bushels corn, 100,000 bushels wheat, 38,500,000 lbs. peanuts, 700,000 lbs. wool, etc. etc. She had 250,000 Olive, Mulberry, Almond, Walnut and other variety of trees. She vines.

One of the most convincing proofs of the agricultural capacity of is derived from the present condition of the gardens of the olive even in their decay, is shown that the valley of this county will the cultivator; even as the fact that the Mission owned in 1831 cattle, horses, and sheep, shows the capacity of the same region following is a description of the Mission at present:

"Immediately in front of the church are the Mission gardens, three in number, could think, respectively two, three and five acres. These gardens are partly walnuts, and partly by cactus, or prickly pear, called by native Californians 'tupian's' here are sixteen feet in height. Upon the outside of these enclosures are bean plants, all of which, like the tuna, have been some day in a very high state. Within the enclosures are olive and palm trees, and a leguminous plant, or tree in its ripe state, may be used for shot. This bean tree is an evergreen, and is and all stages of fruit the year round. One purpose of this bean was for the padres would take it when nearly ripe, roast it, then crush it fine, and pour a rusty bits of iron upon it, the fluid part becoming in a few days rich black ink.

"There are several palm (datana) trees, which are very beautiful and of tall and stately, and have branches like immense fans in shape, and are used for shade by people giving parties, etc.

These olive trees constitute the oldest (and one of the largest) olive orchards there being three hundred and seventy-one trees, nearly a hundred years of bearing order. There are no evidences of the cultivation of the grape at present script state, item form, in enumerating the shipment of hides and tallow, that at San Diego, was sent to Charles XIV., King of Spain, by the Padre Fermín.

San Bernardino, Santa Barbara, and San Luis Obispo have, years, increased their agricultural wealth ten-fold; but San Diego is stationary. This is chiefly owing to the spirit manifested by the owners of land held under Mexican grant titles. While in the more northern counties many of these immense tracts have been subdivided, and offered to actual settlers, the choice lands of San Diego County have been held from occupation save for grazing purposes. But this conservatism and many large and fertile tracts are now being subdivided and put favorable terms, at prices ranging from \$1 to \$5 per acre.

The private grants embraced in San Diego County cover 4. The bulk of this is fine arable land, and the remainder is valued for purposes. There remain open for settlement and pre-emption a million of mesa lands; highly valuable for farming purposes or for grazing.

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three fathoms, generally averaging two fathoms, and at one bend of the bay, nearly two miles broad.  
No difficulty is experienced in getting into the harbor night or day, with a chart or pilot; the wind  
from any quarter. For nine months of the year the prevailing winds are from the north-west and  
during the months of November, December and January the south-easters make their appearance on  
the coast, occasioning very heavy storms lasting several days at a time; but when fairly in harbor, it  
is as smooth as a mill-pond, and a vessel will ride more securely at anchor than in the harbor of New  
York, so completely land-locked and protected from all gales as it is. There are no heavy swells  
upon the bar and the channels very regular. A strong current sets in and out of the harbor, and so  
long as the tides continue to ebb and flow there will be no material change in the width or depth of the  
channel.

It is simply necessary to examine a correct chart of the port of San Diego to observe at once its  
capacity. From a residence of several years there, and close observation, I felt satisfied that for the  
ocean traffic of the Pacific, from the Islands and the Indies, it is amply capacious, being large enough  
to hold comfortably more than a thousand vessels at a time."

#### AGRICULTURAL RESOURCES.

The latent agricultural wealth of Southern California is as yet unknown and un-  
appreciated. The counties considered as composing this section are San Diego, Los  
Angeles, San Bernardino, Kern, Santa Barbara and San Luis Obispo. Of these Los  
Angeles has the greatest amount of developed agricultural wealth, and perhaps more  
than all the others combined. Her semi-tropical products have already a world-wide  
reputation. Los Angeles county to-day has a population of nearly 30,000. In 1869  
she produced 300,000 bushels corn, 100,000 bushels wheat, 385,000 bushels barley,  
50,000 lbs. peanuts, 700,000 lbs. wool, etc. etc. She had 250,000 Orange, Fig, Lemon,  
Olive, Mulberry, Almond, Walnut and other variety of trees. She has over 4,000,000  
vines.

One of the most convincing proofs of the agricultural capacity of San Diego County,  
is derived from the present condition of the gardens of the old Mission. There,  
even in their decay, is shown that the valley of this county will abundantly reward  
the cultivator; even as the fact that the Mission owned in 1831, 104,000 head of  
cattle, horses, and sheep, shows the capacity of the same region for grazing. The  
following is a description of the Mission at present:

"Immediately in front of the church are the Mission gardens, three in number, and occupying,  
I should think, respectively two, three and five acres. These gardens are partly inclosed by adobe  
walls, and partly by cactus, or prickly pear, called by native Californians tuna. Most of the cacti  
plants here are sixteen feet in height. Upon the outside of these enclosures are large numbers of  
castor-bean plants, all of which, like the tuna, have been some day in a very high state of cultivation.  
Within the enclosures are olive and palm trees, and a leguminous plant, or tree, the bean of which,  
in its ripe state, may be used for shot. This bean tree is an evergreen, and is in leaf, bud, blossom,  
and all stages of fruit the year round. One purpose of this bean was for the manufacture of ink. The  
padres would take it when nearly ripe, roast it, then crush it fine, and pour water, and old nails, and  
rusty bits of iron upon it, the fluid part becoming in a few days rich black ink.

"There are several palm (datata) trees, which are very beautiful and ornamental. They grow  
tall and stately, and have branches like immense fans in shape, and are used for purposes of ornamenta-  
tion by people giving parties, etc.

These olive trees constitute the oldest (and one of the largest) olive orchards in the country,  
there being three hundred and seventy-one trees, nearly a hundred years old, and all in abundant  
bearing order. There are no evidences of the cultivation of the grape at present; but an old manu-  
script states, item form, in enumerating the shipment of hides and tallow, that "a pipe of wine, made  
at San Diego, was sent to Charles XIV., King of Spain, by the Padre Fermín."

San Bernardino, Santa Barbara, and San Louis Obispo have, within the past two  
years, increased their agricultural wealth ten-fold; but San Diego has remained nearly  
stationary. This is chiefly owing to the spirit manifested by the owners of large tracts  
of land held under Mexican grant titles. While in the more northerly of these coun-  
ties many of these immense tracts have been subdivided, and offered on reasonable  
terms to actual settlers, the choice lands of San Diego County have been jealously with-  
held from occupation save for grazing purposes. But this conservatism is passing away,  
and many large and fertile tracts are now being subdivided and placed in market on  
favorable terms, at prices ranging from \$2 to \$5 per acre.

The private grants embraced in San Diego County cover about 670,000 acres.  
The bulk of this is fine arable land, and the remainder is valuable for grazing pur-  
poses. There remains open for settlement and pre-emption a million acres of valley and  
mesa lands; highly valuable for farming purpose or for grazing. These mesa tracts are

elevated plateaus or table-lands, and the most thereof are especially adapted to grape or tree culture.

It is an easy matter to determine the title to any tract of land. All confirmed grants are secured by United States patents. Official maps and records, easy of access, give full information as to the location of the various grants, and all lands outside of these, with the exception of one or two tracts immediately to be surveyed are government lands, and open to location under the Pre-emption or Homestead Acts. The liability of unsurveyed grants being floated over public lands has hitherto been a great prevention of settlement, but this objection is now removed by Congressional enactment. It may be safely asserted that embraced within the five counties above mentioned are upwards of twenty million acres of land, more than half of which is superior for agricultural purposes, and the remainder furnishes excellent pasturage.

These lands afford every variety of soil, and the greater portion of them are good for almost every branch of agriculture. But the greatest pride of the whole section is its peculiar adaptability to the culture of tropical, semi-tropical and northern fruits and nuts. In the older settled counties the orange, lemon, olive, fig, mulberry, grape, almond, English walnut, and indeed all varieties of fruits and nuts flourish luxuriantly. The climate and soil are also especially adapted to the culture of cotton, hops, castor-oil beans, hemp, flax, tobacco, wheat, barley, oats, potatoes, beans, and all varieties of grain and vegetables.

In San Diego county but little has been done towards fruit culture: but every effort has been attended with the best success. The next two years will cause a great change in this branch of industry. Wheat and other small grains are raised with great profit. Six hundred acres sown on the Cajon ranch, ten miles from the bay, yielded in 1869, an average of fifty-seven bushels to the acre.

The general topography of the country shows a rolling surface, with low hills and higher mountains interspersed with fine valley lands.

Facilities for transportation are as yet in a primitive state. Wagon roads into the interior are generally good, and free from toll rates. Improvements are constantly being projected; and the day is not far distant when every farming district of Southern California will be tapped by railway branches. Those who are fortunate enough to secure farms before this development takes place, will reap the benefit.

Fencing, in many localities, is not a necessity. The Legislature of California has passed a law protecting all agricultural districts (the inhabitants of which have applied for such protection) by compelling stock owners to herd their stock. Live fence (osage orange and willow) are much in favor, and in Los Angeles county they are in common use. The soil and climate of the whole of Southern California is peculiarly adapted to the cultivation of the osage orange. Board and post fences can be constructed at a comparatively reasonable cost. Lumber can be delivered at the harbor of San Diego for \$20 per thousand feet, leaving a margin for profit. A less figure than this will suffice so soon as the products of the country furnish return cargoes to the north.

#### WOOD AND WATER.

There is a good supply of saw timber in the different parts of Southern California. In San Diego county two saw-mills are running. Many of the mountains and ravines have a thick growth of live-oak and other trees, suitable for firewood. The supply is not extensive. This is by many considered remarkable, especially as the fertility of the soil would support such vegetation. But it is easily accounted for, by the heavy fires which have heretofore annually raged over the country. There is indisputable evidence in old Spanish records that centuries ago hill and plain were covered with dense forests.

Many of the valleys are well supplied with running water from mountain springs, and portions of the country are a paradise of verdure, even in a wild state.

#### MINERAL RESOURCES.

The vast scope of country embracing Southern California, Southern Nevada, Arizona, New Mexico and Northern Mexico possesses untold mineral wealth. Gold, silver, copper, lead, coal, iron, tin, quicksilver, and other metals abound. Late developments give assurance that the auriferous and argentiferous deposits are much more extensive than was formerly supposed. The mines of the Coleman, Julian, Bainbridge, Hensley and other mining districts are of recent discovery. They are situated within a range of a hundred miles from the town of San

Diego, and promise large returns to those who Although yet in their infancy, the trade which th Diego is of no inconsiderably importance. Sout oughly prospected for mineral wealth, but she v *terra incognita*. Quite as little is known of the r redations of the Apaches have hitherto prevente ready made from being worked. But enough is ble mineral wealth to induce hundreds of hardy t tains, with their lives in their hands, in search o ments the light of civilization will supersede the d wealth of this section will be made available.

An excellent wagon-road is now being built This will throw much of the trade of that section tion of the Southern Pacific Railroad, San Diego w that immense mineral country. This city is also south Pacific coast for the extensive mineral de mines being distant *viz* the new-Fort Yuma road miles less than by any other route. At present necessarily go this way. By means of an excel Eldorado is made with comfort, safety and dispatch

The Mexican State of Sonora is proved to be deed is the whole of Northern Mexico. Railwa this country, and will tend to commercially, if r States of America. San Diego must be the com section.

#### INDUCEMENTS FOR MA.

An excellent field is here open for the establi kinds. The mineral country dependent on San purchaser of machinery and mining implement ready in large demand. The superiority of this raising a business of great profit, and calls for Diego can much more profitably manufacture th of which she is the metropolis, than to export her, factured into fabrics. The soil and climate is pec sugar beet, the ramie and other textile plants, th ductions which require machinery to draw from ture, also, is bound in a few years to be a promi chinery for preparing the staple for market, soon be required.

Great inducements are also offered for the grazing tracts of this section yield annually a lar have been forced at a heavy cost of transportat San Francisco. With the opening of the Chinese shoes will meet with much encouragement. The San Francisco for boots, shoes, and leather findir ing. The large supply of hides will enable San compete with both San Francisco and eastern m:

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#### CLIMATE.

In regard to climate, San Diego challenges compariso her freedom from extremes of heat and cold, from sudd from the malaris caused by decaying vegetation, from vantages of a damp and humid atmosphere, she stands u mences at about the last of November and continues unti San Diegans speak of winter and summer from force

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Diego, and promise large returns to those who have undertaken to develop them.  
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 tains, with their lives in their hands, in search of riches. With the railroad develop-  
 ments the light of civilization will supersede the darkness of savage life, and the untold  
 wealth of this section will be made available.

An excellent wagon-road is now being built between San Diego and Fort Yuma.  
 This will throw much of the trade of that section into San Diego; and on the comple-  
 tion of the Southern Pacific Railroad, San Diego will necessarily be the metropolis of all  
 that immense mineral country. This city is also the port town of California and the  
 south Pacific coast for the extensive mineral deposits known as the Burro mines, the  
 mines being distant *via* the new Fort Yuma road from San Diego nearly two hundred  
 miles less than by any other route. At present all travel for the Burro District must  
 necessarily go this way. By means of an excellent stage line the trip to the new  
 Eldorado is made with comfort, safety and dispatch.

The Mexican State of Sonora is proved to be exceedingly rich in minerals, as in-  
 deed is the whole of Northern Mexico. Railway developments will greatly open up  
 this country, and will tend to commercially, if not politically, unite it with the United  
 States of America. San Diego must be the commercial port of this vast and fertile  
 section.

#### INDUCEMENTS FOR MANUFACTORIES.

An excellent field is here open for the establishment of manufactories of different  
 kinds. The mineral country dependent on San Diego for supplies, will be a heavy  
 purchaser of machinery and mining implements. Agricultural implements are al-  
 ready in large demand. The superiority of this as a grazing country renders sheep-  
 raising a business of great profit, and calls for the erection of woolen mills. San  
 Diego can much more profitably manufacture the woolen goods for the vast country  
 of which she is the metropolis, than to export her raw staple and import it when manu-  
 factured into fabrics. The soil and climate is peculiarly adapted to the culture of the  
 sugar beet, the ramie and other textile plants, the castor-bean, and many other pro-  
 ductions which require machinery to draw from them their greatest profit. Silk cul-  
 ture, also, is bound in a few years to be a prominent source of wealth; and the ma-  
 chinery for preparing the staple for market, and for manufacturing the fabric, will  
 soon be required.

Great inducements are also offered for the establishment of tanneries. The vast  
 grazing tracts of this section yield annually a large number of hides, which heretofore  
 have been forced at a heavy cost of transportation to seek a market in New York or  
 San Francisco. With the opening of the Chinese trade, the manufacture of boots and  
 shoes will meet with much encouragement. The Orient is already a liberal patron of  
 San Francisco for boots, shoes, and leather findings, and the trade is rapidly increas-  
 ing. The large supply of hides will enable San Diego manufacturers to successfully  
 compete with both San Francisco and eastern markets.

Salt was produced by evaporation at the head of San Diego Bay last year, of  
 such quality that it commanded five and a half dollars per ton more in San Francisco,  
 than that from Carmen Island. The manufacture of soap could be made very profit-  
 able here, as the ice plant abounds, which requires only to be burned to yield the re-  
 quisite potash. The business of coast whaling has been successfully conducted at the  
 entrance of San Diego Bay for many years; and the same business, as well as seal  
 hunting could easily be extended down Lower California, with San Diego as a base.  
 Fish abound, and their capture for drying has lately begun to attract labor and capital.

#### CLIMATE.

In regard to climate, San Diego challenges comparison with the most favored spot on the globe. In  
 her freedom from extremes of heat and cold, from sudden changes, from penetrating, chilly winds,  
 from the malarial caused by decaying vegetation, from disagreeable fogs, and from the many disad-  
 vantages of a damp and humid atmosphere, she stands unrivaled. The winter or rainy season com-  
 mences at about the last of November and continues until sometime in March.

San Diegians speak of winter and summer from force of habit; but in reality there are no such



months known as winter months. The summers are  
sing clouds. The nights of all seasons of the year  
reably warm. The rains are brought by southerly  
of them falls in the night time.

statement an idea of the perpetual delight which  
week, and month after month roll around with  
if thinly clad. Workmen doff their coats in win-  
artificial heat in winter as in summer. And it is  
recommends it. The atmosphere is never dull and  
breeze from the Pacific Ocean constantly fans the  
at every breath, new vitality. The mild and brack-  
th has ever occurred from this dread disease.

calling diseases of this locality? There are none,  
contracted by the most flagrant violation of nature's  
and rheumatic disorders, however aggravated, are  
evers, and chills and fever are unknown here, ex-  
and delicious nights will prevent yellow fever from

vs been without the aid of mechanical helps. Up  
vocations—no fires for the comfort of invalids, no  
nts. But this disadvantage will be suffered no lon-  
eted being erected (since completed) by Mr. A. E.  
afforded.

monthly mean for the year 1853, the record having  
Army, and who remarks in a subsequent article,

Month.	Sunrise.	9 A. M.	3 P. M.	9 P. M.
July	56	71	80	67
August	55	75	81	69
Sept.	61	75	82	67
Oct.	59	71	79	63
Nov.	49	67	76	57
Dec.	47	57	69	54

on J. F. Hammond, U. S. A., at the Mission, viz

7 M. 9 P. M.	Month.	7 A. M.	3 P. M.	9 P. M.
72	Sept.	70	75	69
74	Oct.	59	71	61
76	Nov.	49	67	47
77	Dec.	47	59	40

ometer, in the shade, for the month of June, 1853,  
merature in the world:

12 M. 6 P. M.	Date.	7 A. M.	12 M.	6 P. M.
70	21	62	68	64
69	22	64	68	64
68	23	63	67	66
69	24	67	68	66
67	25	64	69	63
68	26	63	68	65
68	27	63	70	67
68	28	63	70	67
72	29	65	70	68
67	30	69	70	67

as the most equable climate of any place in this  
tourists have pronounced it the healthiest place

A. PAULY, PRESIDENT.

## ADDENDA.

Since the foregoing was written, the bill granting an immense land subsidy to the South Pacific Railway Co. has passed both Houses of Congress and been signed by the President.

The following is the list of corporators, who will push the work to completion at an early date:

### CORPORATORS NAMED IN THE SOUTH PACIFIC RAILROAD BILL.

The Senate bill, as passed by the House to-day, with the amendments, retains as corporators of the South Pacific Railway, J. C. Fremont, James L. Alcorn, G. M. Dodge, O. C. French, John D. Caldwell, J. Noah, O. C. Osborn, Timothy Hurley, C. C. Pool, Cyrus N. Martin, John M. Corse, George E. Wentworth, P. H. Morgan, J. D. Cameron, Marshall O. Roberts, James L. Edges, John Ray, W. Vermilye, Enoch L. Fancher, Charles F. Livemore, Joseph H. Oglesby, John Whytock, Daniel Drew, F. S. Davies, W. Orton, A. C. Babcock, Thomas A. Scott, Samuel D. Hoffman, H. Ramsdell, W. H. Jackson, R. C. Parsons, DeW. Emmons, M. A. Southworth, John H. Hall, G. C. Kinsey, W. P. Clark, James D. H. Jacobs, L. T. Smith, W. P. Dole, C. A. Weed, A. P. H. Safford, H. McCullough, Charles Jackson, Elisha Dyer, Alfred A. thony, James Hoy, M. W. Benjamin, H. D. Cook, Joseph R. West, W. S. Huntington, J. M. Tibbitts, C. C. Leondridge, D. D. Ester, M. Woodhull, William Price, M. C. Hunter, W. T. Walters, J. B. Brownlow, T. A. Morris, Owen Fuller, J. H. Ledlie, M. Bishop, Samuel Craighead, N. Stanton, Augustus H. Whiting, G. L. John, J. W. Goodland, Powell Clayton, Samuel Tate, W. Bolton, H. Robinson, G. Maney, O. H. Pyrum, M. Burns, J. C. Gilloe, E. G. Barney, Cyrus Butler, J. Tarney, J. Lockwood, E. M. Davis, N. Papp, W. Flanigan, G. O'Brien, E. P. B. G. H. Gidding, J. J. Newell, E. W. Rice, B. M. Shoemaker, Sam'l Sloan, E. W. ton, J. B. Bowman, I. M. Flourney, J. J. Ends, G. R. Weeks, J. T. Leedling, A. Gilbert, B. D. Williams, Thomas Olcott, G. A. Fowdick, Harry Hayes, P. S. Forbes, John S. Sprague, L. R. Marsh, A. W. Berwith, J. C. Stanton, Cyrus H. Baldwin, A. J. Hamilton, Rush R. Sloan, Silas C. Sigrove, Samuel D. Jones, N. H. Decker, William F. Leet, B. J. Allen, J. B. Chances, Augustus Kountz, John N. Goodwin, L. liam S. Rosecrans, Michael Hahn, H. C. Armoth, J. S. Williams, G. M. Spencer, J. Higby, W. C. Kimball, and all such persons as shall or may be associated with them and their successors.

It requires the corporators to meet in New York within ninety days from the enactment of the bill, open subscription books, to organize a company when \$2,000,000 of stock is subscribed, and \$20,000 paid in. The capital of the company is limited to \$50,000,000 unless Congress authorizes an increase. The purchase and consolidation of any existing railroad companies on the route, with all their franchises and land grants, is authorized, though it is forbidden any competing line to the Pacific, and the right to purchase or accept State or individual grants of land for legitimate purposes, together with twenty alternate sections per mile of public lands through the Territories, and ten sections per mile in California is granted to the company with the provision that the land not sold within three years from the completion of the entire road, shall be subject to settlement and preemption, at not over \$2.50 per acre. The construction bonds are secured by mortgage on the road, rolling stock, and franchises, and the land bonds are secured by mortgage on the land grants authorized. The completion of every twenty miles, and the road is to be finished in ten years—only iron or steel rails manufactured from American ore, except that already purchased, are to be used. The government is to have the use of the road on the same terms as private individuals, and to have precedence of its service.



# SAN DIEGO

AND

## SOUTHERN CALIFORNIA LANDS.

"Judicious Investments in Land are the Surest Sources of Wealth."

A knowledge of its fine harbor, unsurpassed in the world, and a glance at the map showing its geographical position, will convince any man of ordinary intelligence that the completion of the

### SOUTH PACIFIC RAILWAY

is only necessary to make

## San Diego City

the distributing point of a vast Commerce.

#### TITLE PERFECT.

2000	San Diego City	Lots	50 x 100	at \$	25.
2000	"	"	"	"	50.
1000	"	"	"	"	100.
2000	"	"	"	"	prices

varying from \$150 to \$1000.

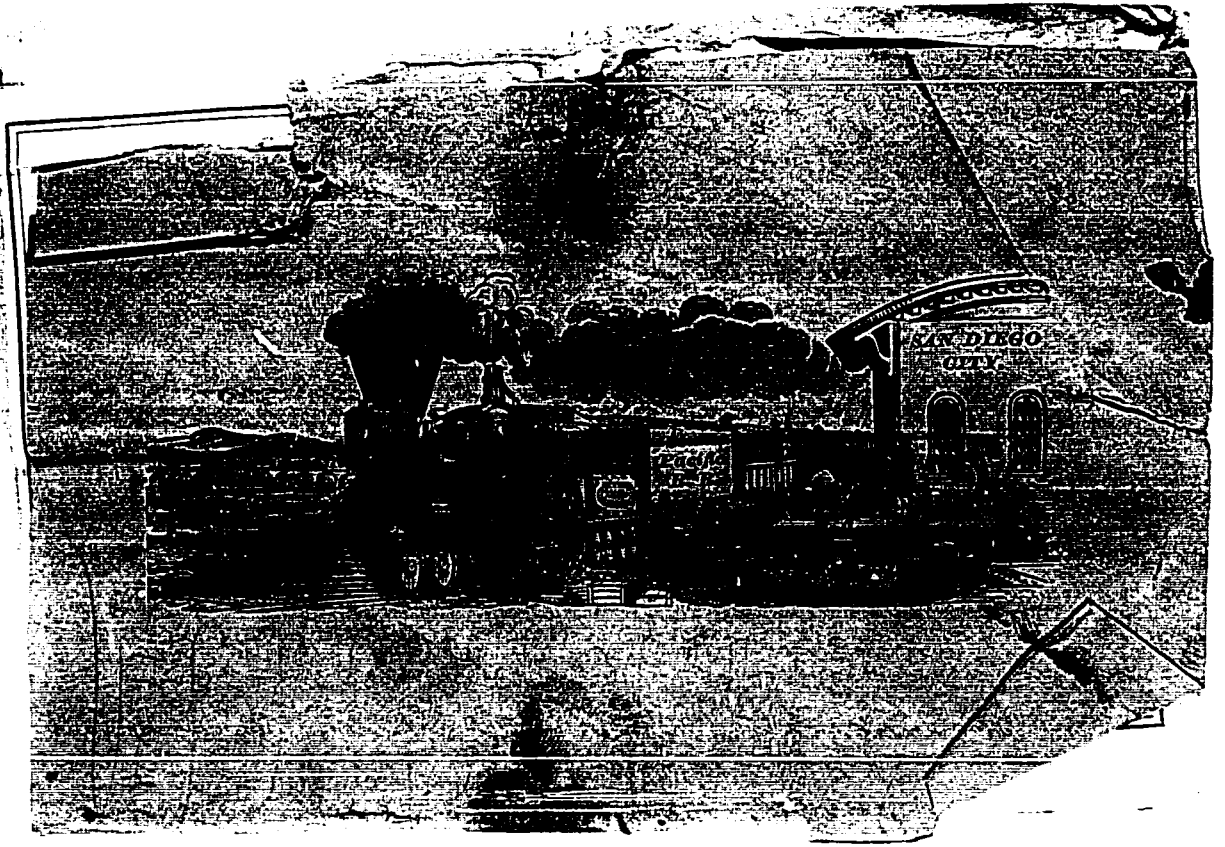
2000 acres city property at from \$25 to \$150 per acre—  
in quantity to suit.

## W. H. FRANCIS,

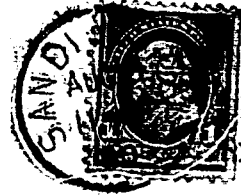
SAN DIEGO AND SOUTHERN CALIFORNIA LAND AGENCY,

116 La Salle St., Chicago.

Correspondent in San Diego, H. J. HIGGINS, formerly Music Dealer  
in Chicago.



THE SAN DIEGO CHAMBER OF COMMERCE,  
SAN DIEGO, CALIFORNIA



*Rec'd Aug 1910*

*About R.P. sent  
subscribers*

*Thos. Whaley  
City.*

# REPORT

— OF THE —

## Railroad Extension Committee

— TO THE —

### SUBSCRIBERS OF THE SUBSIDY FUND.

---

**A**T a meeting of the Railroad Extension Committee held June 24th, 1890, it was resolved that a Convention of the Subscribers to the Railroad Subsidy be called, that a report of all the proceedings of the Committee during the past seven months, and of the various projects and propositions laid before them, be presented, and that the subscribers be requested to take some action on the whole matter and decide upon a future course of policy.

In pursuance of such resolution, your Committee present the following report :

ON December 11, 1889, Watson Parrish and Charles J. Fox, two members of your Committee, were appointed as agents to go East and endeavor to induce some Railroad Company to extend a road to San Diego. A fund was raised by subscription for their expenses. They proceeded to Salt Lake, Denver and Omaha, interviewed officers of the Utah, Nevada & California Railroad, of the Denver, Colorado Canyon & Pacific Railroad and of the Union Pacific Railroad. With the aid of maps and statistics, the situation was explained to these officers, with the result that since that time, representatives of each of these Companies have visited San Diego and manifested a strong interest in the situation here.

EARLY in January a proposition in writing was received from Mr. Francis Tiernan, President of the Utah, Nevada & California Railroad, as follows:

## PRESIDENT TIERNAN'S PROPOSITION.

PRESIDENT'S OFFICE, U. N. & C. R. R.,  
SALT LAKE CITY, December 27, 1889. }

*Messrs. Parrish & Fox, Members of the Railroad Extension  
Committee, San Diego*—GENTLEMEN:

In consequence of interviews with you, and after consultation with our people, we make you the following proposition: That you ascertain what your people can offer us, as follows:—

*First.* In right-of-way into and through San Diego.

*Second.* What amount of land, suitably situated, for passenger and freight grounds?

*Third.* What amount of wharfage, or right on water front, for connection between ship and rail?

*Fourth.* What amount of subsidy in land or money, outside of above?

Upon receiving an offer which seems to us satisfactory, the President and Chief Engineer of our Company, will at once visit San Diego, examine the whole situation, and if found satisfactory, enter into a contract with your people for the immediate commencement and rapid construction of the line of road, both from and toward San Diego.

(Signed) FRANCIS TIERNAN.

Inquiries made at various places, seemed to establish as facts that this Company was well organized, that they had made extensive surveys and location of their line, that they were owners of a large amount of coal lands, which they were desirous of making a market for on the Pacific Coast, and that they had the support of a powerful Eastern Company.

ACTING on the proposition and this information, your Committee, on the return of their agents, began the work of securing subscriptions to the subsidy, the total sum of which was fixed at \$500,000 in land and money, which it was believed would guarantee the building of this road, and provide for us an ample supply of cheap coal and a short and direct route to a connection with the systems of roads in Utah and Colorado. When the Committee notified Mr. Tiernan that the subsidy was subscribed, he, being sick at the time, sent Mr. Charles B. Moore, Chief Engineer of the Company, here, who made an examination of the route proposed and a favorable report. Since that time we have received no communication from Mr. Tiernan or from any of his people.

ON January 25th, Beard appeared before were authorized to in York, such parties would be authorized to build such a road. The gentlemen were authorized in regard to the subsidy. Shortly afterward we in Brooklyn, N. Y., was representative of the capital. Gunn, Chairman of the and at Mr. Sprague's Commerce the same members of your Committee Sprague stated that he of building a railroad to Los Angeles, and preliminary negotiations and Elsinore Railroad. Sprague was informed of the subsidy to President Tiernan from him. He was present that such a road the subscribers to the building a line going to direct communication of the subscribers as direct as possible with the Union Pacific a meeting of the Company any proposition he received. He was received. He was Jacinto to a connection or beyond there, declined to meet the requested Mr. Fox and Mr. E. S. Babcock, of your Committee.

**PROPOSITION.**

U. N. & C. R. R., }  
 TV, December 27, 1889. }  
*the Railroad Extension*

and after consultation with  
 attention: That you ascertain

in Diego.

situated, for passenger and

on water front, for con-

or money, outside of

is satisfactory, the Presi-  
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d) FRANCIS TIERNAN.

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ON January 25th, Governor Eli H. Murray and Mr. William Beard appeared before your Committee, and stated that if they were authorized to offer the subsidy to certain parties in New York, such parties would come here prepared to make propositions to build such a road as would be acceptable to us. These gentlemen were authorized by your Committee to state the facts in regard to the subsidy to their New York correspondents. Shortly afterward we were informed that Mr. N. T. Sprague of Brooklyn, N. Y., was at the Coronado Hotel, and was the representative of the capitalists above referred to. Hon. Douglas Gunn, Chairman of the Committee, waited upon Mr. Sprague, and at Mr. Sprague's request, he was met at the Chamber of Commerce the same afternoon by Mr. Gunn and Mr. Fox, members of your Committee. In the conversation that ensued, Mr. Sprague stated that he had come out here to look into the matter of building a railroad from San Diego to Pomona, with a branch to Los Angeles, and that he and his associates had made some preliminary negotiations with parties interested in the Pomona and Elsinore Railroad, and with some Los Angeles men. Mr. Sprague was informed that the Committee had tendered the subsidy to President Tiernan, and were then awaiting an answer from him. He was also informed that it was the opinion of those present that such a road as he proposed would not be acceptable to the subscribers to the subsidy, most of whom objected to subsidizing a line going so near Los Angeles, as we already had direct communication by rail with that city; the undoubted purpose of the subscribers being to secure another entirely independent line as direct as possible towards Salt Lake City, either by connection with the Union Pacific Railroad or otherwise. He was told that a meeting of the Committee would be called, and would receive any proposition he might have to offer, and that if such proposition was to build a road directly East, it would be very favorably received. He was also shown a route via Temecula and San Jacinto to a connection with the Union Pacific at San Gorgonio, or beyond there, and urged to consider that. Mr. Sprague declined to meet the Committee, but on the following morning requested Mr. Fox and Mr. Gunn to meet him in company with Mr. E. S. Babcock, which they did, two or three other members of your Committee being also present at this interview. Mr.

[ 4 ]

Sprague, after being reminded that the Committee were awaiting an answer from Mr. Tiernan, but should not wait long, again declined to make any proposition, but said he was sorry he had been misinformed in regard to the situation here; that he fully understood, after hearing the explanations given him, that it would be better for the citizens of San Diego and also for the builders of the road, to adopt the direct Eastern line. He said that he would lay the whole matter before his associates in New York, and perhaps they would make an acceptable proposal. The members of your Committee present assured Mr. Sprague that any such proposition would be favorably received, and that if Mr. Tiernan did not very soon come forward and accept the subsidy, Mr. Sprague would have the first chance. Mr. Sprague expressed himself as very much pleased with the kindness and courtesy of his reception, and returned to New York. No further communication has been received from him.

A COMMUNICATION was received from William H. Carlson, President of the San Diego, Los Angeles & Yuma R. R. Co., dated May 24th, in which he gives notice that his Company will claim the subsidy, should they have their line completed in advance of any other.

AS THIS was not a proposition, but simply a statement, it did not seem to require any action and was placed on file.

SEVERAL propositions have been received from the Cuyamaca Railroad Co. The first was a verbal one from Gov. R. W. Waterman,—that if the subsidy was given to his Company they would commence at once and extend their road as rapidly as possible to a junction with the Southern Pacific. No definite time or place was named.

THE second proposition was received from Mr. Thos. J. Daley, to a similar effect, and naming Salton, a station on the Southern Pacific R. R. about 30 miles north of Flowing Wells, as the objective point. A sub-committee was appointed to interview Mr. Daley, who finally submitted the following propositions:

(COPY.)

SAN DIEGO, Calif., June 25th, 1890.

TO THE PRESIDENT AND MEMBERS OF THE SAN DIEGO RAILROAD EXTENSION COMMITTEE :—

GENTLEMEN: The San Diego, Cuyamaca & Eastern Railway

Company will extend its Ranch, a distance of forty

SAID extension to be to begin within thirty days said Company and Subscribers entered into, and completed work, prevention by strike

THE Company to receive or its equivalent in lots determined by a Committee pointed by your Committee Cuyamaca Company, they to be paid until such in operation. The subscription north and south through

ALL subscriptions not conditioned to be conveyed on the completion and proposed. The Subscription time before the conveyance Company of the property the appraised value of is entitled to a deed of his

THE Cuyamaca Company approved by your Committee subscribers to the fund, so herein.

SAID Cuyamaca Railroad position :

It will extend its line with the Southern Pacific within thirty days from completing the same within the same time, said extension to be on conditions as hereinabove Ranch, with the exception for such extension instead said subscription when it has been completed and the same made with the Southern Pacific bond of \$500,000 to be given by your Committee or by the fund.

Respectfully

were awaiting long, again de- is sorry he had that he fully un- en him, that it nd also for the n line. He said sociates in New table proposal. d Mr. Sprague ived, and that nd accept the Mr. Sprague kindness and ork. No further

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Mr. Thos. J. a station on the Flowing Wells, ointed to inter- ing propositions:

une 25th, 1890. IEGO RAILROAD

Eastern Railway

Company will extend its line of road from Foster's Station to Warner's Ranch, a distance of forty-four and one-fifth miles.

SAID extension to be a first-class standard gauge railroad. Work to begin within thirty days from the time of the contract between the said Company and Subscribers or your Committee shall have been entered into, and completed within one year from the beginning of said work, prevention by strikes and the elements alone excepted.

THE Company to receive for such extension \$4,000 per mile in cash or its equivalent in lots and lands, the value of such lots or lands to be determined by a Committee of three; one of such committee to be appointed by your Committee or the Subscribers, and one by the Cuyamaca Company, they to select the third. No part of said \$4,000 per mile to be paid until such extension shall have been completed and put in operation. The subscriptions to be all secured west of a line running north and south through Foster's Station.

ALL subscriptions made to this fund to be deeded to a Trustee conditioned to be conveyed by said Trustee to the said Cuyamaca Company on the completion and putting in operation of such extension as herein proposed. The Subscribers, or any of them, having the privilege at any time before the conveyance by such Trustee, by deed, to the Cuyamaca Company of the property held by him, to pay to such Trustee in cash, the appraised value of their subscriptions, and upon doing so shall be entitled to a deed of his property from said Trustee.

THE Cuyamaca Company to give a bond in the sum of \$176,800 to be approved by your Committee or by some one designated by the Subscribers to the fund, for the faithful performance of its agreements herein.

SAID Cuyamaca Railroad Company also makes the following proposition:

It will extend its line of road from Foster's Station to a connection with the Southern Pacific Railway at or near Salton, commencing work within thirty days from the time of the signing of the contract, and completing the same within twelve months from the time of such commencement, said extension to be a first-class standard gauge road, on the same conditions as hereinabove proposed for the extension to Warner's Ranch, with the exception that the Cuyamaca Company is to have \$500,000 for such extension instead of \$4,000 per mile, and is to have one-half of said subscription when one hundred miles of said extension shall have been completed and the balance when the connection shall have been made with the Southern Pacific Company at or near Salton. A like bond of \$500,000 to be given by the Cuyamaca Company, to be approved by your Committee, or by some one designated by the subscribers to the fund.

Respectfully submitted,

(Signed), T. J. DALEY,  
Secretary & General Manager.



and shown the Harbor and very fully informed of the advantages of San Diego, as a terminus of his proposed railroad. Mr. Stanton manifested an earnest appreciation of the situation, and since his return to Denver he has published in the "Republican" newspaper of that city, very favorable accounts of San Diego, and is endeavoring to make arrangements to have some of the Officers of his Company visit our city and commence the construction of their road from this end.

DURING the past three months, Engineers representing those different Railroad Cos. have visited San Diego. They have been shown the advantages of our Harbor, the routes East and North from here, either on the ground, or by maps and statements of those familiar with the country, and have been convinced that, instead of San Diego being shut off from the rest of the world by impassable mountains, several different routes can be had fully as good as those of the roads farther north of us, and that for a moderate cost such a road as we want can be built, to compare favorably in grades, curves, and distance, between here and Utah or Arizona, with any portion of the mountain part of the United States.

WE believe that these gentlemen have received an exceedingly favorable impression of the whole matter, which they will communicate to their respective companies.

WE deem it proper at this time, to state with the utmost distinctness, that your Committee has at no time since its organization, made any such engagement with Mr. Tiernan of the Utah, Nevada & California Road, or with the representatives of any other Company, or with any individual, as to bind them for more than ten days, or to the exclusion of a favorable offer from any other source.

WE have thus shown that the Committee have received and examined every proposition in regard to building a Railroad, that they have neglected no opportunity and have rejected no offer, and that no definite propositions have been received, except that from Mr. Tiernan (who has as yet failed to make any final agreement), and from Mr. Daley in behalf of the Cuyamaca Company, whose proposal is herewith submitted.

YOUR Committee have labored to the best of their ability to accomplish the end sought, they have devoted a great deal of

Committee, and will be  
in the evening.

the A. T. & S. F. R. R.  
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ang 18/90. I would be willing to succeed for the benefit  
of a road to Salt Lake connecting with Union P. R.  
or for a direct road to Ogden, Morm. Nation  
Hild, Hank, Easton & Pennell are interested with  
me in the 15 acres. *They have done in 1890*  
200 *would be guided in it. They have done in 1890*  
their time to this business, having held about forty regular meet-  
ings. During the raising of the subsidy, some of the members  
devoted their entire time to the work for several weeks, and the  
Chairman especially, among a great many other engagements,  
was always ready to hold meetings (every day, in fact, for a long  
time), and do everything in his power to further the business.

YOUR Committee have labored without other expectation  
than the hope of benefiting our city. Their meetings have been  
harmonious. They have received the generous and cordial sup-  
port of the subscribers and the community at large. No sub-  
scription has been withdrawn, no complaint has been made of the  
course of the Committee, nor has any request been made by any  
subscriber to divert his aid to any purpose other than the one to  
which he gave his name. The members of your Committee have  
not only worked without compensation, but have very largely  
borne their own expenses.

IN conclusion, your Committee believe that the railroad out-  
look at the present time is far more satisfactory than it was six  
months ago. They believe that a strong interest has been ex-  
cited among the capitalists and railroad men of the country, which  
will, before many months, result in the consummation of our  
wishes. Our people must have patience, for these great move-  
ments cannot be hurried beyond the ability or inclination of the  
projectors.

WITH this belief, the members of your Committee, who, in  
their individual subscriptions, represent one-fourth of the subsi-  
dy, all agree to extend the time of their subscriptions for six  
months longer, and earnestly advise all other subscribers to do  
the same.

THANKING our fellow citizens for their kind assistance, and  
for their constant confidence, we now tender our resignation of  
the trust confided to us, and promise the same loyal support to  
our successors that has been given to us.

THE foregoing report, having been considered by the Com-  
mittee, and unanimously adopted, is respectfully submitted.

DOUGLAS GUNN, Chairman.

ATTEST:  
GEO. N. NOLAN, Secretary.

*1890. I would be willing to succeed for the benefit  
of a road to Salt Lake connecting with Union P. R.  
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*Mayor and Ex-Officio Chairman.*  
G. W. Monteith,  
Chalmers Scott,  
John Ginty,  
D. C. Reed,  
E. S. Babcock, Jr.,  
John Kastle,  
A. H. Isham,  
Watson Parrish,  
Geo. N. Nolan, *Secretary.*

SAN DIEGO  
RAILROAD EXTENSION COMMITTEE.

*San Diego, Cal. Nov. 27th, 1889.*

DEAR SIR:

The object of this Railroad Extension Committee, the reports of their work, forms of deeds, notes, etc., have been fully reported in the daily newspapers and we assume the property owners have read them and if they are not understood, we recommend them to call at the Chamber of Commerce and the Secretary of that body will explain the same. After over a week's hard labor, we have failed to raise one-half as much as was expected and the committee are discouraged.

We may briefly allude to the terms of the trust, to-wit: This subsidy is to be raised and given to the first railroad that builds to a connection with a Trans-Continental Railroad, other than the Santa Fe system or the Southern Pacific north of Flowing Wells, the object of these restrictions being to favor a road coming direct to San Diego, instead of building from Los Angeles down the coast.

None of this subsidy is to be given to such Railroad until they *complete and operate* 100 miles of said Railroad, then an undivided one-half will be conveyed to such Railroad Company, and on the completion of the Railroad to a *connection* with a Trans-Continental Railroad the other half will be deeded to them.

A clause is inserted in the deed giving the *grantor* or his *assigns* the right to withdraw the property and substitute a given amount of money in its place, subject to the terms of the trust. This has the effect of allowing a person to sell or transfer his property any time it is at his advantage to do so by putting up money in its place. In other words the grantor or his assigns reserves the right to take advantage of any raise in price of real estate brought about by reason of the building of such Railroad or any other cause.

If no Railroad is built the property will be re-deeded back promptly, according to the terms of the trust deed.

We mail this brief letter to the principal *land owners* of San Diego city and county and await their reply. If you and others fail to respond with property, and we take it that *no reply* means *you won't do anything* this committee must make a report to our citizens and reply to all our Railroad Correspondents that the plan is a failure, as the citizens *will not give the subsidy* and the duties of the committee will necessarily cease and we will disband as nothing can more plainly express the opinion of property owners, than for them to fail to give, virtually saying that they do not want to aid, or do not want any more Railroads.

So far it seems to the committee that the popular opinion is to wait and see what the other man will do. This policy is the most effectual to kill the object desired, of any that can be adopted and admits of but one construction, a desire to dodge the subscription and shirk their part of the burden.

From information received, we are led to believe that prompt action in raising the subsidy is the only hope of getting the Union Pacific to build to San Diego Bay at once. This letter adopted and authorized by the committee.

Respectfully Yours,

GEO. N. NOLAN, Secretary.

DOUGLAS GUNN,  
MAYOR AND EX-OFFICIO CHAIRMAN  
M. A. LUCE  
CHALMERS SCOTT,  
JOHN GINTY,  
T. M. LOUP,  
D. C. REED,  
E. S. BABCOCK, JR.  
JOHN KASTLE,  
A. H. ISHAM  
WATSON PARRISH,  
CHAS. J. FOX,  
GEO. N. NOLAN, SECRETARY

ROOMS OF THE

## Railroad Extension Committee.

CHAMBER OF COMMERCE, F STREET.

SAN DIEGO, CAL., JULY 7, 1890.

DEAR SIR:—

Under the terms of the subscription to the Railroad Subsidy it was provided, that, if no Company should accept the Subsidy on or before the first day of July, 1890, the subscription should no longer be binding.

At a general meeting of the subscribers, held at the rooms of the Chamber of Commerce on Thursday evening, June 26th, the Railroad Extension Committee submitted a full report of their proceedings since their organization, with the recommendation that the subscriptions be continued for a further period of six months. The members of the Committee, whose individual subscriptions aggregate one-fourth of the entire subsidy, pledged themselves to such continuance. With their report, the Committee expressed the wish to be relieved of the work committed to them nearly seven months ago, and requested the appointment of a new Committee, promising to give to it their earnest support.

Resolutions were unanimously adopted accepting the Committee's report, but declining to accept their resignation; thanking the Committee for their past services and requesting their continuance; and endorsing the recommendation that the subscriptions should be renewed.

On motion, it was ordered that the roll of subscribers be called on the question of renewing the subscriptions to the Subsidy for the further period of six months—from July 1st, 1890, to January 1st, 1891. Whereupon, all present, representing nearly \$200,000 of the Subsidy, pledged themselves to renew their subscriptions for the period named, upon the same terms and conditions under which they originally subscribed.

The Committee now desire to have an expression upon this question from those subscribers who were absent from the meeting, and have addressed this letter to each one not present or represented at that time, asking them to sign the following statement of their will, and return the same to the Chairman of the Railroad Extension Committee of San Diego without delay.

*I will..... renew my subscription to the Railroad Subsidy Fund, as heretofore given to the Railroad Extension Committee of San Diego, upon the same terms and conditions, as when said subscription was originally made, for the period of six months, from July 1st, 1890, to January 1st, 1891.*

[SIGN HERE.]

If opposed to renewal, please write the word "not" in the blank space.

BY ORDER OF THE RAILROAD EXTENSION COMMITTEE,

DOUGLAS GUNN, CHAIRMAN.

Douglass Gunn,  
*Mayor and Ex-Officio Chairman.*  
G. W. Monteith,  
Chalmers Scott,  
John Ginty,  
D. C. Reed,  
E. S. Babcock, Jr.  
John Kastle,  
A. H. Isham,  
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Respectfully Yours,

GEO. N. NOLAN, Secretary.

♦ AUGUST, 1879. ♦

CHICAGO

# ROCK ISLAND

PACIFIC

## THE GREAT OVERLAND ROUTE

BETWEEN

# SAN FRANCISCO

# CHICAGO,

AND THE

## ATLANTIC COAST.

This is the Line that runs those ELEGANT PALACE SLEEPING CARS for SLEEPING PURPOSES, and MAGNIFICENT DINING CARS for EATING PURPOSES ONLY.

SEE THAT YOUR TICKETS READ VIA THE

## ROCK ISLAND ROUTE!

Tickets for Sale and Sleeping Accommodations secured by  
**H. P. STANWOOD, Con'l Agent,**  
 No. 2 New Montgomery Street,  
 And by **A. MALPAS, Ticket Agent, C. P. R. R.**  
 Oakland Ferry, SAN FRANCISCO.

**E. ST. JOHN,**                      **W. A. STRONG,**  
 Gen'l Trk. and Pass. Agent, Chicago.      Asst. Gen'l Pass. Agt.  
**CLIFTON JONES,** Gen'l Trav. Agent for Pacific Coast, San Francisco.

CAMERON, AMBERG & CO., PRINTERS AND ENGRAVERS, CHICAGO.

CHICAGO

# ROCK ISLAND

PACIFIC

### The PALACE SLEEPING CARS run by The Rock Island Route

Are models of elegance and comfort. During the day they afford the comforts of an elegant parlor, with the additions of private dressing saloons for ladies, and smoking apartments for gentlemen. Accompanying each train is a magnificent Dining Car, in which meals are served at the very reasonable price of 75 cents each. Note the difference between a Dining Car and a Hotel Car:

A Dining Car is a car that accompanies the train for the express purpose of serving meals to the passengers. The car being used for no other purpose it affords ample room for a neat, clean kitchen, and a nice, bright dining room, sufficiently large to accommodate the travelers. Passengers can select their own hours for eating, and consume as much time at their meals as they desire.

A Hotel Car is a car in which the cooking, eating and sleeping are all done. You cannot get your breakfast in the morning until every passenger in the car is up, and the car aired and dusted. Should you be indisposed and want your berth made up during the day, it cannot be done for the reason that it would interfere with serving dinner. In the evening you cannot retire until supper is served, and all passengers are through eating.

The above are facts! Take your choice! *The Rock Island Route runs the DINING CAR!*

#### TARIFF OF CHARGES FOR SLEEPING ACCOMMODATIONS.

Between	Double Berth	Drawing Room	Between	Double Berth	Drawing Room
SAN FRANCISCO and			SAN FRANCISCO and		
Oregon	\$ 6.00	\$22.00	Springfield, Mass.	\$22.00	\$28.00
Utah	10.00	30.00	Boston	22.00	28.00
Chicago	10.00	30.00	Harrisburg	15.00	20.00
Detroit	10.00	30.00	Harriettsburg	20.00	26.00
Pennsylv	10.00	30.00	New York	21.00	27.00
Montreal	11.00	35.00			
St. Louis	11.00	35.00	Kinghampton	20.00	26.00
St. Paul	11.00	35.00	London	18.00	24.00
Indianapolis	10.00	30.00	Cincinnati	18.00	24.00
St. Louis	10.00	30.00	Hallimore	20.00	26.00
St. Paul	10.00	30.00	Washington	15.00	21.00
Richmond	10.00	30.00	Philadelphia	21.00	27.00
Albany	11.00	35.00			

A double berth will accommodate two persons; a section comprises a double lower and a double upper berth. A Drawing Room is an enclosed compartment where the occupants are entirely separated from the other passengers. It contains two double berths and two single berths. If you want the best accommodations furnished by any Railroad in the United States, you will purchase your Tickets VIA THE

### THE GREAT ROCK ISLAND ROUTE!

CAMERON, AMBERG & CO., PRINTERS AND ENGRAVERS, CHICAGO.

CHICAGO

# ROCK ISLAND

PACIFIC

In Connection with Lake Shore & Michigan Central and Erie Railroads, at

### Condensed Time Table in Effect

Direction	Station	Time
LEAVE	SAN FRANCISCO	8:00 P.
"	Sacramento	7:30 P.
"	San Jose	7:00 P.
"	Stockton	6:30 P.
"	Yuba City	6:00 P.
ARRIVE	Chicago	1:00 P.
LEAVE	Chicago	2:00 P.
"	St. Louis	11:00 A.
"	St. Paul	10:30 A.
"	West Liberty	10:00 A.
"	Dayton	9:30 A.
"	Richmond	9:00 A.
"	Indianapolis	8:30 A.
"	St. Louis	8:00 A.
"	Chicago	7:30 A.
ARRIVE	Chicago	7:00 A.
LEAVE	Chicago	8:00 A.
"	St. Louis	9:30 A.
"	St. Paul	10:00 A.
"	West Liberty	10:30 A.
"	Dayton	11:00 A.
"	Richmond	11:30 A.
"	Indianapolis	12:00 P.
"	St. Louis	12:30 P.
"	Chicago	1:00 P.
ARRIVE	Chicago	1:30 P.
LEAVE	Chicago	2:00 P.
"	St. Louis	3:30 P.
"	St. Paul	4:00 P.
"	West Liberty	4:30 P.
"	Dayton	5:00 P.
"	Richmond	5:30 P.
"	Indianapolis	6:00 P.
"	St. Louis	6:30 P.
"	Chicago	7:00 P.
ARRIVE	Chicago	7:30 P.
LEAVE	Chicago	8:00 P.
"	St. Louis	9:30 P.
"	St. Paul	10:00 P.
"	West Liberty	10:30 P.
"	Dayton	11:00 P.
"	Richmond	11:30 P.
"	Indianapolis	12:00 A.
"	St. Louis	12:30 A.
"	Chicago	1:00 A.
ARRIVE	Chicago	1:30 A.
LEAVE	Chicago	2:00 A.
"	St. Louis	3:30 A.
"	St. Paul	4:00 A.
"	West Liberty	4:30 A.
"	Dayton	5:00 A.
"	Richmond	5:30 A.
"	Indianapolis	6:00 A.
"	St. Louis	6:30 A.
"	Chicago	7:00 A.
ARRIVE	Chicago	7:30 A.

Train leaving Chicago at 9:00 A. daily, en route from Chicago to Rochester, there connecting New York and Boston.  
 Train leaving Chicago at 5:15 P. daily, en route from Chicago to New York and Boston without change.  
 The Rock Island Depot is more Depot in Chicago. Ask the Ticket Agent for this Route.

CAMERON, AMBERG & CO., PRINTERS AND ENGRAVERS, CHICAGO.

# CHICAGO Rock Island AND PACIFIC

In Connection with Lake Shore & Michigan Southern; New York Central and Erie Railroads, and Connections.

Condensed Time Table in Effect August 1, 1879.

	Atlantic Exp.	Day Exp.	Night Exp.
LEAVE SAN FRANCISCO	8:00 A. M.		
.. Sacramento	9:00 A. M.		
.. Salt Lake	10:00 A. M.		
.. Ogden	11:00 A. M.		
.. Cheyenne	12:00 P. M.		
ARRIVE Omaha	1:45 P. M.		
LEAVE Omaha	1:45 P. M.	4:10 A. M.	
.. Council Bluffs	2:30	5:15	
.. Des Moines	3:15	6:00	
.. Grinnell	4:00	6:45	
.. West Liberty	4:45	7:30	
.. Davenport	5:30	8:15	
.. Rock Island	6:15	9:00	
.. La Salle	7:00	9:45	
.. Ottumwa	7:45	10:30	
.. Morris	8:30	11:15	
.. Joliet	9:15	12:00	
ARRIVE Chicago	9:30	12:30	
LEAVE Chicago	1:15	9:00	10:30 P. M.
ARRIVE La Porte	9:15	11:30	1:15 A. M.
.. South Bend	9:30	11:45	1:30
.. Mishawaka	9:45	12:00	1:45
.. Elkhart	10:00	12:15	2:00
.. Chicago	10:15	12:30	2:15
ARRIVE Adams	1:40 A. M.	4:40 P. M.	9:40
.. Toledo	1:55	4:55	9:55
.. Sandusky	2:10	5:10	10:10
.. Cleveland	2:25	5:25	10:25
.. Ashland	2:40	5:40	10:40
.. Erie	2:55	5:55	10:55
.. Dunkirk	3:10	6:10	11:10
.. Buffalo	3:25	6:25	11:25
ARRIVE Albany	4:10	9:40	10:30
.. Hornellsville	4:25	10:00	10:45
.. Corning	4:40	10:15	11:00
.. Elmira	4:55	10:30	11:15
.. Oswego	5:10	10:45	11:30
.. Deposit	5:25	11:00	11:45
.. Binghamton	5:40	11:15	12:00
.. Poughkeepsie	5:55	11:30	12:15
.. Port Jervis	6:10	11:45	12:30
.. Middletown	6:25	12:00	12:45
.. Paleson	6:40	12:15	1:00
.. New York	6:55	12:30	1:15
ARRIVE Rochester	7:30 P. M.	1:00 A. M.	11:00 P. M.
.. Auburn (old road)	7:45	1:15	11:15
.. Syracuse	8:00	1:30	11:30
.. Utica	8:15	1:45	11:45
.. Schenectady	8:30	2:00	12:00
.. Albany	8:45	2:15	12:15
.. Troy	9:00	2:30	12:30
ARRIVE Albany	1:00 A. M.	4:40 P. M.	9:40 A. M.
ARRIVE Poughkeepsie	2:40	6:20	11:20
.. New York	4:45	8:25	13:25
LEAVE Albany	1:45 A. M.	5:30 P. M.	10:30 A. M.
ARRIVE Springfield	2:45	6:30	11:30
ARRIVE Worcester	3:45	7:30	12:30
ARRIVE BOSTON	4:45	8:30	1:30

Trains leaving Chicago at 9:00 A. M. daily, (Sundays excepted), has Warner Palace Cars from Chicago to Rochester, there connecting with Drawing Room Day Coaches for New York and Boston.

Trains leaving Chicago at 5:15 P. M. daily, has Drawing Room Sleeping Coach from Chicago to New York and Boston without change.

The Rock Island Depot is more centrally located than any depot in Chicago. Ask the Ticket Agent for your Tickets via this route.

*Handwritten: The Whaley*

# CHICAGO Rock Island AND PACIFIC

IN CONNECTION WITH THE  
Pittsburgh, Ft. Wayne & Chicago & Pennsylvania Ry's  
AND CONNECTIONS.

Condensed Time Card, in Effect August 1st, 1879.

	Atlantic Exp.	Day Express.	Night Exp.
LEAVE SAN FRANCISCO	8:00 A. M.		
.. Sacramento	9:00 A. M.		
.. Salt Lake	10:00 A. M.		
.. Ogden	11:00 A. M.		
.. Cheyenne	12:00 P. M.		
ARRIVE Omaha	1:45 P. M.		
LEAVE Omaha	1:45 P. M.	4:10 A. M.	
.. Council Bluffs	2:30	5:15	
.. Des Moines	3:15	6:00	
.. Grinnell	4:00	6:45	
.. West Liberty	4:45	7:30	
.. Davenport	5:30	8:15	
.. Rock Island	6:15	9:00	
.. La Salle	7:00	9:45	
.. Ottumwa	7:45	10:30	
.. Morris	8:30	11:15	
.. Joliet	9:15	12:00	
ARRIVE Chicago	9:30	12:30	
LEAVE Chicago	1:15 P. M.	9:00 A. M.	10:30 P. M.
ARRIVE Valparaiso	7:40	10:30	12:15 A. M.
.. Plymouth	8:25	11:15	1:00
.. Fox War	9:10	12:00	1:45
.. Lima	9:55	12:45	2:30
.. Potosi	10:40	1:30	3:15
.. Crestline	11:25	2:15	4:00
.. Mansfield	12:10	3:00	4:45
.. Waver	12:55	3:45	5:30
.. Massillon	1:40	4:30	6:15
.. Canton	2:25	5:15	7:00
.. Alliance	3:10	6:00	7:45
.. Rochester	3:55	6:45	8:30
.. Pittsburgh	4:40	7:30	9:15
ARRIVE BOSTON	5:25	8:15	10:00
ARRIVE Worcester	6:10	9:00	10:45
.. Lowell	6:55	9:45	11:30
.. Haverhill	7:40	10:30	12:15
.. Andover	8:25	11:15	1:00
.. Newburyport	9:10	12:00	1:45
.. Boston	9:55	12:45	2:30
ARRIVE New York	10:40	1:30	3:15
.. Albany	11:25	2:15	4:00
.. Poughkeepsie	12:10	3:00	4:45
.. New York	12:55	3:45	5:30
ARRIVE Albany	1:40	4:30	6:15
ARRIVE Poughkeepsie	2:25	5:15	7:00
ARRIVE New York	3:10	6:00	7:45

Fullman Palace Sleeping Cars through to Philadelphia and New York on all these trains, and Pullman Hotel Cars on the 1:15 P. M. train.

## CHICAGO, ROCK ISLAND & PACIFIC R. R. IN CONNECTION WITH ERIE AND CHICAGO LINES.

LEAVE SALT LAKE	7:00 A. M.
.. Ogden	8:00
.. Cheyenne	9:00
.. Omaha	10:00
ARRIVE Chicago	11:00
LEAVE Chicago	1:15
.. Mansfield	2:00
ARRIVE BOSTON	3:00
ARRIVE NEW YORK	4:00

Pullman Hotel Cars through to New York

As the Rock Island Route carries the Overland Mail, its patrons are always sure of making connections in Chicago with Eastern trains.

# CHICAGO Rock Island AND PACIFIC

IN CONNECTION  
MICHIGAN CENTRAL, GRAND TRUNK, GRA  
NEW YORK CENTRAL AND ERIE RAIL

Condensed Time Card In

	Atlantic Exp.	Day Express.	Night Exp.
LEAVE SAN FRANCISCO	8:00		
.. Sacramento	9:00		
.. Salt Lake	10:00		
.. Ogden	11:00		
.. Cheyenne	12:00		
ARRIVE Omaha	1:45		
LEAVE Omaha	1:45	4:10	
.. Council Bluffs	2:30	5:15	
.. Des Moines	3:15	6:00	
.. Grinnell	4:00	6:45	
.. West Liberty	4:45	7:30	
.. Davenport	5:30	8:15	
.. Rock Island	6:15	9:00	
.. La Salle	7:00	9:45	
.. Ottumwa	7:45	10:30	
.. Morris	8:30	11:15	
.. Joliet	9:15	12:00	
ARRIVE Chicago	9:30	12:30	
LEAVE Chicago	1:15	9:00	10:30
ARRIVE Toledo	1:45	11:30	1:15
.. Sandusky	2:00	11:45	1:30
.. Cleveland	2:15	12:00	1:45
.. Ashland	2:30	12:15	2:00
.. Erie	2:45	12:30	2:15
.. Dunkirk	3:00	12:45	2:30
.. Buffalo	3:15	1:00	2:45
ARRIVE Albany	4:00	9:40	10:30
.. Hornellsville	4:15	10:00	10:45
.. Corning	4:30	10:15	11:00
.. Elmira	4:45	10:30	11:15
.. Oswego	5:00	10:45	11:30
.. Deposit	5:15	11:00	11:45
.. Binghamton	5:30	11:15	12:00
.. Poughkeepsie	5:45	11:30	12:15
.. Port Jervis	6:00	11:45	12:30
.. Middletown	6:15	12:00	12:45
.. Paleson	6:30	12:15	1:00
.. New York	6:45	12:30	1:15
ARRIVE Rochester	7:30	1:00	11:00
.. Auburn (old road)	7:45	1:15	11:15
.. Syracuse	8:00	1:30	11:30
.. Utica	8:15	1:45	11:45
.. Schenectady	8:30	2:00	12:00
.. Albany	8:45	2:15	12:15
.. Troy	9:00	2:30	12:30
ARRIVE Albany	1:00	4:40	9:40
ARRIVE Poughkeepsie	2:40	6:20	11:20
.. New York	4:45	8:25	13:25
LEAVE Albany	1:45	5:30	10:30
ARRIVE Springfield	2:45	6:30	11:30
ARRIVE Worcester	3:45	7:30	12:30
ARRIVE BOSTON	4:45	8:30	1:30

9:00 A. M. train has Warner Car from Chicago to Boston via New York and Boston.

6:15 P. M. train from Chicago has Warner Car through to Boston without change.

You can always rely on making connection here via the ROCK ISLAND ROUTE.

**LAND PACIFIC**

WITH THE  
**go & Pennsylvania Ry's**  
**CTIONS.**  
 Feet August 1st, 1879.

Atlantic Exp.	Day Express.	Night Exp.
9:00 A. M.	.....	.....
9:30 P. M.	.....	.....
10:00 A. M.	.....	.....
10:30 P. M.	.....	.....
11:00 A. M.	.....	.....
11:30 P. M.	.....	.....
12:00 P. M.	.....	.....
12:30 P. M.	.....	.....
1:00 P. M.	.....	.....
1:30 P. M.	.....	.....
2:00 P. M.	.....	.....
2:30 P. M.	.....	.....
3:00 P. M.	.....	.....
3:30 P. M.	.....	.....
4:00 P. M.	.....	.....
4:30 P. M.	.....	.....
5:00 P. M.	.....	.....
5:30 P. M.	.....	.....
6:00 P. M.	.....	.....
6:30 P. M.	.....	.....
7:00 P. M.	.....	.....
7:30 P. M.	.....	.....
8:00 P. M.	.....	.....
8:30 P. M.	.....	.....
9:00 P. M.	.....	.....

Philadelphia and New York on all these  
**D & PACIFIC R. R.**  
 WITH  
**LAGO LINE.**

Atlantic Exp.	Day Express.	Night Exp.
9:00 A. M.	.....	.....
9:30 P. M.	.....	.....
10:00 A. M.	.....	.....
10:30 P. M.	.....	.....
11:00 A. M.	.....	.....
11:30 P. M.	.....	.....
12:00 P. M.	.....	.....
12:30 P. M.	.....	.....
1:00 P. M.	.....	.....
1:30 P. M.	.....	.....
2:00 P. M.	.....	.....
2:30 P. M.	.....	.....
3:00 P. M.	.....	.....
3:30 P. M.	.....	.....
4:00 P. M.	.....	.....
4:30 P. M.	.....	.....
5:00 P. M.	.....	.....
5:30 P. M.	.....	.....
6:00 P. M.	.....	.....
6:30 P. M.	.....	.....
7:00 P. M.	.....	.....
7:30 P. M.	.....	.....
8:00 P. M.	.....	.....
8:30 P. M.	.....	.....
9:00 P. M.	.....	.....

Fullman Hotel  
 Car fare  
 Ticket  
 and New York

Mail, telegrams are always sure of  
 ..

**CHICAGO**  
**Rock Island**  
**AND PACIFIC R. R.**

IN CONNECTION WITH THE  
 MICHIGAN CENTRAL, GRAND TRUNK, GREAT WESTERN, CANADA SOUTHERN,  
 NEW YORK CENTRAL AND ERIE RAILWAYS, AND CONNECTIONS.

Condensed Time Card in Effect August 1, 1879.

	Atlantic Exp.	Day Exp.	Night Exp.
LEAVE SAN FRANCISCO	6:00 A. M.	.....	.....
.. Sacramento	2:00 P. M.	.....	.....
.. Salt Lake	7:40 A. M.	.....	.....
.. Ogden	10:30 ..	.....	.....
.. Cheyenne	2:45 P. M.	.....	.....
ARRIVE Omaha	2:45 P. M.	.....	.....
LEAVE Omaha	2:50 ..	6:10 A. M.	.....
.. Council Bluffs	5:30 ..	7:15 ..	.....
.. Des Moines	7:40 A. M.	9:30 P. M.	.....
.. Grinnell	7:45 A. M.	9:35 ..	.....
.. West Liberty	4:30 A. M.	7:17 ..	.....
.. Davenport	8:45 ..	9:29 ..	.....
.. Rock Island	9:00 ..	9:35 ..	.....
.. La Salle	12:00 P. M.	1:21 A. M.	.....
.. La Salle	12:33 ..	2:00 ..	.....
.. Joliet	1:15 ..	2:40 ..	.....
.. Joliet	2:40 ..	3:00 ..	.....
ARRIVE Chicago	2:40 ..	3:00 ..	.....
LEAVE Chicago	3:15 ..	9:00 ..	9:00 P. M.
ARRIVE Milan	10:30 ..	1:10 ..	10:35 A. M.
.. Kalamazoo	11:00 ..	2:10 ..	2:15 ..
.. Battle Creek	12:30 P. M.	4:45 ..	4:45 ..
.. Jackson	2:05 ..	4:10 ..	4:20 ..
.. Ann Arbor	2:35 ..	6:50 ..	6:50 ..
.. Detroit	.....	8:15 A. M.	8:40 P. M.
.. Toronto	.....	9:30 P. M.	8:50 A. M.
.. Montreal	.....	.....	.....
.. Quebec	.....	.....	.....
.. Portland	.....	12:45 P. M.	.....
.. Bangor	.....	9:35 P. M.	9:30 A. M.
.. St. John, N. B.	.....	7:30 A. M.	4:40 P. M.
.. London	6:40 A. M.	11:30 P. M.	1:15 P. M.
.. Hamilton	11:35 ..	2:00 A. M.	4:15 ..
.. St. Thomas	7:30 ..	.....	11:00 A. M.
.. Buffalo	1:05 P. M.	.....	.....
.. Suspension Bridge	1:15 P. M.	3:00 A. M.	7:00 P. M.
.. Attica	4:10 ..	6:05 ..	10:30 ..
.. Hornsleville	4:35 ..	11:05 ..	12:35 A. M.
.. Cuyahoga	6:15 ..	12:10 P. M.	1:45 ..
.. Kintor	6:45 ..	1:07 ..	2:35 ..
.. Uxego	10:10 ..	7:15 ..	8:55 ..
.. Highamton	11:00 ..	2:45 ..	4:40 ..
.. Detroit	12:30 A. M.	4:12 ..	6:04 ..
.. New York	2:45 ..	7:20 ..	9:20 ..
.. New York	2:55 ..	10:25 P. M.	12:35 P. M.
.. Rochester	4:40 P. M.	7:20 A. M.	11:05 P. M.
.. Syracuse	7:20 ..	9:45 ..	1:45 A. M.
.. Rome	9:30 ..	11:40 ..	2:15 ..
.. Utica	6:45 ..	12:10 P. M.	2:30 ..
.. Oswego	10:40 A. M.	1:25 ..	3:10 ..
.. Albany	2:00 A. M.	5:20 ..	8:10 ..
.. New York	4:45 ..	7:00 P. M.	10:30 A. M.
.. Pittsfield	6:00 A. M.	8:15 ..	9:45 A. M.
.. Springfield	6:55 ..	7:15 ..	10:35 ..
.. Hartford	8:00 ..	7:05 ..	12:15 P. M.
.. New Haven	9:25 ..	.....	1:17 ..
.. Worcester	9:50 A. M.	1:10 ..	1:10 ..
ARRIVE BOSTON	9:50 A. M.	9:00 P. M.	.....

9:00 A. M. train has Wagner Car from Chicago to Rochester, connecting there with  
 Wagner Drawing Room Car through to Boston and New York.  
 9:15 P. M. train from Chicago has Wagner Car to New York, and Wagner Sleeping  
 Car through to Boston without change.  
 You can always rely on making connections with above trains by securing your  
 tickets via **THE ROCK ISLAND ROUTE.**

**CHICAGO**  
**Rock Island**  
**AND PACIFIC R. R.**

IN CONNECTION WITH THE  
**BALTIMORE & OHIO R. R.**  
 AND CONNECTIONS.

Condensed Time Card in Effect August 1st, 1879.

	Atlantic Exp.	Day Express.	Night Exp.
LEAVE SAN FRANCISCO	6:00 A. M.	.....	.....
.. Sacramento	2:00 P. M.	.....	.....
.. Salt Lake	7:40 A. M.	.....	.....
.. Ogden	10:30 ..	.....	.....
.. Cheyenne	2:45 P. M.	.....	.....
ARRIVE Omaha	2:45 P. M.	.....	.....
LEAVE Omaha	2:50 P. M.	6:10 A. M.	.....
.. Council Bluffs	5:30 ..	7:15 ..	.....
.. Des Moines	7:40 A. M.	9:30 P. M.	.....
.. Grinnell	7:45 A. M.	9:35 ..	.....
.. West Liberty	4:30 A. M.	7:17 ..	.....
.. Davenport	8:45 ..	9:29 ..	.....
.. Rock Island	9:00 ..	9:35 ..	.....
.. La Salle	12:00 P. M.	1:21 A. M.	.....
.. La Salle	12:33 ..	2:00 ..	.....
.. Joliet	1:15 ..	2:40 ..	.....
.. Joliet	2:40 ..	3:00 ..	.....
ARRIVE Chicago	2:40 ..	3:00 ..	.....
LEAVE Chicago	3:15 ..	9:00 ..	9:00 P. M.
.. South Chicago	10:21 ..	10:21 ..	10:21 ..
.. Miller's	11:24 ..	10:31 ..	10:31 ..
.. Mich. Cent. Junction	11:30 ..	10:31 ..	10:31 ..
.. Walworth Junction	1:12 A. M.	12:10 P. M.	.....
ARRIVE Garret	3:45 A. M.	7:30 ..	.....
LEAVE Garret	3:55 A. M.	7:40 P. M.	.....
.. Auburn Junction	4:08 ..	3:25 ..	.....
.. Deane	4:27 ..	4:15 ..	.....
.. Deane	6:22 ..	4:45 ..	.....
.. Deane	8:14 ..	4:00 ..	.....
.. Tiffin	8:24 ..	4:20 ..	.....
.. Republic	8:19 ..	4:28 ..	.....
.. Alder	8:28 ..	4:48 ..	.....
ARRIVE Chicago Junction	9:00 A. M.	6:10 P. M.	.....
LEAVE Chicago Junction	9:30 A. M.	6:00 P. M.	.....
.. Plymouth	9:45 ..	6:04 ..	.....
.. Shelby Junction	10:10 ..	6:12 ..	.....
.. Mansfield	10:35 ..	6:43 ..	.....
.. Tiffin	10:37 ..	10:08 ..	.....
.. Lexington	11:11 ..	10:19 ..	.....
.. Belleville	11:44 ..	10:46 ..	.....
.. Frederick	11:59 ..	11:13 ..	.....
.. Mt. Vernon	12:08 P. M.	11:23 ..	.....
.. Louisville	12:45 ..	11:48 ..	.....
ARRIVE Newark	1:10 P. M.	12:15 A. M.	.....
LEAVE Newark	1:25 P. M.	12:35 A. M.	.....
.. Zanesville	2:27 ..	2:20 ..	.....
.. Cambridge	2:33 ..	2:20 ..	.....
.. Barnesville	4:06 ..	3:22 ..	.....
.. Belmont	4:18 ..	3:34 ..	.....
ARRIVE Bellairs	6:10 P. M.	6:00 A. M.	.....
LEAVE Bellairs	6:20 P. M.	6:40 A. M.	.....
.. Cameron	7:34 ..	7:19 ..	.....
.. Yairmont	9:25 ..	9:31 ..	.....
ARRIVE Grafon	10:10 P. M.	10:10 A. M.	.....
LEAVE Grafon	10:16 P. M.	10:20 A. M.	.....
.. Oakland	12:18 A. M.	12:17 P. M.	.....
.. Deer Park	1:20 ..	1:23 ..	.....
.. Piedmont	1:40 ..	1:43 ..	.....
.. Keyser	2:20 ..	2:20 P. M.	.....
ARRIVE Cumberland	2:30 A. M.	2:30 P. M.	.....
LEAVE Cumberland	2:30 A. M.	2:30 P. M.	.....
.. Martinsburg	4:21 ..	4:20 ..	.....
.. Harpers Ferry	4:30 ..	4:30 ..	.....
.. Washington Junction	6:00 ..	6:00 P. M.	.....
ARRIVE Washington	7:30 A. M.	8:00 P. M.	.....
LEAVE Washington	7:40 A. M.	8:10 P. M.	.....
ARRIVE Baltimore	9:40 A. M.	9:10 P. M.	.....
.. Philadelphia	1:00 ..	1:00 A. M.	.....
.. New York	1:45 ..	1:45 P. M.	.....
.. Boston	3:30 A. M.	4:30 P. M.	.....

**9:40 P. M. TRAIN FROM CHICAGO HAS SLEEPING CAR  
 FROM CHICAGO TO BALTIMORE.**  
 Secure your Tickets via the Rock Island Route and take none other!

**CHICAGO**  
**Rock Island**  
**AND PACIFIC R. R.**

IN CONNECTION WITH THE  
**THE KANKAKEE AND PANAMA**  
 AND THEIR SOUTHERN CONNECTIONS.

CONDENSED TIME CARD, in

	Atlantic Exp.	Day Express.	Night Exp.
LEAVE SAN FRANCISCO	6:00 A. M.	.....	.....
.. Sacramento	2:00 P. M.	.....	.....
.. Salt Lake	7:40 A. M.	.....	.....
.. Ogden	10:30 ..	.....	.....
.. Cheyenne	2:45 P. M.	.....	.....
ARRIVE Omaha	2:45 P. M.	.....	.....
LEAVE Omaha	2:50 P. M.	6:10 A. M.	.....
.. Council Bluffs	5:30 ..	7:15 ..	.....
.. Des Moines	7:40 A. M.	9:30 P. M.	.....
.. Grinnell	7:45 A. M.	9:35 ..	.....
.. West Liberty	4:30 A. M.	7:17 ..	.....
.. Davenport	8:45 ..	9:29 ..	.....
.. Rock Island	9:00 ..	9:35 ..	.....
.. La Salle	12:00 P. M.	1:21 A. M.	.....
.. La Salle	12:33 ..	2:00 ..	.....
.. Joliet	1:15 ..	2:40 ..	.....
.. Joliet	2:40 ..	3:00 ..	.....
ARRIVE Chicago	2:40 ..	3:00 ..	.....
LEAVE Chicago	3:15 ..	9:00 ..	9:00 P. M.
.. Via Kankakee Line	.....	.....	.....
.. Kankakee	.....	.....	.....
.. Lafayette	.....	.....	.....
.. Indianapolis	.....	.....	.....
ARRIVE Cincinnati	.....	.....	.....
.. Cincinnati	.....	.....	.....
.. Nashville	.....	.....	.....
LEAVE Chicago, via Kokomo	.....	.....	.....
.. Indianapolis	.....	.....	.....
ARRIVE Louisville	.....	.....	.....
.. Louisville	.....	.....	.....
ARRIVE Nashville	.....	.....	.....
.. Decatur	.....	.....	.....
.. Columbus	.....	.....	.....
.. Birmingham	.....	.....	.....
.. Montgomery	.....	.....	.....
LEAVE Montgomery	.....	.....	.....
ARRIVE Atlanta	.....	.....	.....
.. Albany	.....	.....	.....
.. Thomasville	.....	.....	.....
.. Live Oak	.....	.....	.....
.. Vidwin	.....	.....	.....
.. Jacksonville	.....	.....	.....

The 9:40 A. M. train from Chicago has through to Cincinnati. The 9:00 P. M. train  
 stops Cincinnati and Louisville, via both  
 All Coupon Ticket Agents can sell you  
 Island & Pacific R. R.

The principal offices of the "Great Rock  
 SAN FRANCISCO: No. 2 New Montgomery  
 CHICAGO: No. 100 N. Dearborn St.  
 CLEVELAND: No. 100 N. Broadway  
 DENVER: J. M. EDDY, Colorado Pass  
 KANSAS CITY: J. E. UTT, Gen'l South  
 DETROIT: A. S. FARNSWORTH, North  
 BOSTON: No. 240 Washington St., W.  
 NEW YORK: No. 257 Broadway, E. F. RICE  
 PHILADELPHIA: No. 118 Market St.  
 ELMHURST, N. Y.: A. HOPPE, New York  
 COLUMBUS, O.: J. M. High St., T. K.  
 CHICAGO: No. 56 Clark St., J. H. MOY



**Rock Island**  
AND PACIFIC  
IN CONNECTION WITH  
**& OHIO R. R.**  
SECTIONS.  
in Effect August 1st, 1879.

Atlantic Exp.	Day Express.	Night Exp.
8:00 A. M.	.....	.....
9:30 P. M.	.....	.....
1:00 A. M.	.....	.....
10:30 P. M.	.....	.....
8:45 P. M.	.....	.....
3:30 P. M.	.....	.....
8:30 P. M.	.....	.....
11:25 P. M.	.....	.....
3:45 A. M.	.....	.....
6:30 P. M.	.....	.....
9:30 P. M.	.....	.....
10:30 P. M.	.....	.....
8:00 P. M.	.....	.....
8:00 A. M.	.....	.....
9:30 P. M.	.....	.....
10:30 P. M.	.....	.....
8:00 A. M.	.....	.....
9:30 P. M.	.....	.....
10:30 P. M.	.....	.....
8:00 A. M.	.....	.....
9:30 P. M.	.....	.....
10:30 P. M.	.....	.....
8:00 A. M.	.....	.....
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9:30 P. M.	.....	.....
10:30 P. M.	.....	.....

**9:40 P. M. TRAIN FROM CHICAGO HAS SLEEPING CAR FROM CHICAGO TO BALTIMORE.**  
Secure your Ticket via the Rock Island Route and take none other!

CHICAGO			
Rock Island			
AND PACIFIC			
IN CONNECTION WITH			
THE KANKAKEE AND PAN HANDLE ROUTES			
AND THEIR SOUTHERN CONNECTIONS.			
CONDENSED TIME CARD. in Effect August 1st, 1879.			
	Atlantic Exp.	Day Express.	Night Exp.
Leave SAN FRANCISCO	8:00 A. M.	.....	.....
" Sacramento	2:30 P. M.	.....	.....
" Salt Lake	7:00 A. M.	.....	.....
" Ogden	10:30 P. M.	.....	.....
" Cheyenne	3:30 P. M.	.....	.....
Arrive Omaha	3:45 P. M.	.....	.....
Leave Omaha	3:40 P. M.	6:30 A. M.	.....
Leave Council Bluffs	11:55 P. M.	7:15 P. M.	.....
" Des Moines	2:45 A. M.	4:15 P. M.	.....
" West Liberty	6:30 A. M.	7:17 P. M.	.....
" Davenport	8:15 P. M.	9:30 P. M.	.....
" Rock Island	8:15 P. M.	9:30 P. M.	.....
" LaSalle	12:00 P. M.	1:21 A. M.	.....
" Ottawa	2:00 P. M.	3:00 P. M.	.....
" Morris	2:15 P. M.	3:15 P. M.	.....
" Joliet	2:30 P. M.	3:30 P. M.	.....
Arrive Chicago	3:40 P. M.	4:30 P. M.	.....
Via Kankakee Line.			
Leave Chicago	8:00 P. M.	9:40 A. M.	.....
Arrive Kankakee	10:30 P. M.	11:50 P. M.	.....
" Lafayette	1:00 A. M.	2:50 P. M.	.....
" Indianapolis	4:30 P. M.	6:00 P. M.	.....
Leave Indianapolis	8:15 P. M.	10:00 P. M.	.....
Arrive Cincinnati	2:30 P. M.	11:00 P. M.	.....
" Louisville	2:40 P. M.	11:15 A. M.	.....
" Nashville	2:40 P. M.	11:15 A. M.	.....
Via Pan Handle.			
Leave Chicago, via Kankakee	8:00 P. M.	9:40 A. M.	.....
" Indianapolis	4:00 A. M.	5:20 P. M.	.....
Arrive Louisville	11:40 P. M.	12:25 A. M.	.....
Leave Louisville	2:40 P. M.	7:15 P. M.	.....
" Denton	4:00 P. M.	.....	.....
" Pullman	4:25 P. M.	.....	.....
" Birmingham	4:50 P. M.	.....	.....
" Montgomery	5:00 P. M.	.....	.....
Leave Montgomery	11:00 P. M.	.....	.....
Arrive Eufaula	1:45 P. M.	.....	.....
" Albany	7:15 P. M.	.....	.....
" Thomasville	7:50 P. M.	.....	.....
" Live Oak	7:25 night.	.....	.....
" Baldwin	8:15 A. M.	.....	.....
" Jacksonville	8:00 A. M.	.....	.....
The 9:40 A. M. train from Chicago has Parlor Car attached that runs through to Cincinnati. The 9:00 P. M. train has Pullman Sleeper to Indianapolis, Cincinnati and Louisville, via both routes—Kankakee and Pan Handle.			
All Coupon Ticket Agents can sell you Tickets via the Chicago, Rock Island & Pacific R. R.			
The principal offices of the "Great Rock Island Route" are as below:			
SAN FRANCISCO: No. 2 New Montgomery St. H. P. STARKWOOD, Gen'l Agt.			
" " " " " " " " CLINTON JONES, Gen'l Traveling Agent for Pacific Coast.			
OMAHA and COUNCIL BLUFFS: S. S. STEVENS, Gen'l Agt.			
DENVER: J. M. EDGAR, Colorado Passenger Agent.			
KANSAS CITY: J. E. UTT, Gen'l South-Western Agt.			
DETROIT: A. S. FARNSWORTH, North-Eastern Pass. Agent.			
BOSTON: No. 240 Washington St., W. H. JENNEY, New England Pass. Agt.			
NEW YORK: No. 257 Broadway, E. F. RICHARDSON, Gen'l Eastern Pass. Agt.			
PHILADELPHIA: No. 116 Market St., SAM'L A. BENT, Pennsylvania Pass. Agt.			
ELMIRA, N. Y.: A. HOPPE, New York Passenger Agent.			
COLUMBUS, O.: 180 N. High St., FERRY GRITZER, N. E. Pass. Agent.			
CHICAGO: No. 36 Clark St., J. H. MOUNTAIN, City Passenger Agent.			

CHICAGO			
Rock Island			
AND PACIFIC			
IN CONNECTION WITH			
CHICAGO AND EASTERN ILLINOIS R. R.—Danville Route.			
	Atlantic Exp.	Day Express.	Express.
Leave SAN FRANCISCO	8:00 A. M.	.....	.....
" Sacramento	2:30 P. M.	.....	.....
" Salt Lake	7:00 A. M.	.....	.....
" Ogden	10:30 P. M.	.....	.....
" Cheyenne	3:30 P. M.	.....	.....
Arrive Omaha	3:45 P. M.	.....	.....
Leave Omaha	3:40 P. M.	6:30 A. M.	.....
" Council Bluffs	11:55 P. M.	7:15 P. M.	.....
" Des Moines	2:45 A. M.	4:15 P. M.	.....
" Grinnell	6:30 A. M.	7:17 P. M.	.....
" Davenport	8:15 P. M.	9:30 P. M.	.....
" Rock Island	8:15 P. M.	9:30 P. M.	.....
" LaSalle	12:00 P. M.	1:21 A. M.	.....
" Morris	2:00 P. M.	3:00 P. M.	.....
" Joliet	2:15 P. M.	3:15 P. M.	.....
Arrive Chicago	3:40 P. M.	4:30 P. M.	.....
Leave Chicago	7:30 P. M.	8:15 A. M.	.....
" Danville	1:30 A. M.	3:30 P. M.	.....
" Terre Haute	9:30 P. M.	.....	.....
" Vincennes	9:55 P. M.	.....	.....
" Evansville	10:30 P. M.	.....	.....
Arrive Guthrie	11:00 P. M.	.....	.....
Arrive Nashville	6:40 P. M.	.....	.....
Leave Nashville	7:55 P. M.	.....	.....
" Montgomery	3:30 A. M.	.....	.....
" Mobile, N. O.	3:10 A. M.	.....	.....
Arrive New Orleans	8:35 P. M.	.....	.....
Leave Guthrie	6:45 P. M.	.....	.....
Arrive Memphis	7:30 A. M.	.....	.....
Arrive Little Rock	7:00 A. M.	.....	.....
Leave Montgomery, M. & E.	7:00 A. M.	.....	.....
" Eufaula, C. & I. R. of Ga.	10:30 P. M.	.....	.....
" Albany, A. & G.	3:30 P. M.	.....	.....
" Thomasville, A. & G.	7:05 P. M.	.....	.....
" Live Oak, J. P. & M.	1:20 A. M.	.....	.....
" Lake City, J. P. & M.	3:10 P. M.	.....	.....
Arrive Jacksonville	7:25 A. M.	.....	.....
Leave Nashville, N. C. & S. I.	.....	.....	4:35 P. M.
" Chattanooga, W. & A.	.....	.....	7:10 A. M.
Arrive Atlanta	.....	.....	1:00 P. M.
Leave Atlanta, Gen'l R. of Ga.	.....	.....	2:15 P. M.
" Macon, M. & E.	.....	.....	7:45 P. M.
" Jopet	.....	.....	8:15 P. M.
" Brunswick, Cumberland Route	.....	.....	10:45 P. M.
" Ferdinand, A., G. & W. I. T.	.....	.....	1:30 P. M.
" Baldwin, Florida Central	.....	.....	2:30 P. M.
Arrive Jacksonville	.....	.....	.....
<b>WOODRUFF ROTUNDA AND PARLOR CARS</b>			
On all Night Trains via Danville Route only.			
The GREAT OVERLAND MAIL and EXPRESS TRAIN from COUNCIL BLUFFS to CHICAGO runs over the ROCK ISLAND ROUTE Twice Daily except Saturday, and on the following Saturdays: June 21st, July 12th, August 2d and 23d, Sept. 13th, Oct. 4th and 25th, Nov. 15th, Dec. 6th and 27th.			
The "GREAT ROCK ISLAND ROUTE" runs its PALACE SLEEPING CARS for SLEEPING PURPOSES, and its PALACE DINING CARS for DINING PURPOSES only.			

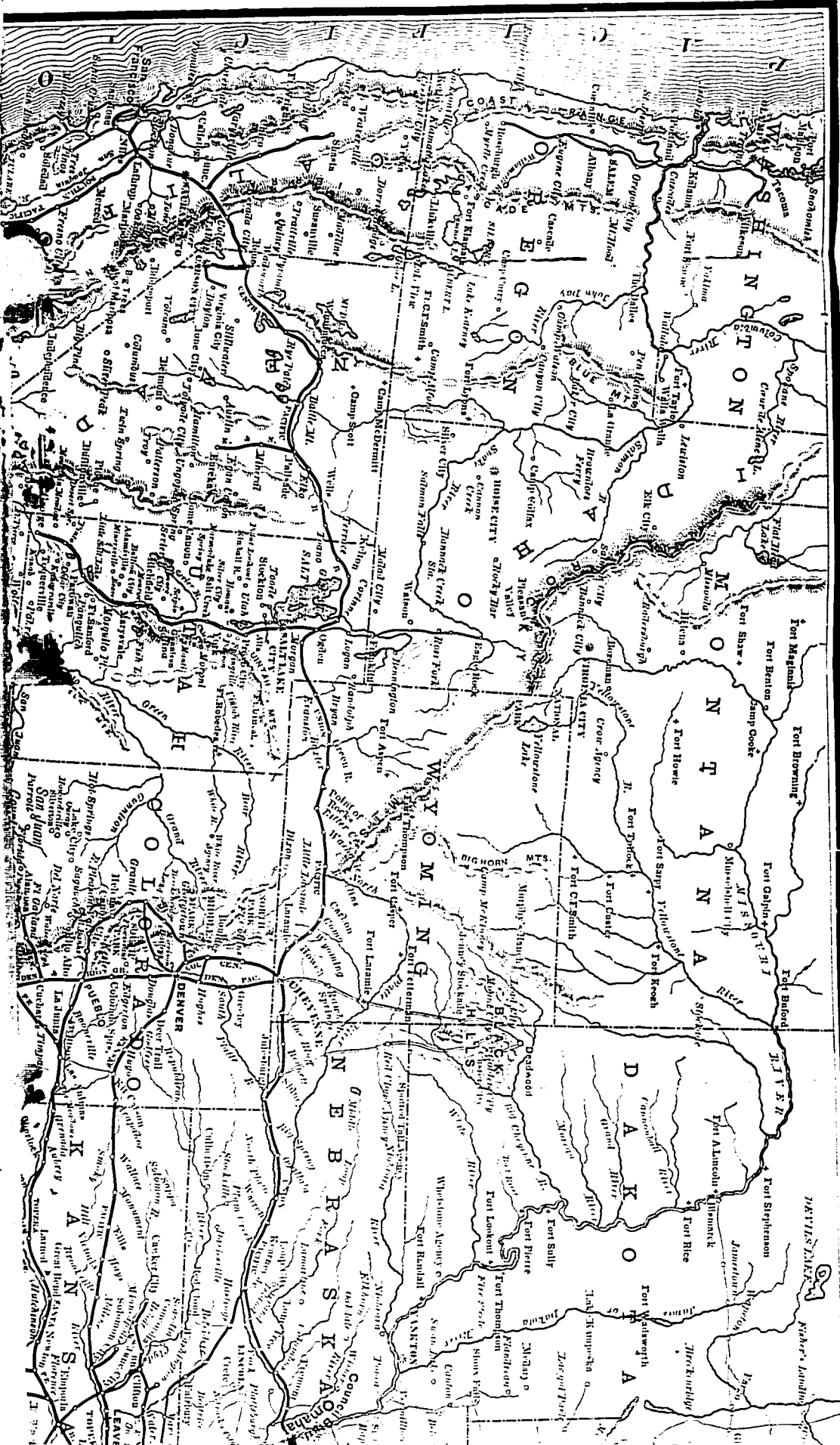
MACON-NEW BRUNSWICK  
AND  
CUMBERLAND ROUTE.

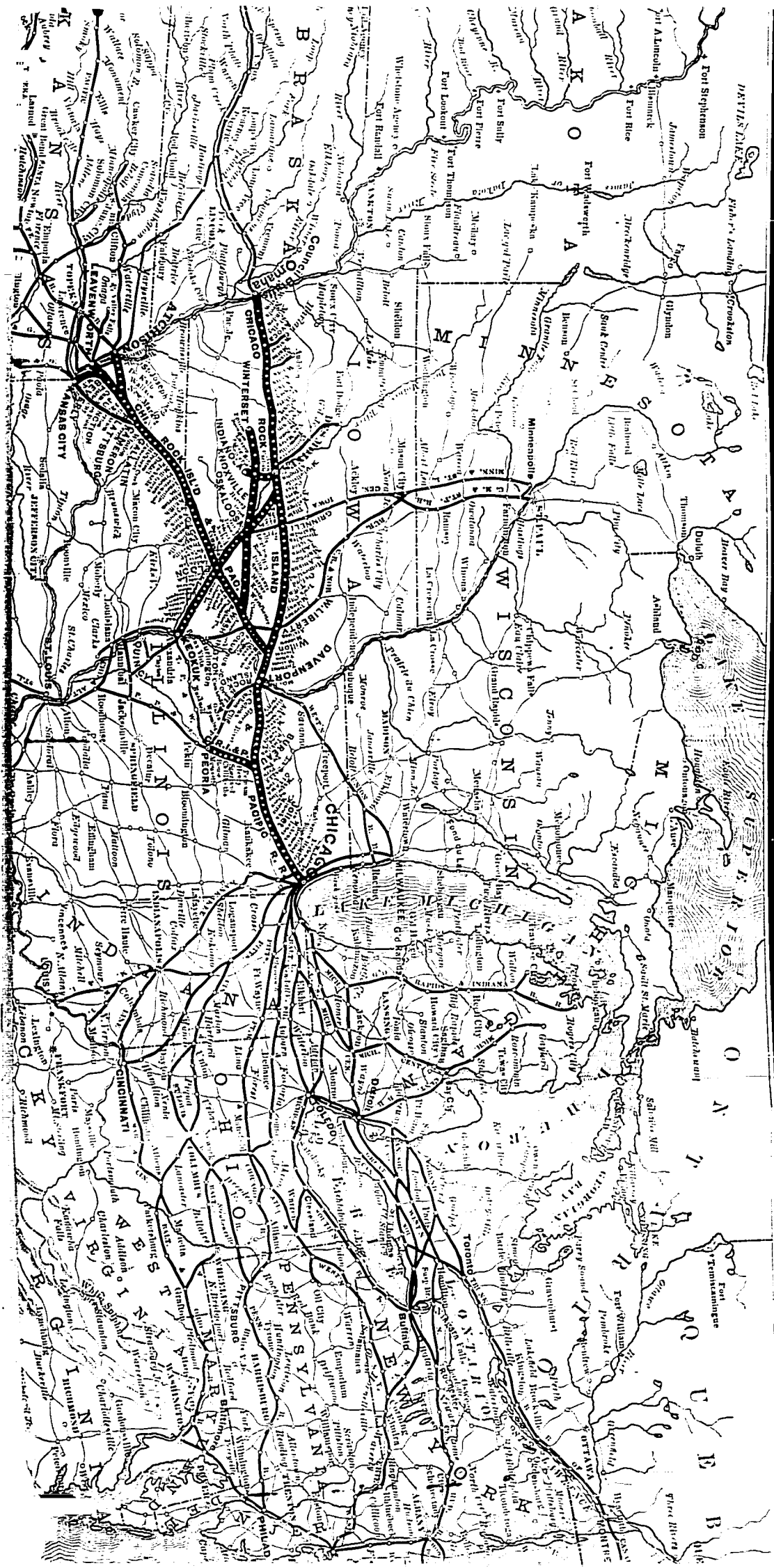




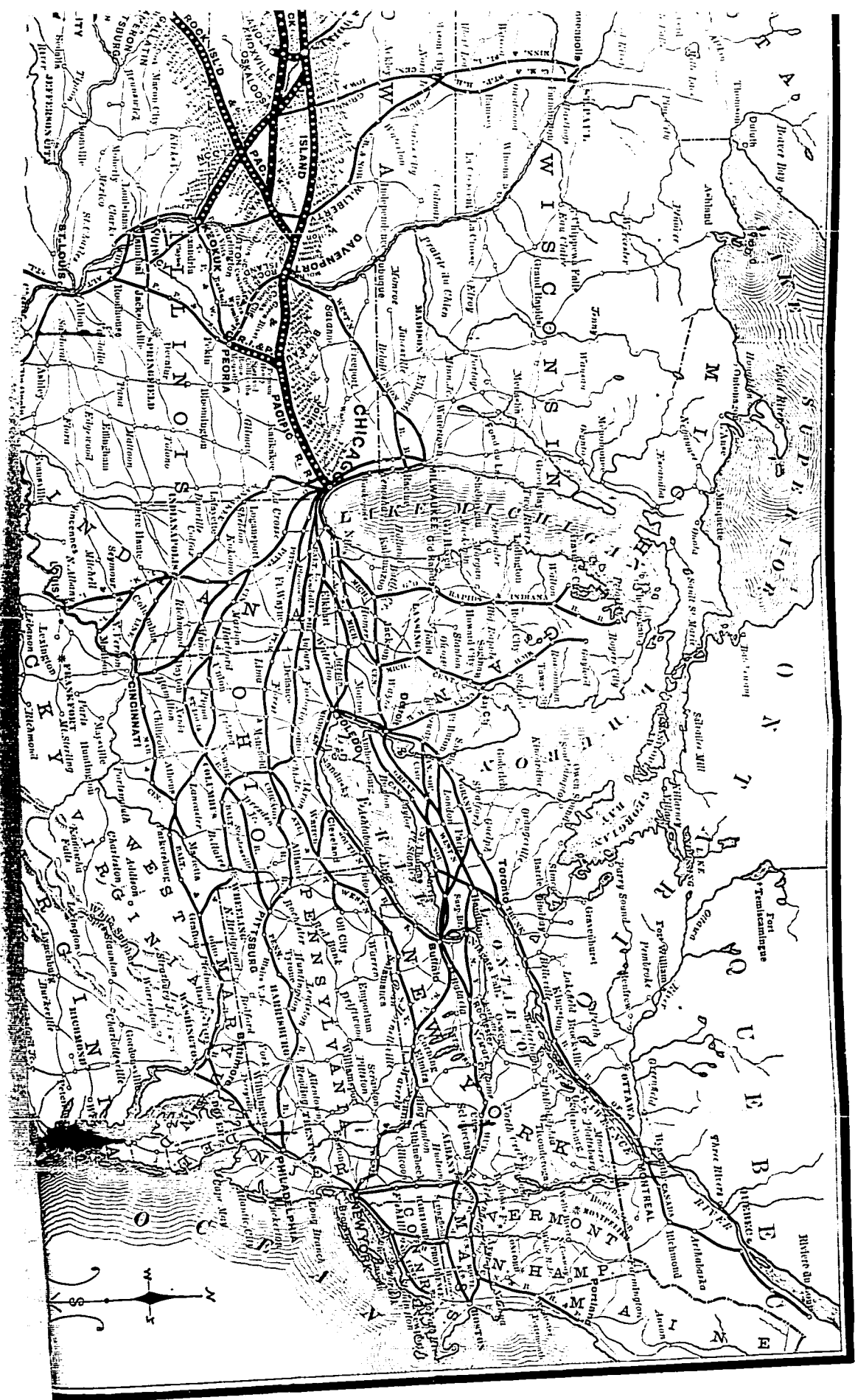




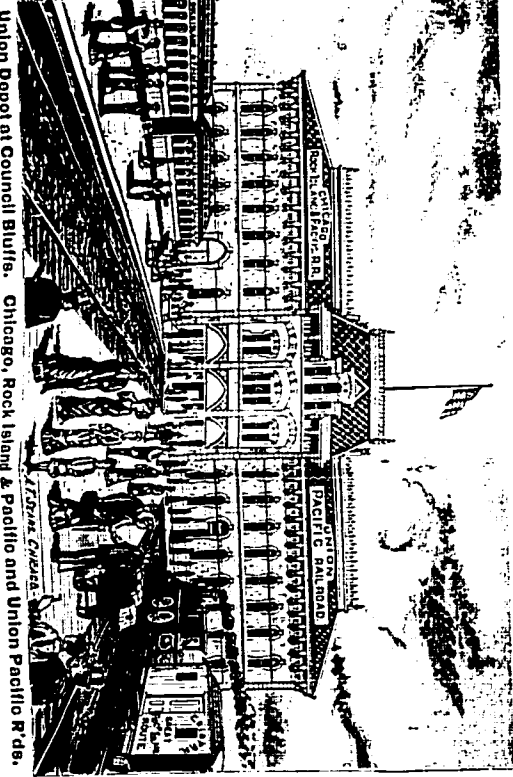
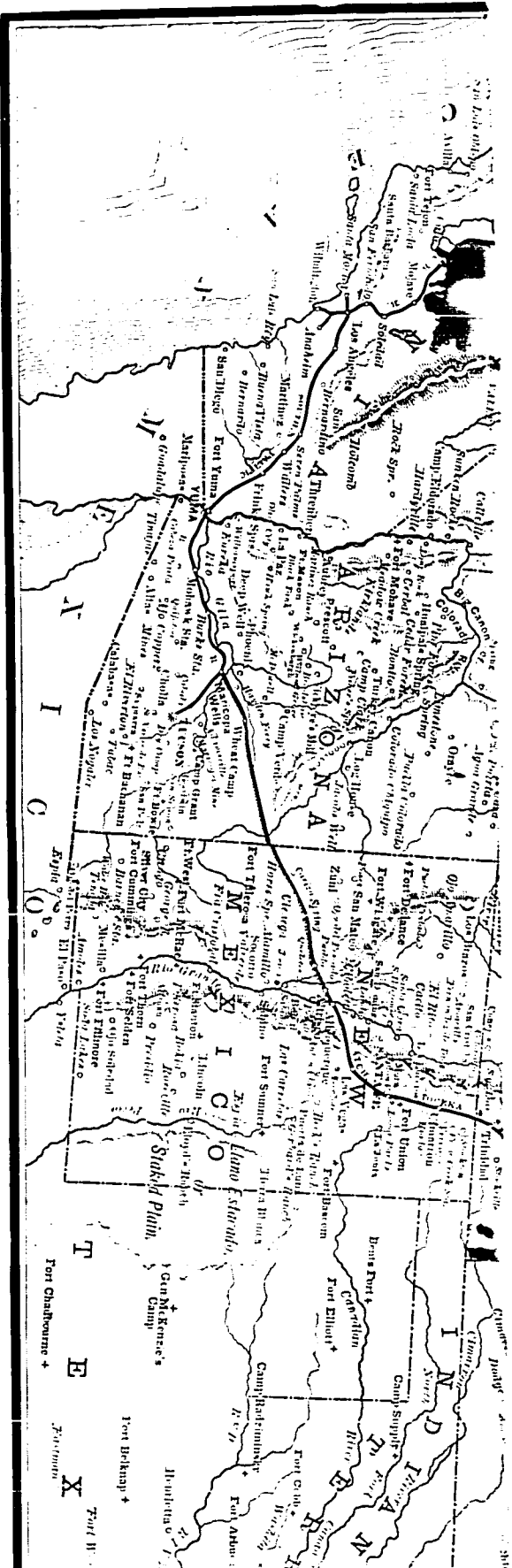




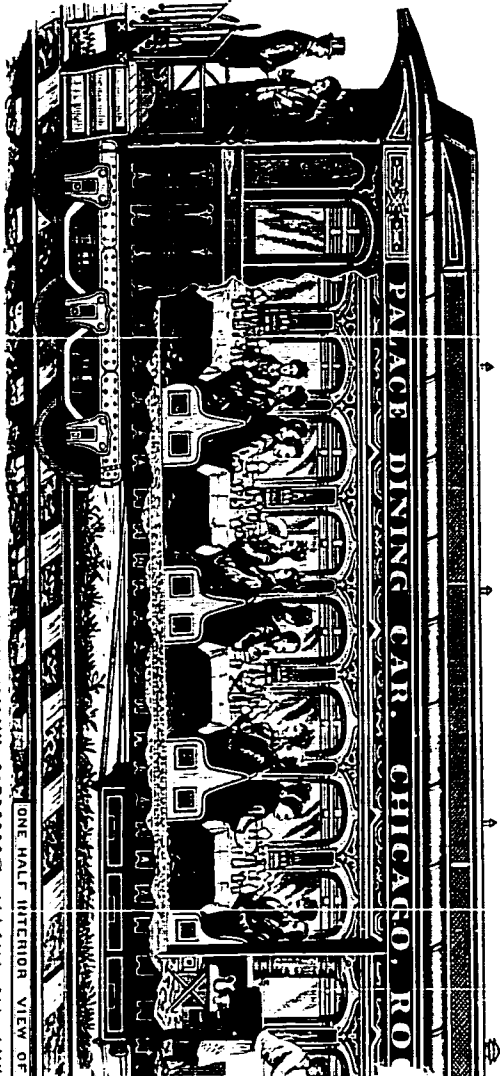






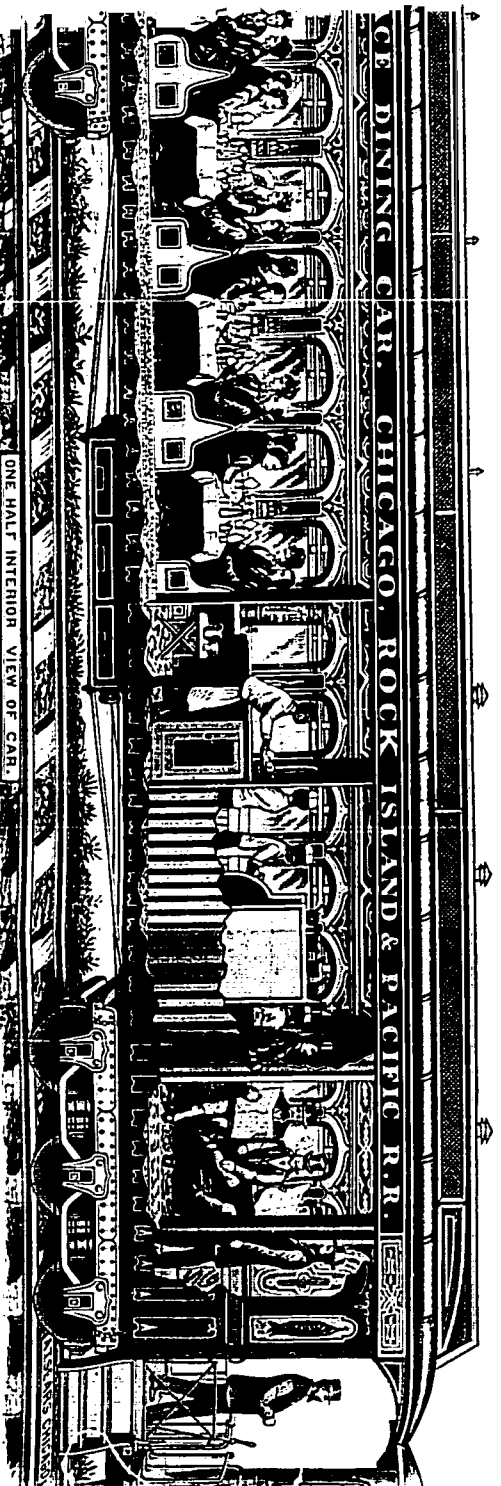
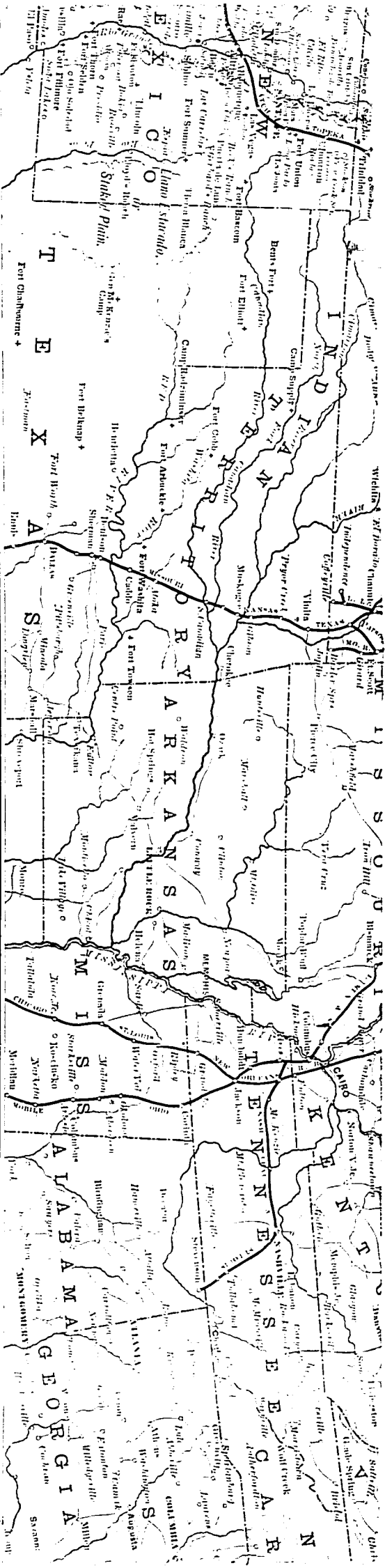


Union Depot at Council Bluffs. Chicago, Rock Island & Pacific Railroad.

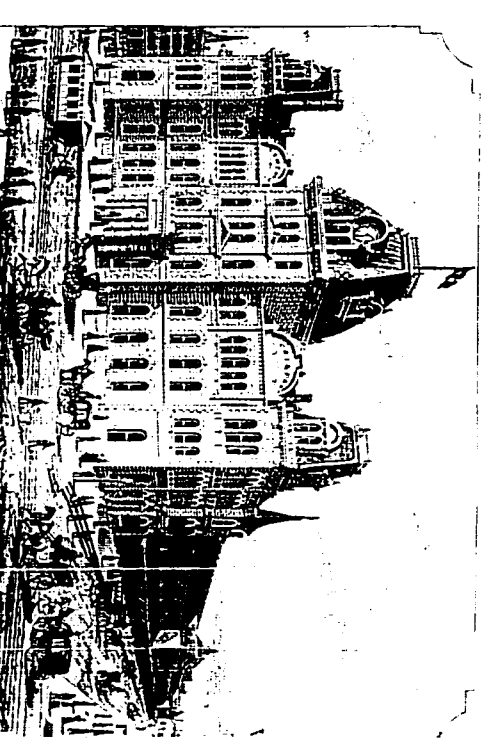


ONE OF THESE MAGNIFICENT DINING CARS IS AT

ONE HALF INTERIOR VIEW OF

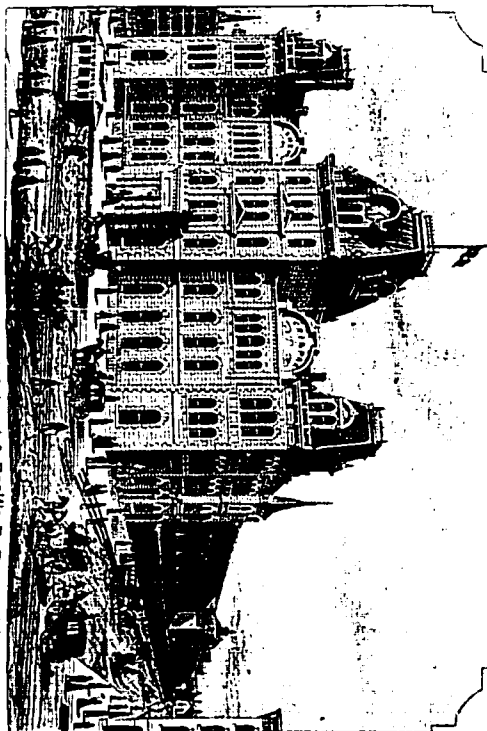
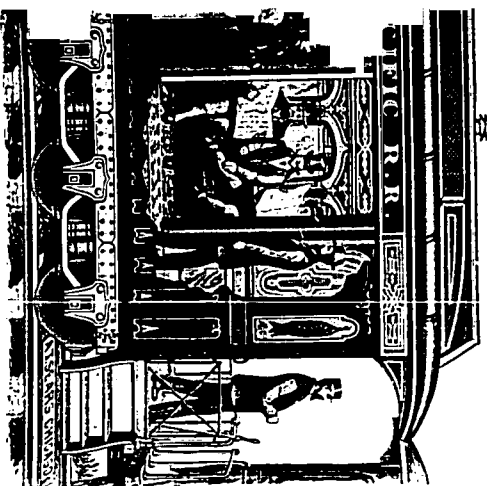


OF THESE MAGNIFICENT DINING CARS IS ATTACHED TO ALL EXPRESS TRAINS.



Passenger Station, Chicago, Chicago, Rock Island & Pacific R. Ry., at Chicago.

EXPRESS TRAINS.



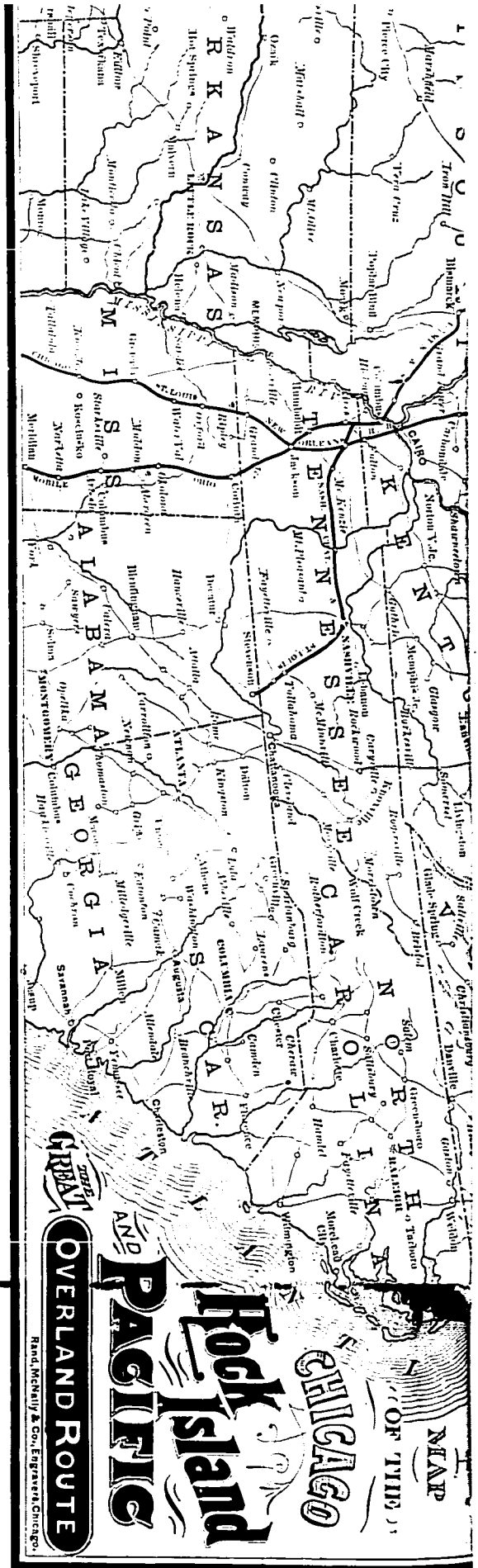
Passenger Station, Chicago, Chicago, Rock Island & Pacific R. R., at Chicago.



**CONNECTIONS**

Going East from Council Bluffs, Atchison and Leavenworth.

- DES MOINES** - with Keokuk Division, for Ottumwa, Keokuk, Springfield, St. Louis, and all points South and Southeast; with Indianapolis and Winterset Division, for Indianapolis and Winterset; with Des Moines & Fort Dodge R. R., for Grand Junction and Fort Dodge; with Des Moines and Minnesota R. R., for Ames.
- GRINNELL** - with Central R. R. of Iowa, for Marshalltown, Eldon, Ackley, Mason City, Austin, Minneapolis and St. Paul.
- WEST LIBERTY** - with Burlington, Cedar Rapids & Northern R. R., for Cedar Rapids, Independence, Albert Lea, Postville, Vinton, Waterloo, Cedar Falls, Fairbault, St. Paul and Minneapolis; South for Burlington and all points Southeast.
- WILTON** - with Southwestern Division, for Muscatine and points Southwest.
- DAVENPORT** - with Davenport & North Western R. R., for De Witt, Whentland, Maquoketa, and points North.
- ROCK ISLAND** - with Western Union R. R., for Fulton, Savannah, Mt. Carroll, Freeport, Beloit, Racine, Milwaukee, Green Bay, and all points in Wisconsin; with Peoria & Rock Island R. R., for Peoria, Pekin, Jacksonville, Bloomington, and points Southeast; with St. Louis & Rock Island Division of C. R. & Q., for St. Louis and points South.
- BUREAU** - with Peoria Division, for Peoria, Pekin, Jacksonville, and points South.
- JOLIET** - with Chicago & Alton and Michigan Central Railroads.
- WASHINGTON HEIGHTS** - with Pittsburgh, Cincinnati & St. Louis R. R., Pan Handle Route, in Union Depot.
- ENGLEWOOD** - with Lake Shore & Michigan Southern, and Pittsburgh, Fort Wayne & Chicago Railroads, in Union Depot.
- CHICAGO** - Railroads for all parts of the United States and Canada.



**CHICAGO**  
**Rock Island**  
**AND PACIFIC**  
**OVERLAND ROUTE**  
 RAND McNALLY & Co., Engineers, Chicago.

NEAR  
 OF THE

*Chas. H. Wiley*

THE

Southern Transcontinental  
RAILWAY.

ITS PACIFIC TERMINUS.

A MEMORIAL

OF THE

SAN DIEGO CHAMBER OF COMMERCE.

SAN DIEGO:

BUSHYHEAD & GUNN, BOOK AND JOB PRINTERS.

1870.

must, sooner or later, secure a line of communication. It is certain that the commercial cities of the Southern States, and one of the most important considerations of all, in favor of this route and its Pacific Terminus at San Diego, is the Trade with the Orient. The fact, and one of the most important considerations of all, in favor of this route and its Pacific Terminus at San Diego, is the Trade with the Orient. The fact, and one of the most important considerations of all, in favor of this route and its Pacific Terminus at San Diego, is the Trade with the Orient.

SOUTHERN TRANSCONTINENTAL RAILWAY.

SOUTHERN TRANSCONTINENTAL RAILWAY.

In the development of the great resources of Southern California, it is of the first importance that the terminus of the Southern Pacific Railroad should be at the Bay of San Diego. The six counties of San Diego, San Bernardino, Los Angeles, Santa Barbara, San Luis Obispo and Kern, embrace nearly one-third of the entire territory of the State, containing more than fifty thousand square miles, or over thirty millions of acres of land, three-fourths of which is "the very garden of the State." The aggregate population of these counties scarcely reaches sixty thousand. What a change would be wrought by a great Transcontinental railroad, terminating at the seaport of this magnificent section of the State, with a connecting line, running from San Diego northward, along the coast to San Francisco, and local branches, ramifying the country.

With a road from San Diego to the Western seaboard, and a connecting coast line through Southern California, the produce of the lower counties would find its nearest outlet here; and, as San Diego is in communication with Atlantic ports by sea, with a difference in her favor over San Francisco of 500 miles of distance, it will be readily seen that most of the trade of the Southern counties and of Arizona will come to this port when goods are brought here directly from the East. This will be the case, beyond question, so soon as railroad facilities are afforded. Nor should this arouse the jealousy of San Francisco; the supremacy of that city as the great commercial emporium of the Pacific cannot be lessened by the rise of San Diego. Does New York decline in prosperity while Boston, Philadelphia and Baltimore increase their commercial relations? The progress of San Francisco, and of the entire State, would be greatly accelerated by the early growth of a second important commercial city on the coast of Southern California.

Regarding the development of Arizona, New Mexico, Sonora and Lower California, the Thirty-second Parallel line, terminating at San Diego, is the only one largely practicable. The route leads from El Paso, on the Rio Grande, up the valley of the Rio Grande to the vicinity of Mesilla, where the line turns westward, and crossing over the Rio Mimbres near Mimbres City, passes over to the head of the Gila river, near Mangus' Rancho, and then lies in the valley of the Gila river to the junction of that river with the Colorado at Fort Yuma; it then runs directly westward from Fort Yuma, and within ten miles of the Mexican boundary all the way, to the Bay of San Diego; the total distance from El Paso to San Diego being seven hundred miles. The valley of the Rio Grande, which the line traverses for thirty-five miles, is the most important west of the Mississippi; it is two hundred miles in length, and from three to ten miles in width; its agricultural capacity is well known. The valley of the Rio Mimbres, and the valleys about the head streams of the Gila river, are very fertile; the mountains are well timbered. The valley of the Rio Grande is rich in the capacity of its soil, well watered, and has many due,

The Southern Transcontinental Railway--Its Pacific Terminus.

The Chamber of Commerce of the city of San Diego desires to present the following statement of facts:

Chief in importance among the measures to be considered at this session of Congress, is the Southern Transcontinental Railroad Bill, providing for a through line of railroad near the Thirty-second Parallel, from the Atlantic to the Pacific, which shall be in sympathy with the railroad system of the whole country, and which shall especially contribute to the re-establishment and upbuilding of the commercial prosperity of the Southern States, and the development of the vast resources of New Mexico, Arizona, Sonora, Lower California, and the southern portion of the State of California.

In the consideration of this great national project, the subject of the Pacific Terminus of the road is of the highest importance.

The arguments in favor of the HARBOR OF SAN DIEGO are numerous and conclusive. We shall endeavor to state them concisely.

The Bay of San Diego is on the extreme southern portion of the coast line within the boundary of California, in San Diego county, latitude 32° 41', four hundred and fifty-six miles south of San Francisco. It is the only harbor worthy of the name on the Pacific coast south of San Francisco Bay. Capacious, deep, and completely landlocked, it seems to have been designed by the Almighty for the uses of a vast commerce. The "Report of the Superintendent of the United States Coast Survey, 1857," has the following testimony concerning its merits:

"Next to that of San Francisco, no harbor on the Pacific coast of the United States approximates in excellence the Bay of San Diego. It is readily distinguished, easily approached, and a depth of twenty-two feet can be carried over the bar."

We also quote from *The Natural Wealth of California* (a standard work) published at San Francisco, 1853:

"It is next in importance to San Francisco bay, both in security and geographical position. It was the principal harbor of Upper California until 1850. It is well sheltered from all winds by surrounding hills. The harbor is in the form of a broad curve, about twelve miles in length, and one to two miles wide. For about five miles from its entrance there is a channel half a mile wide, in which there is never less than thirty feet of water, with excellent anchorage, on a sandy clay bottom. Being several hundred miles more directly in the track of the China and Sandwich Islands steamer than San Francisco, San Diego might become a formidable rival to that port in the important trade with those countries, were it connected with a railroad across the continent."

SAN DIEGO CHAMBER OF COMMERCE

A MEMORIAL

ITS PACIFIC TERMINUS

Southern Transcontinental Railway

RAILWAY

THE

Handwritten signature: J. B. Weller

Vertical text on the right side of the page, partially obscured and mirrored.



SOUTHERN TRANSCONTINENTAL RAILWAY.

Gen. W. S. Rosecrans, formerly of the corps of Engineers, U. S. A., in a "Letter on the Thirty-second Parallel Railroad Route," published in 1869, says:

"San Diego Harbor is all that commerce could desire—safe, commodious, easy of access in all weather, and so land-locked that vessels can lie quietly at wharves in the roughest weather, which is more than can be done in the harbor of San Francisco."

The report of the "Committee on Southern Pacific Railroads," appointed by the Memphis Commercial Convention, contains this paragraph:

"San Diego gives one of the most magnificent harbors in the world. For miles a frigate can sail up the placid waters of the Bay, whose natural bulwarks protect it from gales, so that any vessel might be beached and floated off without damage by the ensuing tide. Upon the bar, at low water, there are twenty-two feet."

In the report of A. B. Gray, of the survey of a route for the Southern Pacific Railroad on the Thirty-second Parallel, the following reference to this harbor is made:

"To speak of the accessibility and safety of the Harbor of San Diego would be superfluous, for its fame in that respect is well established as the discovery of California. In the summer of 1849 the shore line was accurately measured and triangulated, under the direction of Hon. John B. Weller, United States Commissioner, in connection with the initial Point of the Mexican boundary; and in the spring of 1850, while encamped there, waiting instructions from Washington, I sounded the harbor thoroughly; and in conjunction with the officers of the U. S. Steamer Massachusetts, extended the soundings into deep water. The average rise and fall of tide is 6 1/2 feet, and six fathoms at low water is carried over the bar, for a distance of eight miles up the bay; when five, four and three fathoms are extended for seven miles further. The channel of deep water is half a mile wide for over eight miles, at one place a little less (near the entrance). On either side of the four-fathom curve, which is distinctly marked, the bank being very precipitous, are flats having from one to three fathoms, generally averaging two fathoms, and at one end of the bay, nearly two miles broad. No difficulty is experienced in getting into the harbor night or day, with a chart or pilot; the wind from any quarter. For nine months of the year the prevailing winds are from the northwest and during the months of November, December and January the southeasters make their appearance on the coast; occasionally very heavy storms lasting several days at a time; but when fairly in the harbor it is as smooth as a mill pond, and a vessel will ride more securely at anchor than in the harbor of New York, so completely land-locked and protected from all gales as it is. There are no heavy swells upon the bar and the channel is very regular. A strong current sets in and out of the harbor, and so long as the tide continues to ebb and flow there will be no material change in the width or the depth of the channel.

It is simply necessary to examine a correct chart of the port of San Diego to observe at once its capacity. From a residence of several years there, and close observation, I felt satisfied that for the ocean traffic of the Pacific, from the Islands and the Indies, it is amply capacious, being large enough to hold comfortably more than a thousand vessels at a time."

It is unnecessary to quote further testimony as to the excellence and capacity of our harbor. Let us give the reasons which should determine its selection as the Western Terminus of the railroad.

SOUTHERN TRANSCONTINENTAL RAILWAY.

The geographical position of San Diego gives it advantages as a great railroad terminus possessed by no other port on the Pacific coast. It is the natural commercial center of a vast scope of country, rich in agricultural and mineral resources, embracing all of Southern California, Arizona, and the Peninsula of Lower California, while Southern Nevada, New Mexico, and the State of Sonora, would also be more or less tributary to it. This argument of position applies to all the projected routes for a Southern Pacific Railway. Col. Thos. S. Sedgwick, C. E., in his able and exhaustive paper on "Transcontinental Railroads," says that "the subject of the Pacific Terminus is worthy of consideration in connection with the Thirty-fifth Parallel route, only. The position of San Diego as the terminal point cannot be doubted, when considered in connection with the Thirty-second Parallel route." And he proceeds to show, conclusively, that, even by the Thirty-fifth Parallel route (designed to cut off San Diego, and terminate at San Francisco) "immense advantages of time, distance, grades, and cost, can be secured by building the road to San Diego, which cannot be compensated by any expenditure of money, or application of engineering skill, if the main line should be built and maintained to San Francisco, as proposed. Nor would there be gained any advantages by building the road to San Francisco, that would not be greatly outweighed by the advantages that would be gained by building the road to San Diego. And, although it is usual to incur a greater expense to secure the greater advantages and realize the greater benefits, in this case it is quite the reverse; the greater advantages to be gained, and the greater benefits to be realized, are incident to the line of lesser cost of construction."

But there is now little doubt that the route by the Thirty-second Parallel will be selected. It is the route which will serve the greatest number of interests and enterprises, and yield the quickest and largest returns. The results of the many Government surveys, which have been made by competent and reliable officers of the United States Army, are conclusive on this point. The completed line between oceans, from the Bay of San Diego on the Pacific, by the Gila and El Paso routes, to Vicksburg and Savannah, Charleston, Beaufort, Norfolk, &c., on the Atlantic, would be shorter than by the Thirty-fifth Parallel line, and so longer to New York, and would, by the law of shortness of transit and cheapness of freightage, control the interoceanic traffic. The Thirty-second Parallel line could also be efficiently connected with the great railway systems of the Southern States, and the Ohio Valley States, at the mouth of the Ohio, and would have a choice of each and all of the Atlantic ports, from Indianola to Boston. An examination of the map of the United States will make these great advantages of the Thirty-second Parallel route manifest at a glance.

SOUTHERN TRANSCONTINENTAL RAILWAY

SOUTHERN TRANSCONTINENTAL RAILWAY

Terminus of the projected Transcontinental railroad at San Diego now. A concise and comprehensive statement of the benefits to be derived by the United States from this great trade, and of the preponderating advantages of the Southern Transcontinental Railroad as the grand artery through which it must pass, is contained in the report of the "Committee on Southern Pacific Railroads" of the Memphis Commercial Convention. We give the following extract:
Over the Pacific Railroad Japan is within 25 days of New York, and 10 days of Liverpool. From London via Southampton and Suez, the shortest travel is 25 days, and via Gibraltar and Suez, 60 days. Therefore the travel from Japan, Russia, Asia, Philippine Islands, Eastern India, Indian Archipelago and Australia must come via New York to Europe, because it is quicker and cheaper.
From Shanghai to San Francisco is 5,255 miles; to London via Suez, 10,169 miles. From Yokohama, in Japan, it is 4,820 miles to San Francisco, and 11,504 miles via Suez to London. The rapidity of transit will compel the shipment of all light and costly goods by way of America. The Teas and Silks of China will reach England and France after transit over our railways; and their higher priced exports will reach Asia by the same route.
Our foreign trade with Japan is in the infancy, but it will grow with a giant stride. The steamer Colorado, on her first trip, brought to San Francisco a freight nearly three times the value of the entire trade between that place and Japan for the first quarter of the year 1865. In 1864 our direct trade with China was more than three times that of the previous year. In 1865 the foreign goods brought to San Francisco were 673,000 tons; in 1867, 906,000 tons. For 1868 we have no data.
In 1865 the passengers were 35,781 for 1867 upwards of 60,000.
And whilst we have shown the great advantage of the San Francisco and New York route, the superiority is still more signal via San Diego. Over this route it is 900 miles shorter from San Diego to Savannah than it is from San Francisco to New York. Both the passenger and goods traffic between Asia and Europe will be abbreviated by passing over the St. Paul route, economizing freight and fares, and lessening the duration of the voyage. Direct lines of steamers will sail from New Orleans, Mobile, Savannah, Charleston and Norfolk, to European ports; and we shall all grow rich upon the custom which seeks Southern cities. And there need not be any rivalry between the railroad lines of either section, as there will be ample work for all, and the increasing commerce will pour its numerous streams into Southern and Northern harbors.

We have thus, as briefly as possible, set forth the facts which should fix the location of the Pacific terminus of the great Transcontinental Railroad at the Harbor of San Diego. We ask for them your thoughtful consideration.

SAN DIEGO CHAMBER OF COMMERCE.

SAN DIEGO: BUSHHEAD & GUNN, BOOK AND JOB PRINTERS. 1870.

Southern Transcontinental RAILWAY.

ITS PACIFIC TERMINUS.

A MEMORIAL

OF THE

Handwritten signature: Thos. C. Kelley

Gen. W. S. Hocegram, formerly of the corps of Engineers, U. S. A. Letter on the Thirty-second Parallel Railroad Route. Published in 1869. San Diego Harbor is all that commerce could desire - safe, commodious, easy of access in all weather, and so land-locked that vessels can lie quietly at anchor...

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That there is now little doubt that the route by the Thirty-second Parallel will be selected. It is the route which will give the greatest number of interests and enterprises, and yield the quickest and largest returns. The benefits of the many Government surveys, which have been made by competent and reliable officers of the United States Army, are conclusive on this point. The completed line between oceans, from the Bay of San Diego on the Pacific, by the Gila and El Paso route, to New York, and would, by the Thirty-fifth Parallel line, and no longer than the shorter line by the Thirty-fifth Parallel line, and no longer than the shorter line by the Thirty-fifth Parallel line, and no longer than the shorter line by the Thirty-fifth Parallel line...

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# SAN DIEGO

—AND—

## SOUTHERN CALIFORNIA: THE CLIMATE, RESOURCES AND FUTURE PROSPECTS.

[WRITTEN UNDER THE AUSPICES OF THE SAN DIEGO CHAMBER OF COMMERCE.]

To THE SAN DIEGO CHAMBER OF COMMERCE:—Your Committee to whom was referred the letters from various parties, asking for information regarding San Diego and vicinity, would respectfully report the following as a general answer to such letters, and would recommend the Chamber to have the same printed.

D. CHOATE, }  
E. W. MORSE, } COMMITTEE.

Probably no point is now attracting more general attention, on account of advantages offered to immigrants, than San Diego, the Seaport of Southern California. It has long been known to the far sighted ones of the Pacific Coast that San Diego possessed advantages which would one day make her a commercial city of great importance.

The Rev. Walter Colton, Chaplain in the United States Navy, who resided in Southern California, in his work upon California, published in 1850, thus speaks of the peculiar advantages of San Diego, and predicts her future greatness:

"San Diego is another spot to which the tide of immigration must turn. It stands on the border line of Alta California, and opens upon a land-locked bay of surpassing beauty. The climate is soft and mild the year round; the sky brilliant, and the atmosphere free of those mists which the cold currents throw on the northern coast. The sea breeze cools the heat of summer, and the great ocean herself modulates into the same temperature the rough airs of winter. The seasons roll round, varied only by the fresh fruits and flowers that follow in their train. Before the eyes that fall on these pages are under death's shadow, San Diego will have become the queen of the South in California, encircled with vineyards and fields of golden grain, and gathering into her bosom the flowing commerce of the Colorado and Gila."

This prophecy was made twenty years ago. Since that time San Diego, and indeed the greater part of Southern California, has lain in Rip Van Winkle slumber. California energy and California capital are anxious to meet with immediate return for their labor; and other localities, receiving from various causes an impetus which San Diego did not feel, they far outstripped her in the race for preferment. Indeed, on her part there has been no effort to improve—no desire to publish her advantages until within the last two years. Within that time, however, political and commercial changes have taken place, which are so powerful as to permit her advantages no longer to remain unsought.

Years ago, before the outbreak of the civil war, the necessity for a trans-continental railway was apparent. Various surveys demonstrated that the route along



the 32d parallel of latitude was the most practicable; and a company was organized for the purpose of constructing a railway along that line, the superior advantages of which were so obvious that it would have received substantial aid from Government, had not political and military necessity made it imperative that the Government aid be given to a road, the terminus of which would be in the Northern States. The necessity for a time effectually put a stop to the movement; but with the close of the war the pressure was lifted, and the spring again set in motion. The commercial necessity of the road is now much greater than it was before the war; for the commercial importance of the Southern States is far exceeding the hopes which ten years ago were entertained by their most sanguine friends. Besides, ten years ago the trade with the Orient was not considered. Its present bearing will be noticed hereafter.

#### THE GROWTH OF TWO YEARS.

Two years ago, where the business centre of San Diego now stands, but a few Government buildings for the accommodation of a military post, were to be seen. The settlement was four miles further north, and at some distance from the edge of the bay. It comprised a few hundred inhabitants, chiefly Mexicans, who relied for their support on the traffic with Mexican stock-raisers of the surrounding country. It was founded in 1769, at the time of the establishment by the old Catholic priests, of the Mission de San Diego. Steamers arrived from San Francisco once a month; no wharves were then in existence, and a transfer of freight and passengers had to be made to small boats and lighters, and from thence to shore by stalwart Indians and boatmen.

The new element could not put up with this disadvantage of location. The new town must be nearer deep water, and where the channel was widest. And so a town was laid out where the thriving business centre now is. Its rapid growth has astonished even Californians. A wharf was immediately run out to deep water. The steamers, which up to this time, even with monthly trips, brought but a handful of passengers, were obliged by the rush to make a trip every six days, and always arrived loaded with freight and passengers, many of the latter having to sleep on the floor for lack of staterooms. These six day trips were soon changed to four day trips, and these with invariably a heavy load. There is a tri-weekly communication (to be daily on the first of July) with San Francisco, via Los Angeles and Gilroy, the latter place being the present terminus of the Coast Railroad, to terminate at San Diego. There is also tri-weekly communication with Fort Yuma, Tucson, and other parts of Arizona, New Mexico and Sonora. Another wharf has been built, and at either end of each stands a capacious warehouse.

The city of San Diego now numbers 3,000 inhabitants. It contains twelve heavy wholesale and retail houses of general merchandise, each of which is doing a brisk business with the surrounding country. It has twenty or more smaller stores of different descriptions. It has a first class flouring mill, with a capacity of 300 barrels per day. It has two thriving newspapers (*BULLETIN* and *Union*); two churches completed (Baptist and Methodist). Edifices for several other denominations will be erected within a few months.

The society is good, and is characterized by that freedom from conventionality and that liberality of opinion which a mixture of the intelligent from various localities always produces. It is composed both of Eastern and Southern families; the former having sought this point for its superior climate, and for the field which it offers to energy and enterprise—the latter finding here a relief from unpleasant associations, and a desired asylum of political quiet.

San Diego is a point especially adapted to the growth of educational facilities. Her unsurpassed climate, her fertile soil and her fine location, give her unusual natural advantages therefor; while her combined inducements tend to draw to this point a class of inhabitants who will foster such facilities. There are already established two classical academies, which receive good encouragement and merit it. Several other teachers of ability are making arrangements to establish similar institutions, during the coming summer. There are also three or more select schools of primary character. There are four free public schools. The graded system of common schools is soon to be put in operation. A few years hence will show this city second to none on this coast in such advantages.

In one respect the early settlement of San Diego differs greatly from that of most Californian towns. Those who come here, come as permanent residents, and the floating population being comparatively small, much interest is taken in religious, social and educational advantages.

San Diego has two good hotels, and six magnificent brick hotels is being erected, to come and be furnished in elegant style. It will soon be gas and warmed throughout with steam, and will not dishonor any city. The town has a large buildings, three public halls, and numerous edifices are being taken to plant trees and shrubbery, with a profusion of foliage. Buildings are spring day brings an improvement in the appearance beautiful. For a distance of a mile back from forming a sloping plain, which at any point the slope is sufficient for purposes of drainage, a distance of about a mile from the bay the ground forming a more elevated plateau, and affording coolness. The whole of this plateau commands a view of the ocean beyond.

The atmosphere has a peculiar clearness, with a passing sail at a distance of twenty miles, stands in the ocean, about fifteen miles distant, of the view. The purity of the atmosphere is the most wonderful mirage; making the islands in mid-air, and at others, to have huge tunnel times take the form of grotesque castles, with

Real estate has advanced from almost nothing to location. Fine locations for residences purchased at from \$100 to \$300 per lot; and can be obtained at from \$50 to \$100 per acre. Reason to believe that the rapid growth of San Diego, location, commercial necessity, agricultural and passed healthfulness of climate, all combine second to but one city on the Pacific coast.

#### GEOGRAPHICAL I.

The harbor of San Diego lies in latitude 32° the north, San Francisco is the nearest harbor, Mazatlan is the nearest harbor, and is the natural commercial centre of a vast agricultural wealth, embracing all of Southern Arizona, New Mexico and Northern Mexico.

#### THE TRADE OF THE

On the completion of the 32d parallel rail the States east of the Mississippi and the Asiatic between European and Asiatic ports, must and make this the Pacific coast port of transit, plying between San Francisco and Mazatlan. Invariably take their course down the California 32d parallel of latitude, in order to take advantage the same course is retraced, and vessels near 32, before they veer to the northward. This is San Francisco and the Orient, giving her the

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San Diego has two good hotels, and six or eight of lesser pretensions. A magnificent brick hotel is being erected, to contain all the modern improvements, and be furnished in elegant style. It will accommodate 300 guests, will be lit with gas and warmed throughout with steam, and supplied with hot and cold water. It will be completed within two months and will be an establishment which would not dishonor any city. The town has a large number of brick stores and public buildings, three public halls, and numerous elegant private residences. Great pains are being taken to plant trees and shrubbery, which will in a few years be rewarded by a profusion of foliage. Buildings are springing up in all directions, and every day brings an improvement in the appearance of the town. The town site is most beautiful. For a distance of a mile back from the bay, the ground rises gently, forming a sloping plain, which at any point commands a full view of the harbor. The slope is sufficient for purposes of drainage, but will not necessitate grading. At a distance of about a mile from the bay the ground rises somewhat more abruptly forming a more elevated plateau, and affording numerous elegant sites for residences. The whole of this plateau commands a full view of the bay, its entrance and the ocean beyond.

The atmosphere has a peculiar clearness, which enables one to easily distinguish a passing sail at a distance of twenty miles. A cluster of mountainous islands stands in the ocean, about fifteen miles distant, and add greatly to the magnificence of the view. The purity of the atmosphere affords frequent exhibitions of the most wonderful *mirages*; making the islands appear at times to be suspended in mid-air, and at others, to have huge tunnels pierced through them. They often-times take the form of grotesque castles, with turrets, towers and domes.

Real estate has advanced from almost nothing to comparatively large figures. Business lots in the centre of the city, 50x100, command from \$500 to \$2,000, according to location. Fine locations for residences, within a mile of the bay, can be purchased at from \$100 to \$300 per lot; and further back, larger tracts for villas can be obtained at from \$50 to \$100 per acre. The title is perfect. There is every reason to believe that the rapid growth of San Diego is permanent. Geographical location, commercial necessity, agricultural and mineral wealth, and the unsurpassed healthfulness of climate, all combine to advance San Diego to a position second to but one city on the Pacific coast.

#### GEOGRAPHICAL LOCATION.

The harbor of San Diego lies in latitude 32° 40' N, and longitude 117° 12' W. To the north, San Francisco is the nearest harbor, and is distant 550 miles. To the south, Mazatlan is the nearest harbor, and is distant about 750 miles. San Diego is the natural commercial centre of a vast scope of country, rich in mineral and agricultural wealth, embracing all of Southern California, Southern Nevada, Arizona, New Mexico and Northern Mexico.

#### THE TRADE OF THE ORIENT.

On the completion of the 32d parallel railway, the bulk of the traffic between the States east of the Mississippi and the Asiatic empires, and also the fast freight between European and Asiatic ports, must of necessity pass through San Diego, and make this the Pacific coast port of trans-shipment. Vessels, both sail and steam, plying between San Francisco and Oriental ports, in their trip westward, invariably take their course down the California coast, until they reach or pass the 32d parallel of latitude, in order to take advantage of trade winds. In returning, the same course is retraced, and vessels near this coast between parallels 28 and 32, before they veer to the northward. This practically places San Diego between San Francisco and the Orient, giving her the advantage of 500 miles of travel.

The introduction of Chinese labor in the Southern States (as predicted by many far-seeing minds) will add greatly to the traffic which must pass through San Diego between these States and the Orient.

The commerce between European and Asiatic ports will add much to the business of a Southern Pacific railroad; for in the transportation of valuable commodities such as Teas, Silks and Opium, the saving of time will far more than offset the extra tariff. Until within the past few years, an immense capital was required for the Asiatic trade, on account of the length of time necessary for the transit of goods by water to European ports, preventing the possibility of quick returns, and adding a heavy interest account to the already enormous expenses. This age of commercial development is fast removing those difficulties. The Suez Canal greatly lessens the distance and cost of transportation between Asiatic and Euro-

pean ports; but the route across the American continent is quicker still, especially from the seaports of Eastern Asia. The interest on a valuable cargo of goods makes it necessary that the quickest possible transit be obtained.

A concise and comprehensive statement of the benefits which will inure to the United States by this trade, and of the necessities which will make the Southern Pacific railroad the grand artery for the European trade in valuable commodities, is contained in the report of the Memphis Commercial Convention Committee on the Southern Pacific railroad, made to the Louisville Commercial Convention; from which the following is an extract:

"Over the Pacific Railroad, Japan is within 26 days of New York, and 35 days of Liverpool. From London via Marseilles and Suez, the shortest travel is 51 days, and via Gibraltar and Suez, 60 days. Therefore the travel from Japan, Russia, Asia, Philippine Islands, Eastern India, Indian Archipelago and Australia must come via New York to Europe, because it is quicker and cheaper.

"From Shanghai to San Francisco is 5,555 miles; to London via Suez, 10,469 miles. From Yokohama, in Japan, it is 4,620 miles to San Francisco, and 11,504 miles via Suez to London. The rapidity of transit will compel the shipment of all light and costly goods by way of America. The Teas and Silks of China will reach England and France after transit over our railways; and their higher priced exports will reach Asia by the same route. The Teas and Silks imported into England during the five years ending in 1861, amounted to 51,128,229 lbs., valued at over \$20,000,000. Our foreign trade with Japan is in its infancy, but it will grow with gigantic strides. The steamer Colorado, on her first trip, brought to San Francisco a freight nearly three times the value of the entire trade between that place and Japan for the first quarter of the year 1866. In 1866 our direct trade with China was more than three times that of the previous year. In 1868 the foreign goods brought to San Francisco were 675,000 tons; in 1867, 900,000 tons. For 1868 we have no data. In 1869 the passengers were 31,781; for 1867, upwards of 60,000.

"And whilst we have shown the great advantage of the San Francisco and New York route, the superiority is still more signal via San Diego. Over this route it is 900 miles shorter from San Diego to Savannah, than it is from San Francisco to New York. Both the passenger and goods traffic between Asia and Europe will be abbreviated by passing over the El Paso route, economizing freights and fares, and lessening the duration of the trip. Direct lines of steamers will sail from New Orleans, Mobile, Savannah, Charleston and Norfolk, to European ports; and we shall all grow rich upon the custom which seeks Southern cities. And there need not be any rivalry or jealousy of the railroad cities of either section, as there will be ample work for all, and the freight-pour its unferrous streams into Southern and Northern laps alike.

The United States has, thus far, the lead of all other nations in the effort to secure this trade. With the completion of the Southern Pacific railroad, no nation will be more able to command the bulk thereof.

#### THE BAY.

There is not, in the world, a harbor more secure than the bay of San Diego. It is so completely land-locked that during the most violent winds ever experienced here, a small skiff can ride in safety across any portion of its waters. Its length from Ballast Point, the entrance, is 13½ miles. It contains a channel 12½ miles in length, and averaging nearly half a mile in breadth, with a depth varying at different points of from 20 to 51 feet, at extreme low water. This gives ample accommodations for a fleet of a thousand clipper ships to ride at anchor. There is at the sides of this deep channel, as much more available water, the shallowest point of which, at extreme low tide, is 12 feet, affording accommodation for several thousand craft of smaller size. Aside from this, there is, outside of Ballast Point and between Point Loma and the Zuniga Shoal, a channel over half a mile in width, and more than a mile in length, with a depth at extreme low water, at the shallowest point, of 20 feet, which channel affords perfect anchorage at all seasons of the year, the shoal checking the breakers during southeast winds. The anchorage is good at all points of the bay.

These facts are taken from official sources, and chiefly from a report of, and a chart compiled from a survey made in 1857, under the direction of A. D. Bache, Superintendent of the United States Coast Survey. In the Report of A. B. Gray, of the survey of a route for the Southern Pacific railroad on the 32d parallel, published in 1856, the following reference is made:

"To speak of the accessibility and safety of the harbor of San Diego would be superfluous, for its fame in that respect is well established as the discovery of California.

In 1822 it was surveyed by Don Juan Pantoja, second pilot or navigator of the Spanish fleet. In the summer of 1840 the shore line was accurately measured and triangulated, under the direction of Hon. John B. Weller, United States Commissioner, in connection with Initial Point of the Mexican boundary; and in the spring of 1850, while engaged there, waiting instructions from Washington, I sounded the harbor thoroughly; and in conjunction with the officers of the U. S. Steamer Massachusetts, extended the

soundings into deep water. Since then large off the military depot in six fathoms water, &c.

In 1851-52 it was again surveyed and sounded the results of the three examinations it appears very little if any changed and the soundings full of tide is 6½ feet, and six fathoms at low water of eight miles up the bay; when five, four and farther. The channel of deep water is half a mile less (near the entrance.) On either side marked, the bank being very precipitous, and generally averaging two fathoms, and at one difficulty is experienced in getting into the harbor from any quarter. For nine months of north-west and during the months of November make their appearance on the coast; occasionally at a time; but when fairly in the harbor, it is ride more securely at anchor than in the bay and protected from all gales as it is. There a channel is very regular. A strong current sets tides continue to ebb and flow there will be no of the channel.

It is simply necessary to examine a corollary its capacity. From a residence of several satisfied that for the ocean traffic of the Pacific capacious, being large enough to hold commodities."

#### AGRICULTURE.

The latent agricultural wealth of Southern California is unappreciated. The counties considered Los Angeles, San Bernardino, Kern, Santa Ana, Los Angeles has the greatest amount perhaps more than all the others combined already a world-wide reputation. Los Angeles nearly 30,000. In 1869 she produced 300,000, 385,000 bushels barley; 50,000 lbs peanuts, Orange, Fig, Lemon, Olive, Mulberry, Almond. She had over 4,000,000 vines.

One of the most convincing proofs of the fertility of the County, is derived from the present condition. There, even in their decay, is shown that the reward the cultivator; even as the fact that the head of cattle, horses and sheep, shows that. The following is a description of the Mission.

"Immediately in front of the church are occupying, I should think, respectively two, enclosed by adobe walls, and partly by cactus, tuna. Most of the cacti plants here are six feet enclosures are large numbers of castor bean plants some day in a very high state of cultivation, trees, and a leguminous plant, or tree, the bean shot. This bean tree is an evergreen, and is in the year round. One purpose of this bean was would take it when nearly ripe, roast it, then and rusty bits of iron upon it, the fluid part be

"There are several palm (datulu) trees, They grow tall and stately, and have branches for purposes of ornamentation by people giving

The olive trees constitute the oldest (ancient) country, there being three hundred and several and all in abundant bearing order. There are at present; but an old manuscript states, "hides and tallow, that 'a pipe of wine, made in Spain; by the Padre Fermín."

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soundings into deep water. Since then large steamships and men-of-war have anchored off the military depot in six fathoms water, four miles above the Playa.

In 1851-52 it was again surveyed and sounded by the United States coast survey. From the results of the three examinations it appears that the conformation of the shore line has very little if any changed and the soundings are identically the same. The average rise and fall of tide is 6 1/2 feet, and six fathoms at low water is carried in over the bar, for a distance of eight miles up the bay; when five, four and three fathoms are extended for seven miles further. The channel of deep water is half a mile wide for over 8 miles; at one place a little less (near the entrance.) On either side of the four-fathom curve, which is distinctly marked, the bank being very precipitous, are flats having from one to three fathoms, generally averaging two fathoms, and at one bend of the bay, nearly two miles broad. No difficulty is experienced in getting into the harbor night or day, with a chart or pilot; the wind from any quarter. For nine months of the year the prevailing winds are from the north-west and during the months of November, December and January the south-easterly make their appearance on the coast; occasioning very heavy storms lasting several days at a time; but when fairly in the harbor, it is as smooth as a mill-pond, and a vessel will ride more securely at anchor than in the harbor of New York, so completely land locked and protected from all gales as it is. There are no heavy swells upon the bar and the channel is very regular. A strong current sets in and out of the harbor, and so long as the tides continue to ebb and flow there will be no material change in the width or the depth of the channel.

It is simply necessary to examine a correct chart of the port of San Diego to observe at once its capacity. From a residence of several years there, and close observation, I felt satisfied that for the ocean traffic of the Pacific, from the Islands and the Indies, it is amply capacious, being large enough to hold comfortably more than a thousand vessels at a time."

AGRICULTURAL RESOURCES.

The latent agricultural wealth of Southern California is as yet unknown and unappreciated. The counties considered as composing this section are San Diego, Los Angeles, San Bernardino, Kern, Santa Barbara and San Luis Obispo. Of these Los Angeles has the greatest amount of developed agricultural wealth, and perhaps more than all the others combined. Her semi-tropical products have already a world-wide reputation. Los Angeles county to-day has a population of nearly 30,000. In 1869 she produced 300,000 bushels corn, 100,000 bushels wheat, 385,000 bushels barley, 50,000 lbs peanuts, 700,000 lbs wool, etc. etc. She had 250,000 Orange, Fig, Lemon, Olive, Mulberry, Almond, Walnut and other variety of trees. She had over 4,000,000 vines.

One of the most convincing proofs of the agricultural capacity of San Diego County, is derived from the present condition of the gardens of the old Mission. There, even in their decay, is shown that the valleys of this county will abundantly reward the cultivator; even as the fact that the Mission owned, in 1831, 194,000 head of cattle, horses and sheep, shows the capacity of the same region for grazing. The following is a description of the Mission at present:

"Immediately in front of the church are the Mission gardens, three in number, and occupying, I should think, respectively two, three and five acres. These gardens are partly inclosed by adobe walls, and partly by cactus, or prickly pear, called by native Californians tuna. Most of the cacti plants here are sixteen feet in height. Upon the outside of these enclosures are large numbers of castor bean plants, all of which, like the tuna, have been some day in a very high state of cultivation. Within the enclosures are olive and palm trees, and a leguminous plant, or tree, the bean of which, in its ripe state, may be used for shot. This bean tree is an evergreen, and is in leaf, bud, blossom, and all stages of fruit the year round. One purpose of this bean was for the manufacture of ink. The padres would take it when nearly ripe, roast it, then crush it fine, and pour water, and old nails, and rusty bits of iron upon it, the fluid part becoming in a few days rich black ink.

"There are several palm (datana) trees, which are very beautiful and ornamental. They grow tall and stately, and have branches like immense fans in shape, and are used for purposes of ornamentation by people giving parties, etc.

The olive trees constitute the oldest (and one of the largest) olive orchards in the country, there being three hundred and seventy-one trees, nearly a hundred years old, and all in abundant bearing order. There are no evidences of the cultivation of the grape at present; but an old manuscript states, item form, in enumerating the shipment of hides and tallow, that "a pipe of wine, made at San Diego, was sent to Charles 14, King of Spain, by the Padre Fernin."

San Bernardino, Santa Barbara and San Luis Obispo have, within the past two years, increased their agricultural wealth ten-fold; but San Diego has remained nearly stationary. This is chiefly owing to the spirit manifested by the owners of large tracts of land held under Mexican grant titles. While in the more northerly of these counties many of these immense tracts have been subdivided, and offered on reasonable terms to actual settlers, the choice lands of San Diego County have been jealously withheld from occupation save for grazing purposes. But this con-

servatism is passing away; and many large and fertile tracts are now being subdivided and placed in market on favorable terms, at prices ranging from \$2 to \$5 per acre.

The private grants embraced in San Diego County cover about 670,000 acres. The bulk of this is fine arable land, and the remainder is valuable for grazing purposes. There remain open for settlement and pre-emption a million acres of valley and mesa lands; highly valuable for farming purpose or for grazing. These mesa tracts are elevated plateaus or table-lands, and the most thereof are especially adapted to grape or tree culture.

It is an easy matter to determine the title to any tract of land. All confirmed grants are secured by United States patents. Official maps and records, easy of access, give full information as to the location of the various grants, and all lands outside of those, with the exception of one or two tracts immediately to be surveyed are government lands, and open to location under the Pre-emption or Homestead Acts. The liability of unsurveyed grants being floated over public lands has hitherto been a great prevention of settlement, but this objection is now removed by Congressional enactment. It may be safely asserted that embraced within the five counties above mentioned are upwards of twenty million acres of land, more than half of which is superior for agricultural purposes, and the remainder furnishes excellent pasturage.

These lands afford every variety of soil, and the greater portion of them are good for almost every branch of agriculture. But the greatest pride of the whole section is its peculiar adaptability to the culture of tropical, semi-tropical and northern fruits and nuts. In the older settled counties the orange, lemon, olive, fig, mulberry, grape, almond, English walnut, and indeed, all varieties of fruits and nuts flourish luxuriantly. The climate and soil are also especially adapted to the culture of cotton, hops, castor-oil beans, hemp, flax, tobacco, wheat, barley, oats, potatoes, beans and all varieties of grain and vegetables.

In San Diego county but little has been done towards fruit culture: but every effort has been attended with the best success. The next two years will cause a great change in this branch of industry. Wheat and other small grains are raised with great profit. Six hundred acres sown on the Cajon ranch, ten miles from the bay, yielded in 1869, an average of fifty-seven bushels to the acre.

The general topography of the country shows a rolling surface, with low hills and higher mountains interspersed with fine valley lands.

Facilities for transportation are as yet in a primitive state. Wagon roads into the interior are generally good, and free from toll rates. Improvements are constantly being projected; and the day is not far distant when every farming district of Southern California will be tapped by railway branches. Those who are fortunate enough to secure farms before this development takes place, will reap the benefit.

Fencing, in many localities, is not a necessity. The Legislature of California has passed laws protecting all agricultural districts (the inhabitants of which have applied for such protection) by compelling stock owners to herd their stock. Live fences (osage orange and willow) are much in favor, and in Los Angeles county they are in common use. The soil and climate of the whole of Southern California is peculiarly adapted to the cultivation of the osage orange. Board and post fences can be constructed at a comparatively reasonable cost. Lumber can be delivered at the harbor of San Diego for \$20 per thousand feet, leaving a margin for profit. A less figure than this will suffice so soon as the products of the country furnish return cargoes to the north.

#### WOOD AND WATER.

There is a good supply of saw timber in the different parts of Southern California. In San Diego county two saw-mills are running. Many of the mountains and ravines have a thick growth of live-oak and other trees, suitable for fire-wood. The supply is not extensive. This is by many considered remarkable, especially as the fertility of the soil would support rank vegetation. But it is easily accounted for, by the heavy fires which have heretofore annually raged over the country. There is indisputable evidence in old Spanish records, that centuries ago hills and plain were covered with dense forests.

Many of the valleys are well supplied with running water from mountain springs, and portions of the country are a paradise of verdure, even in a wild state.

The vast scope of country Arizona, New Mexico and Nevada, gold, silver, copper, lead, coal. Late developments give assurance are much more extensive than man, Julian, Bainbridge, Henscovery. They are situated with San Diego, and promise large returns. Although yet in their lap of San Diego is of no inc never been thoroughly prospect long remain a *tierra incognita* of Arizona. The depredations valuable discoveries already known of its almost incredible prospectors to wind among her mountains. With the railroad development, darkness of savage life, and the

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The Mexican State of Sonora indeed is the whole of Northern up this country, and will tend United States of America. San and fertile section.

#### INDUCEMENT

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Great inducements are also vast grazing tracts of this section heretofore have been forced at a New York or San Francisco. The manufacture of boots and shoes will already a liberal patron of San the trade is rapidly increasing. manufacturers to successfully.

Salt was produced by evaporation such quality that it commanded more than that from Carmen I very profitable here, as the ice yield the requisite potash. The conducted at the entrance of San business, as well as seal hunting, co

## MINERAL RESOURCES.

The vast scope of country embracing Southern California, Southern Nevada, Arizona, New Mexico and Northern Mexico possesses untold mineral wealth. Gold, silver, copper, lead, coal, iron, tin, quicksilver and other metals abound. Late developments give assurance that the auriferous and argentiferous deposits are much more extensive than was formerly supposed. The mines of the Coleman, Julian, Bainbridge, Hensley and other mining districts are of recent discovery. They are situated within a range of a hundred miles from the town of San Diego, and promise large returns to those who have undertaken to develop them. Although yet in their infancy, the trade which they already throw into the lap of San Diego is of no inconsiderable importance. Southern California has never been thoroughly prospected for mineral wealth, but she will not in this respect long remain a *tierra incognita*. Quite as little is known of the mineral wealth of Arizona. The depredations of the Apaches have hitherto prevented even the valuable discoveries already made from being worked. But enough is positively known of its almost incredible mineral wealth to induce hundreds of hardy prospectors to wind among her mountains, with their lives in their hands, in search of riches. With the railroad developments the light of civilization will supercede the darkness of savage life, and the untold wealth of this section will be made available.

An excellent wagon-road is now built between San Diego and Fort Yuma. This will throw much of the trade of that section into San Diego; and on the completion of the Southern Pacific Railroad, San Diego will necessarily be the metropolis of all that immense mineral country. This city is also the port town of California and the south Pacific coast for the extensive mineral deposits known as the Burro mines, the mines being distant via the new Fort Yuma road from San Diego nearly two hundred miles less than by any other route. At present all travel for the Burro District must necessarily go this way. By means of an excellent stage line the trip to the new Eldorado is made with comfort, safety and dispatch.

The Mexican State of Sonora is proved to be exceedingly rich in minerals, and indeed is the whole of Northern Mexico. Railway developments will greatly open up this country, and will tend to commercially, if not politically, unite it with the United States of America. San Diego must be the commercial port of this vast and fertile section.

## INDUCEMENTS FOR MANUFACTORIES.

An excellent field is here open for the establishment of manufactories of different kinds. The mineral country dependent on San Diego for supplies, will be a heavy purchaser of machinery and mining implements. Agricultural implements are already in large demand. The superiority of this as a grazing country renders sheep-raising a business of great profit, and calls for the erection of woolen mills. San Diego can much more profitably manufacture the woolen goods for the vast country of which she is the metropolis, than to export her raw staple and import it when manufactured into fabrics. The soil and climate is peculiarly adapted to the culture of the sugar beet, the ramie and other textile plants, the castor bean, and many other productions which require machinery to draw from them their greatest profit. Silk culture, also, is bound in a few years to be a prominent source of wealth; and the machinery for preparing the staple for market, and for manufacturing the fabric, will soon be required.

Great inducements are also offered for the establishment of tanneries. The vast grazing tracts of this section yield annually a large number of hides, which heretofore have been forced at a heavy cost of transportation to seek a market in New York or San Francisco. With the opening of the Chinese trade the manufacture of boots and shoes will meet with much encouragement. The Orient is already a liberal patron of San Francisco for boots, shoes and leather findings, and the trade is rapidly increasing. The large supply of hides will enable San Diego manufacturers to successfully compete with both San Francisco and eastern markets.

Salt was produced by evaporation at the head of San Diego Bay last year, of such quality that it commanded five and a half dollars per ton more in San Francisco, than that from Carmen Island. The manufacture of soap could be made very profitable here, as the ice plant abounds, which requires only to be burned to yield the requisite potash. The business of coast whaling has been successfully conducted at the entrance of San Diego Bay for many years; and the same business, as well as seal hunting, could easily be extended down Lower California.

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with San Diego as a base. Fish abound, and their capture for drying has lately begun to attract labor and capital.

CLIMATE.

In regard to climate, San Diego challenges comparison with the most favored spot on the globe. In her freedom from extremes of heat and cold, from sudden changes, from penetrating, chilly winds, from the malaria caused by decaying vegetation, from disagreeable fogs, and from the many disadvantages of a damp and humid atmosphere, she stands unrivalled. The winter or rainy season commences at about the last of November and continues until sometime in March.

San Diegans speak of winter and summer from force of habit; but in reality there are no such seasons. The bulk of the rain falls during the months known as winter months. The summers are occasionally visited by refreshing showers from passing clouds. The nights of all seasons of the year are refreshingly cool, and the days are never disagreeably warm. The rains are brought by southerly winds, and are almost invariably warm. The bulk of them falls in the night time.

It is impossible for one to obtain from a tabular statement an idea of the perpetual delight which this climate produces. Day after day, week after week, and month after month roll around with hardly an hour in which a person is uncomfortable if thinly clad. Workmen doff their coats in winter as in summer. Stores and offices dispense with artificial heat in winter as in summer. And it is not only the genial warmth of this climate which recommends it. The atmosphere is never dull and depressing. It is pure and invigorating. The mild breeze from the Pacific Ocean constantly fans the city, but rarely brings fog. The consumptive feels at every breath, new vitality. The mild and bracing air gives him a new lease of life. Rarely a death has ever occurred from this dread disease.

The question is often asked: 'what are the prevailing diseases of this locality?' There are none. All diseases known here are either imported, or contracted by the most flagrant violation of nature's laws. The various classes of pulmonary, bronchial and rheumatic disorders, however aggravated, are always cured or relieved by this climate. Billious fevers, and chills and fever are unknown here, except they are brought by the sufferer. The cool and delicious nights will prevent yellow fever from ever gaining a foothold here.

The benefits derived from this climate thus far have been without the aid of mechanical helps. Up to this time there have been no proper hotel accommodations—no fires for the comfort of invalids, no bath houses, no roomy and well ventilated apartments. But this disadvantage will be suffered no longer, for with the completion of the magnificent hotel being erected by Mr. A. E. Horton, the most ample comforts and luxuries will be afforded.

Annexed will be found a tabular review of the monthly mean for the year 1853, the record having been kept by W. S. King, Assistant Surgeon of the Army, and who remarks in a subsequent article that the table is a fair average for seven years:

Month.	Sunrise.	9 A. M.	3 P. M.	9 P. M.	Month.	Sunrise.	9 A. M.	3 P. M.	9 P. M.
January.....	45	55	64	50	July.....	61	71	80	67
February.....	41	54	61	48	August.....	65	75	81	69
March.....	40	60	68	54	September.....	61	75	82	67
April.....	53	63	73	57	October.....	50	71	79	62
May.....	56	65	71	60	November.....	49	67	69	57
June.....	61	70	77	60	December.....	47	67	62	54

The following observations were made by Surgeon J. F. Hammond, U. S. A., at the Mission, six miles from town, in 1853:

Month.	7 A. M.	3 P. M.	9 P. M.	Month.	7 A. M.	3 P. M.	9 P. M.	Month.	7 A. M.	3 P. M.	9 P. M.
January.....	40	61	49	May.....	60	72	61	September.....	70	75	69
February.....	41	61	53	June.....	64	74	67	October.....	59	71	61
March.....	47	64	52	July.....	68	80	70	November.....	40	67	47
April.....	51	68	55	August.....	67	77	70	December.....	47	66	46

We now quote the table of observations by thermometer, in the shade, for the month of June, 1853, and claim it as the most perfect picture of an even temperature in the world:

Date.	7 A. M.	12 M.	6 P. M.	Date.	7 A. M.	12 M.	6 P. M.	Date.	7 A. M.	12 M.	6 P. M.
1.....	63	69	62	11.....	63	70	66	21.....	62	68	61
2.....	63	69	63	12.....	63	69	65	22.....	64	69	60
3.....	60	68	64	13.....	63	68	63	23.....	63	67	63
4.....	58	65	62	14.....	64	69	65	24.....	67	68	60
5.....	62	67	64	15.....	61	67	65	25.....	64	69	63
6.....	60	66	63	16.....	61	68	64	26.....	63	68	65
7.....	60	67	64	17.....	61	68	65	27.....	63	70	67
8.....	63	68	64	18.....	65	68	66	28.....	63	70	67
9.....	62	67	65	19.....	65	72	65	29.....	66	70	68
10.....	61	69	63	20.....	62	67	66	30.....	66	70	67

These tables prove conclusively that San Diego has the most equable climate of any place in this or any other temperate country; while all writers and tourists have pronounced it the healthiest place in the world.

Accepted May 5, 1870.

A. D. FELSENFELD, SECRETARY.

A. PAULY, PRESIDENT.

[SAN DIEGO BULLETIN PRINT.]

# SAN DIEGO

—AND—

## SOUTHERN CALIFORNIA.

### THE CLIMATE, RESOURCES AND FUTURE PROSPECTS.

[WRITTEN UNDER THE AUSPICES OF THE SAN DIEGO CHAMBER OF COMMERCE.]

TO THE SAN DIEGO CHAMBER OF COMMERCE:—Your Committee to whom was referred the letters from various parties, asking for information regarding San Diego and vicinity, would respectfully report the following as a general answer to such letters, and would recommend the Chamber to have the same printed.

D. CHOATE,  
E. W. MORSE, } COMMITTEE

Probably no point is now attracting more general attention, on account of advantages offered to immigrants, than San Diego, the Seaport of Southern California. It has long been known to the far sighted ones of the Pacific Coast that San Diego possessed advantages which would one day make her a commercial city of great importance.

The Rev. Walter Colton, Chaplain in the United States Navy, who resided in Southern California, in his work upon California, published in 1850, thus speaks of the peculiar advantages of San Diego, and predicts her future greatness:

"San Diego is another spot to which the tide of immigration must turn. It stands on the border line of Alta California, and opens upon a land-locked bay of surpassing beauty. The climate is soft and mild the year round; the sky brilliant, and the atmosphere free of those mists which the cold currents throw on the northern coast. The sea breeze cools the heat of summer, and the great ocean herself modulates into the same temperature the roughs of winter. The seasons roll round, varied only by the fresh fruits and flowers that follow in their train. Before the eyes that fall on these pages are under death's shadow, San Diego will have become the queen of the South in California, encircled with vineyards and fields of golden grain, and gathering into her bosom the flowing commerce of the Colorado and Gila."

This prophecy was made twenty years ago. Since that time San Diego, and indeed the greater part of Southern California, has lain in Rip Van Winkle slumber. California energy and California capital are anxious to meet with immediate return for their labor; and other localities, receiving from various causes an impetus which San Diego did not feel, they far outstripped her in the race for preferment. Indeed, on her part there has been no effort to improve—no desire to publish her advantages until within the last two years. Within that time, however, political and commercial changes have taken place, which are so powerful as to permit her advantages no longer to remain unsought.

Years ago, before the outbreak of the civil war, the necessity for a trans-continental railway was apparent. Various surveys demonstrated that the route along



the 32d parallel of latitude was the most practicable; and a company was organized for the purpose of constructing a railway along that line, the superior advantages of which were so obvious that it would have received substantial aid from Government, had not political and military necessity made it imperative that the Government aid be given to a road, the terminus of which would be in the Northern States. The necessity for a time effectually put a stop to the movement; but with the close of the war the pressure was lifted, and the spring again set in motion. The commercial necessity of the road is now much greater than it was before the war; for the commercial importance of the Southern States is far exceeding the hopes which ten years ago were entertained by their most sanguine friends. Besides, ten years ago the trade with the Orient was not considered. Its present bearing will be noticed hereafter.

#### THE GROWTH OF TWO YEARS.

Two years ago, where the business centre of San Diego now stands, but a few Government buildings for the accommodation of a military post, were to be seen. The settlement was four miles further north, and at some distance from the edge of the bay. It comprised a few hundred inhabitants, chiefly Mexicans, who relied for their support on the traffic with Mexican stock-raisers of the surrounding country. It was founded in 1769, at the time of the establishment by the old Catholic priests, of the Mission de San Diego. Steamers arrived from San Francisco once a month; no wharves were then in existence, and a transfer of freight and passengers had to be made to small boats and lighters, and from thence to shore by stalwart Indians and boatmen.

The new element could not put up with this disadvantage of location. The new town must be nearer deep water, and where the channel was widest. And so a town was laid out where the thriving business centre now is. Its rapid growth has astonished even Californians. A wharf was immediately run out to deep water. The steamers, which up to this time, even with monthly trips, brought but a handful of passengers, were obliged by the rush to make a trip every six days, and always arrived loaded with freight and passengers, many of the latter having to sleep on the floor for lack of staterooms. These six day trips were soon changed to four day trips, and these with invariably a heavy load. There is a tri-weekly communication (to be daily on the first of July) with San Francisco, via Los Angeles and Gilroy, the latter place being the present terminus of the Coast Railroad, to terminate at San Diego. There is also tri-weekly communication with Fort Yuma, Tucson, and other parts of Arizona, New Mexico and Sonora. Another wharf has been built, and at either end of each stands a capacious warehouse.

The city of San Diego now numbers 3,000 inhabitants. It contains twelve heavy wholesale and retail houses of general merchandise, each of which is doing a brisk business with the surrounding country. It has twenty or more smaller stores of different descriptions. It has a first class flouring mill, with a capacity of 300 barrels per day. It has two thriving newspapers (*BULLETIN* and *Union*); two churches completed (Baptist and Methodist). Edifices for several other denominations will be erected within a few months.

The society is good, and is characterized by that freedom from conventionality and that liberality of opinion which a mixture of the intelligent from various localities always produces. It is composed both of Eastern and Southern families; the former having sought this point for its superior climate, and for the field which it offers to energy and enterprise—the latter finding here a relief from unpleasant associations, and a desired asylum of political quiet.

San Diego is a point especially adapted to the growth of educational facilities. Her unsurpassed climate, her fertile soil and her fine location, give her unusual natural advantages therefor; while her combined inducements tend to draw to this point a class of inhabitants who will foster such facilities. There are already established two classical academies, which receive good encouragement and merit it. Several other teachers of ability are making arrangements to establish similar institutions, during the coming summer. There are also three or more select schools of primary character. There are four free public schools. The graded system of common schools is soon to be put in operation. A few years hence will show this city second to none on this coast in such advantages.

In one respect the early settlement of San Diego differs greatly from that of most Californian towns. Those who come here, come as permanent residents, and the floating population being comparatively small, much interest is taken in religious, social and educational advantages.

San Diego has two good hotels, and a magnificent brick hotel is being erected, to be and be furnished in elegant style. It will be completed within two months and will be warmed throughout with steam, and will not dishonor any city. The town has a large number of buildings, three public halls, and numerous are being taken to plant trees and shrubbery by a profusion of foliage. Buildings are sprouting daily, and an improvement in the appearance is beautiful. For a distance of a mile back from the bay, forming a sloping plain, which at any point the slope is sufficient for purposes of drainage, a distance of about a mile from the bay the land forming a more elevated plateau, and affording a fine view of the ocean commands the ocean beyond.

The atmosphere has a peculiar clearness, a passing sail at a distance of twenty miles stands in the ocean, about fifteen miles distant of the view. The purity of the atmosphere is the most wonderful *mirages*; making the hills in mid-air, and at others, to have huge turrets times take the form of grotesque castles, with a variety of shapes.

Real estate has advanced from almost nothing to location. Fine locations for residence purchased at from \$100 to \$300 per lot; and can be obtained at from \$50 to \$100 per acre. Reason to believe that the rapid growth of the location, commercial necessity, agricultural and the healthfulness of climate, all combined second to but one city on the Pacific coast.

#### GEOGRAPHICAL

The harbor of San Diego lies in latitude 32° north, San Francisco is the nearest harbor to the south, Mazatlan is the nearest harbor, and is the natural commercial centre of a vast sea agricultural wealth, embracing all of Southern California, New Mexico and Northern Mexico.

#### THE TRADE OF

On the completion of the 32d parallel in the States east of the Mississippi and the Atlantic between European and Asiatic ports, must and make this the Pacific coast port of trade; steam, plying between San Francisco and San Diego, invariably take their course down the California coast, 32d parallel of latitude, in order to take advantage of the same course is retraced, and vessels need 32, before they veer to the northward. This San Francisco and the Orient, giving her the

The introduction of Chinese labor in the (far-seeing minds) will add greatly to the commerce between the States and the Orient.

The commerce between European and Asiatic ports, such as Teas, Silks and Opium, the saving extra tariff. Until within the past few years the Asiatic trade, on account of the length of goods by water to European ports, preventing adding a heavy interest account to the already commercial development is fast removing greatly lessens the distance and cost of tra-

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San Diego has two good hotels, and six or eight of lesser pretensions. A magnificent brick hotel is being erected, to contain all the modern improvements, and be furnished in elegant style. It will accommodate 300 guests, will be lit with gas and warmed throughout with steam, and supplied with hot and cold water. It will be completed within two months and will be an establishment which would not dishonor any city. The town has a large number of brick stores and public buildings, three public halls, and numerous elegant private residences. Great pains are being taken to plant trees and shrubbery, which will in a few years be rewarded by a profusion of foliage. Buildings are springing up in all directions, and every day brings an improvement in the appearance of the town. The town site is most beautiful. For a distance of a mile back from the bay, the ground rises gently, forming a sloping plain, which at any point commands a full view of the harbor. The slope is sufficient for purposes of drainage, but will not necessitate grading. At a distance of about a mile from the bay the ground rises somewhat more abruptly forming a more elevated plateau, and affording numerous elegant sites for residences. The whole of this plateau commands a full view of the bay, its entrance and the ocean beyond.

The atmosphere has a peculiar clearness, which enables one to easily distinguish a passing sail at a distance of twenty miles. A cluster of mountainous islands stands in the ocean, about fifteen miles distant, and add greatly to the magnificence of the view. The purity of the atmosphere affords frequent exhibitions of the most wonderful *mirages*; making the islands appear at times to be suspended in mid-air, and at others, to have huge tunnels pierced through them. They often-times take the form of grotesque castles, with turrets, towers and domes.

Real estate has advanced from almost nothing to comparatively large figures. Business lots in the centre of the city, 50x100, command from \$500 to \$2,000, according to location. Fine locations for residences, within a mile of the bay, can be purchased at from \$100 to \$500 per lot; and further back, larger tracts for villas can be obtained at from \$50 to \$100 per acre. The title is perfect. There is every reason to believe that the rapid growth of San Diego is permanent. Geographical location, commercial necessity, agricultural and mineral wealth, and the unsurpassed healthfulness of climate, all combine to advance San Diego to a position second to but one city on the Pacific coast.

GEOGRAPHICAL LOCATION.

The harbor of San Diego lies in latitude 32° 40' N, and longitude 117° 12' W. To the north, San Francisco is the nearest harbor, and is distant 550 miles. To the south, Mazatlan is the nearest harbor, and is distant about 750 miles. San Diego is the natural commercial centre of a vast scope of country, rich in mineral and agricultural wealth, embracing all of Southern California, Southern Nevada, Arizona, New Mexico and Northern Mexico.

THE TRADE OF THE ORIENT.

On the completion of the 32d parallel railway, the bulk of the traffic between the States east of the Mississippi and the Asiatic empires, and also the fast freight between European and Asiatic ports, must of necessity pass through San Diego, and make this the Pacific coast port of trans-shipment. Vessels, both sail and steam, plying between San Francisco and Oriental ports, in their trip westward, invariably take their course down the California coast, until they reach or pass the 32d parallel of latitude, in order to take advantage of trade winds. In returning, the same course is retraced, and vessels near this coast between parallels 28 and 32, before they veer to the northward. This practically places San Diego between San Francisco and the Orient, giving her the advantage of 500 miles of travel.

The introduction of Chinese labor in the Southern States (as predicted by many far-seeing minds) will add greatly to the traffic which must pass through San Diego between these States and the Orient.

The commerce between European and Asiatic ports will add much to the business of a Southern Pacific railroad; for in the transportation of valuable commodities such as Teas, Silks and Opium, the saving of time will far more than offset the extra tariff. Until within the past few years, an immense capital was required for the Asiatic trade, on account of the length of time necessary for the transit of goods by water to European ports, preventing the possibility of quick returns, and adding a heavy interest account to the already enormous expenses. This age of commercial development is fast removing those difficulties. The Suez Canal greatly lessens the distance and cost of transportation between Asiatic and Euro-

pean ports; but the route across the American continent is quicker still, especially from the seaports of Eastern Asia. The interest on a valuable cargo of goods makes it necessary that the quickest possible transit be obtained.

A concise and comprehensive statement of the benefits which will inure to the United States by this trade, and of the necessities which will make the Southern Pacific railroad the grand artery for the European trade in valuable commodities, is contained in the report of the Memphis Commercial Convention Committee on the Southern Pacific railroad, made to the Louisville Commercial Convention; from which the following is an extract:

"Over the Pacific Railroad, Japan is within 26 days of New York, and 35 days of Liverpool. From London via Marseilles and Suez, the shortest travel is 51 days, and via Gibraltar and Suez, 60 days. Therefore the travel from Japan, Russia, Asia, Philippine Islands, Eastern India, Indian Archipelago and Australia must come via New York to Europe, because it is quicker and cheaper.

"From Shanghai to San Francisco is 5,555 miles; to London via Suez, 10,460 miles. From Yokohama, in Japan, it is 4,520 miles to San Francisco, and 11,374 miles via Suez to London. The rapidity of transit will compel the shipment of all light and costly goods by way of America. The Teas and Silks of China will reach England and France after transit over our railways; and their higher priced exports will reach Asia by the same route. The Teas and Silks imported into England during the five years ending in 1864, amounted to 54,228,229 lbs., valued at over \$200,000,000. Our foreign trade with Japan is in its infancy, but it will grow with gigantic strides. The steamer Colorado, on her first trip, brought to San Francisco a freight nearly three times the value of the entire trade between that place and Japan for the first quarter of the year 1866. In 1866 our direct trade with China was more than three times that of the previous year. In 1866 the foreign goods brought to San Francisco were 675,000 tons; in 1867, 900,000 tons. For 1868 we have no data. In 1866 the passengers were 31,781; for 1867, upwards of 60,000.

"And whilst we have shown the great advantage of the San Francisco and New York route, the superiority is still more signal via San Diego. Over this route it is 900 miles shorter from San Diego to Savannah, than it is from San Francisco to New York. Both the passenger and goods traffic between Asia and Europe will be abbreviated by passing over the El Paso route, economizing freights and fares, and lessening the duration of the trip. Direct lines of steamers will sail from New Orleans, Mobile, Savannah, Charleston and Norfolk, to European ports; and we shall all grow rich upon the custom which seeks Southern cities. And there need not be any rivalry or jealousy between the railroad cities of either section, as there will be ample work for all, and the increasing commerce will pour its auriferous streams into Southern and Northern laps alike."

The United States has, thus far, the lead of all other nations in the effort to secure this trade. With the completion of the Southern Pacific railroad, no nation will be more able to command the bulk thereof.

#### THE BAY.

There is not, in the world, a harbor more secure than the bay of San Diego. It is so completely land-locked that during the most violent winds ever experienced here, a small skiff can ride in safety across any portion of its waters. Its length from Ballast Point, the entrance, is 13½ miles. It contains a channel 12½ miles in length, and averaging nearly half a mile in breadth, with a depth varying at different points of from 20 to 51 feet, at extreme low water. This gives ample accommodations for a fleet of a thousand clipper ships to ride at anchor. There is at the sides of this deep channel, as much more available water, the shallowest point of which, at extreme low tide, is 12 feet, affording accommodation for several thousand craft of smaller size. Aside from this, there is, outside of Ballast Point and between Point Loma and the Zuniga Shoal, a channel over half a mile in width, and more than a mile in length, with a depth at extreme low water, at the shallowest point, of 20 feet, which channel affords perfect anchorage at all seasons of the year, the shoal checking the breakers during southeast winds. The anchorage is good at all points of the bay.

These facts are taken from official sources, and chiefly from a report of, and a chart compiled from a survey made in 1857, under the direction of A. D. Bache, Superintendent of the United States Coast Survey. In the Report of A. B. Gray, of the survey of a route for the Southern Pacific railroad on the 32d parallel, published in 1856, the following reference is made:

"To speak of the accessibility and safety of the harbor of San Diego would be superfluous, for its fame in that respect is well established as the discovery of California. In 1772 it was surveyed by Don Juan Pantoja, second pilot or navigator of the Spanish fleet. In the summer of 1840 the shore line was accurately measured and triangulated, under the direction of Hon. John B. Weller, United States Commissioner, in conjunction with Initial Point of the Mexican boundary; and in the spring of 1850, while employed there, waiting instructions from Washington, I sounded the harbor thoroughly, and in conjunction with the officers of the U. S. Steamer Massachusetts, extended the

soundings into deep water. Since then large stores of the military depot in six fathoms water, four

In 1851-52 it was again surveyed and sounded by the results of the three examinations it appears very little if any changed and the soundings are full of tide is 6½ feet, and six fathoms at low water of eight miles up the bay; when five, four and three fathoms. The channel of deep water is half a mile little less (near the entrance). On either side of marked, the bank being very precipitous, are fl generally averaging two fathoms, and at one bend difficulty is experienced in getting into the harbor wind from any quarter. For nine months of the north-west and during the months of November, make their appearance on the coast; occasionally at a time; but when fairly in the harbor, it is as a ride more securely at anchor than in the harbor and protected from all gales as it is. There are in channel is very regular. A strong current sets in tides continue to ebb and flow there will be no in of the channel.

It is almost necessary to examine a correct of once its capacity. From a residence of several y satisfied that for the ocean traffic of the Pacific, fr capacious, being large enough to hold comforta time."

#### AGRICULTURAL

The latent agricultural wealth of Southern California is unappreciated. The counties considered as Los Angeles, San Bernardino, Kern, Santa Fe Los Angeles has the greatest amount of perhaps more than all the others combined already a world-wide reputation. Los Angeles nearly 30,000. In 1869 she produced 300,000 bushels, 50,000 lbs peanuts, 700 Orange, Fig, Lemon, Olive, Mulberry, Almond She had over 4,000,000 vines.

One of the most convincing proofs of the County, is derived from the present condition There, even in their decay, is shown that the reward the cultivator; even as the fact that head of cattle, horses and sheep, shows that The following is a description of the Mission

"Immediately in front of the church are the occupying, I should think, respectively two, three enclosed by adobe walls, and partly by cactus, or yucca. Most of the cacti plants here are sixteen feet enclosures are large numbers of castor bean plants some day in a very high state of cultivation. With trees, and a leguminous plant, or tree, the bean of shot. This bean tree is an evergreen, and is in less the year round. One purpose of this bean was for would take it when nearly ripe, roast it, then crush and rusty bits of iron upon it, the fluid part become

"There are several palm (datnia) trees, which they grow tall and stately, and have branches fit for purposes of ornamentation by people giving p

The olive trees constitute the oldest (and on country, there being three hundred and seventy and all in abundant bearing order. There are no, at present; but an old manuscript states, from Spain, by the Padre Fermín."

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soundings into deep water. Since then large steamships and men-of-war have anchored off the military depot in six fathoms water, four miles above the Playa.

In 1851-52 it was again surveyed and sounded by the United States coast survey. From the results of the three examinations it appears that the conformation of the shore line has very little if any changed, and the soundings are identically the same. The average rise and fall of tide is 6½ feet, and six fathoms at low water is carried in over the bar, for a distance of eight miles up the bay; when five, four and three fathoms are extended for seven miles further. The channel of deep water is half a mile wide for over 8 miles; at one place a little less (near the entrance.) On either side of the four-fathom curve, which is distinctly marked, the bank being very precipitous, are flats having from one to three fathoms, generally averaging two fathoms, and at one bend of the bay, nearly two miles broad. No difficulty is experienced in getting into the harbor night or day, with a chart or pilot; the wind from any quarter. For nine months of the year the prevailing winds are from the north-west and during the months of November, December and January the south-easterly make their appearance on the coast; occasioning very heavy storms lasting several days at a time; but when fairly in the harbor, it is as smooth as a mill-pond, and a vessel will ride more securely at anchor than in the harbor of New York, so completely land locked and protected from all gales as it is. There are no heavy swells upon the bar and the channel is very regular. A strong current sets in and out of the harbor, and so long as the tides continue to ebb and flow there will be no material change in the width or the depth of the channel.

It is simply necessary to examine a correct chart of the port of San Diego to observe at once its capacity. From a residence of several years there, and close observation, I felt satisfied that for the ocean trade of the Pacific, from the Islands and the Indies, it is amply capacious, being large enough to hold comfortably more than a thousand vessels at a time."

#### AGRICULTURAL RESOURCES.

The latent agricultural wealth of Southern California, is as yet unknown and unappreciated. The counties considered as composing this section are San Diego, Los Angeles, San Bernardino, Kern, Santa Barbara and San Luis Obispo. Of these Los Angeles has the greatest amount of developed agricultural wealth, and perhaps more than all the others combined. Her semi-tropical products have already a world-wide reputation. Los Angeles county to-day has a population of nearly 30,000. In 1860 she produced 300,000 bushels corn, 100,000 bushels wheat, 385,000 bushels barley, 50,000 lbs peanuts, 700,000 lbs wool, etc. etc. She had 250,000 Orange, Fig, Lemon, Olive, Mulberry, Almond, Walnut and other variety of trees. She had over 4,000,000 vines.

One of the most convincing proofs of the agricultural capacity of San Diego County, is derived from the present condition of the gardens of the old Mission. There, even in their decay, is shown that the valleys of this county will abundantly reward the cultivator; even as the fact that the Mission owned, in 1831, 194,000 head of cattle, horses and sheep, shows the capacity of the same region for grazing. The following is a description of the Mission at present:

"Immediately in front of the church are the Mission gardens, three in number, and occupying, I should think, respectively two, three and five acres. These gardens are partly inclosed by adobe walls, and partly by cactus, or prickly pear, called by native Californians tuna. Most of the cacti plants here are sixteen feet in height. Upon the outside of these enclosures are large numbers of castor bean plants, all of which, like the tuna, have been some day in a very high state of cultivation. Within the enclosures are olive and palm trees, and a leguminous plant, or tree, the bean of which, in its ripe state, may be used for shot. This bean tree is an evergreen, and is in leaf, bud, blossom, and all stages of fruit the year round. One purpose of this bean was for the manufacture of ink. The pedras would take it when nearly ripe, roast it, then crush it fine, and pour water, and old nails, and rusty bits of iron upon it, the fluid part becoming in a few days rich black ink.

"There are several palm (datina) trees, which are very beautiful and ornamental. They grow tall and stately, and have branches like immense fans in shape, and are used for purposes of ornamentation by people giving parties, etc.

The olive trees constitute the oldest (and one of the largest) olive orchards in the country, there being three hundred and seventy-one trees, nearly a hundred years old, and all in abundant bearing order. There are no evidences of the cultivation of the grape at present; but an old manuscript states, Item form, in enumerating the shipment of hides and tallow, that "a pipe of wine, made at San Diego, was sent to Charles II., King of Spain, by the Padre Fermin."

San Bernardino, Santa Barbara and San Luis Obispo have, within the past two years, increased their agricultural wealth ten-fold; but San Diego has remained nearly stationary. This is chiefly owing to the spirit manifested by the owners of large tracts of land held under Mexican grant titles. While in the more northerly of these counties many of these immense tracts have been subdivided, and offered on reasonable terms to actual settlers, the choice lands of San Diego County have been jealously withheld from occupation save for grazing purposes. But this con-

servatism is passing away; and many large and fertile tracts are now being subdivided and placed in market on favorable terms, at prices ranging from \$2 to \$5 per acre.

The private grants embraced in San Diego County cover about 670,000 acres. The bulk of this is fine arable land, and the remainder is valuable for grazing purposes. There remain open for settlement and pre-emption a million acres of valley and mesa lands; highly valuable for farming purpose or for grazing. These mesa tracts are elevated plateaus or table-lands, and the most thereof are especially adapted to grape or tree culture.

It is an easy matter to determine the title to any tract of land. All confirmed grants are secured by United States patents. Official maps and records, easy of access, give full information as to the location of the various grants, and all lands outside of these, with the exception of one or two tracts immediately to be surveyed are government lands, and open to location under the Pre-emption or Homestead Acts. The liability of unsurveyed grants being floated over public lands has hitherto been a great prevention of settlement, but this objection is now removed by Congressional enactment. It may be safely asserted that embraced within the five counties above mentioned are upwards of twenty million acres of land, more than half of which is superior for agricultural purposes, and the remainder furnishes excellent pasturage.

These lands afford every variety of soil, and the greater portion of them are good for almost every branch of agriculture. But the greatest pride of the whole section is its peculiar adaptability to the culture of tropical, semi-tropical and northern fruits and nuts. In the older settled counties the orange, lemon, olive, fig, mulberry, grape, almond, English walnut, and indeed, all varieties of fruits and nuts flourish luxuriantly. The climate and soil are also especially adapted to the culture of cotton, hops, castor-oil beans, hemp, flax, tobacco, wheat, barley, oats, potatoes, beans and all varieties of grain and vegetables.

In San Diego county but little has been done towards fruit culture: but every effort has been attended with the best success. The next two years will cause a great change in this branch of industry. Wheat and other small grains are raised with great profit. Six hundred acres sown on the Cajon ranch, ten miles from the bay, yielded in 1869, an average of fifty-seven bushels to the acre.

The general topography of the country shows a rolling surface, with low hills and higher mountains interspersed with fine valley lands.

Facilities for transportation are as yet in a primitive state. Wagon roads into the interior are generally good, and free from toll rates. Improvements are constantly being projected; and the day is not far distant when every farming district of Southern California will be tapped by railway branches. Those who are fortunate enough to secure farms before this development takes place, will reap the benefit.

Fencing, in many localities, is not a necessity. The Legislature of California has passed laws protecting all agricultural districts (the inhabitants of which have applied for such protection) by compelling stock owners to herd their stock. Live fence (osage orange and willow) are much in favor, and in Los Angeles county they are in common use. The soil and climate of the whole of Southern California is peculiarly adapted to the cultivation of the osage orange. Board and post fences can be constructed at a comparatively reasonable cost. Lumber can be delivered at the harbor of San Diego for \$20 per thousand feet, leaving a margin for profit. A less figure than this will suffice so soon as the products of the country furnish return cargoes to the north.

#### WOOD AND WATER.

There is a good supply of saw timber in the different parts of Southern California. In San Diego county two saw-mills are running. Many of the mountains and ravines have a thick growth of live-oak and other trees, suitable for fire-wood. The supply is not extensive. This is by many considered remarkable, especially as the fertility of the soil would support rank vegetation. But it is easily accounted for, by the heavy fires which have heretofore annually raged over the country. There is indisputable evidence in old Spanish records that centuries ago hill and plain were covered with dense forests.

Many of the valleys are well supplied with running water from mountain springs, and portions of the country are a paradise of verdure, even in a wild State.

#### MINERAL RICHES.

The vast scope of country embracing Arizona, New Mexico and Northern Mexico, Late developments give assurance that there are much more extensive than was formerly known. Julian, Bainbridge, Hensley and other discoveries. They are situated within a range San Diego, and promise large returns to the State. Although yet in their infancy, the lap of San Diego is of no inconsiderable value. Never been thoroughly prospected for mineral wealth. Quite a number of valuable discoveries already made from the south Pacific coast for the extensive mines, the mines being distant via the new two hundred miles less than by any other route. Burro District must necessarily go this way. The trip to the new Eldorado is made with ease. The Mexican State of Sonora is proved indeed is the whole of Northern Mexico. up this country, and will tend to commerce with the United States of America. San Diego mountain and fertile section.

An excellent wagon-road is now built will throw much of the trade of that section of the Southern Pacific Railroad, San Diego, all that immense mineral country. This is the south Pacific coast for the extensive mines, the mines being distant via the new two hundred miles less than by any other route. Burro District must necessarily go this way. The trip to the new Eldorado is made with ease.

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#### INDUCEMENTS FOR INVESTMENT.

An excellent field is here open for the investment of capital. The mineral country depends on the heavy purchaser of machinery and mining tools are already in large demand. The superior sheep-raising a business of great profit, and San Diego can much more profitably manufacture country of which she is the metropolis, than when manufactured into fabrics. The soil culture of the sugar beet, the ramie and other many other productions which require but a small investment, and the machinery for preparing them, is bound to be profitable. Silk culture, also, is bound to be profitable; and the machinery for preparing them, is bound to be profitable.

Great inducements are also offered for investment. vast grazing tracts of this section yield an abundance of wool. heretofore have been forced at a heavy cost to New York or San Francisco. With the manufacture of boots and shoes will meet with already a liberal patron of San Francisco the trade is rapidly increasing. The large manufacturers to successfully compete with such quality that it commanded five and six times as much as that from Carmen Island. It is very profitable here, as the ice plant above yield the requisite potash. The business conducted at the entrance of San Diego Bay, as well as seal hunting, could easily be made a profitable business.

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#### MINERAL RESOURCES.

The vast scope of country embracing Southern California, Southern Nevada, Arizona, New Mexico and Northern Mexico possesses untold mineral wealth. Gold, silver, copper, lead, coal, iron, tin, quicksilver and other metals abound. Late developments give assurance that the auriferous and argentiferous deposits are much more extensive than was formerly supposed. The mines of the Coleman, Julian, Bainbridge, Hensley and other mining districts are of recent discovery. They are situated within a range of a hundred miles from the town of San Diego, and promise large returns to those who have undertaken to develop them. Although yet in their infancy, the trade which they already throw into the lap of San Diego is of no inconsiderable importance. Southern California has never been thoroughly prospected for mineral wealth, but she will not in this respect long remain a *terra incognita*. Quite as little is known of the mineral wealth of Arizona. The depredations of the Apaches have hitherto prevented even the valuable discoveries already made from being worked. But enough is positively known of its almost incredible mineral wealth to induce hundreds of hardy prospectors to wind among her mountains, with their lives in their hands, in search of riches. With the railroad developments the light of civilization will supercede the darkness of savage life, and the untold wealth of this section will be made available.

An excellent wagon-road is now built between San Diego and Fort Yuma. This will throw much of the trade of that section into San Diego; and on the completion of the Southern Pacific Railroad, San Diego will necessarily be the metropolis of all that immense mineral country. This city is also the port town of California and the south Pacific coast for the extensive mineral deposits known as the Burro mines, the mines being distant *via* the new Fort Yuma road from San Diego nearly two hundred miles less than by any other route. At present all travel for the Burro District must necessarily go this way. By means of an excellent stage line the trip to the new Eldorado is made with comfort, safety and dispatch.

The Mexican State of Sonora is proved to be exceedingly rich in minerals, as indeed is the whole of Northern Mexico. Railway developments will greatly open up this country, and will tend to commercially, if not politically, unite it with the United States of America. San Diego must be the commercial port of this vast and fertile section.

#### INDUCEMENTS FOR MANUFACTORIES.

An excellent field is here open for the establishment of manufactories of different kinds. The mineral country dependent on San Diego for supplies, will be a heavy purchaser of machinery and mining implements. Agricultural implements are already in large demand. The superiority of this as a grazing country renders sheep-raising a business of great profit, and calls for the erection of woolen mills. San Diego can much more profitably manufacture the woolen goods for the vast country of which she is the metropolis, than to export her raw staple and import it when manufactured into fabrics. The soil and climate is peculiarly adapted to the culture of the sugar beet, the ramie and other textile plants, the castor bean, and many other productions which require machinery to draw from them their greatest profit. Silk culture, also, is bound in a few years to be a prominent source of wealth; and the machinery for preparing the staple for market, and for manufacturing the fabric, will soon be required.

Great inducements are also offered for the establishment of tanneries. The vast grazing tracts of this section yield annually a large number of hides, which heretofore have been forced at a heavy cost of transportation to seek a market in New York or San Francisco. With the opening of the Chinese trade the manufacture of boots and shoes will meet with much encouragement. The Orient is already a liberal patron of San Francisco for boots, shoes and leather findings, and the trade is rapidly increasing. The large supply of hides will enable San Diego manufacturers to successfully compete with both San Francisco and eastern markets.

Salt was produced by evaporation at the head of San Diego Bay last year, of such quality that it commanded five and a half dollars per ton more in San Francisco, than that from Carmen Island. The manufacture of soap could be made very profitable here, as the ice plant abounds, which requires only to be burned to yield the requisite potash. The business of coast whaling has been successfully conducted at the entrance of San Diego Bay for many years; and the same business, as well as seal hunting, could easily be extended down Lower California,

with San Diego as a base. Fish abound, and their capture for drying has lately begun to attract labor and capital.

CLIMATE.

In regard to climate, San Diego challenges comparison with the most favored spot on the globe. In her freedom from extremes of heat and cold, from sudden changes, from penetrating, chilly winds, from the malarial caused by decaying vegetation, from disagreeable fogs, and from the many disadvantages of a damp and humid atmosphere, she stands unrivalled. The winter or rainy season commences at about the last of November and continues until sometime in March.

San Diegans speak of winter and summer from force of habit; but in reality there are no such seasons. The bulk of the rain falls during the months known as winter months. The summers are occasionally visited by refreshing showers from passing clouds. The nights of all seasons of the year are refreshingly cool, and the days are never disagreeably warm. The rains are brought by southerly winds, and are almost invariably warm. The bulk of them falls in the night time.

It is impossible for one to obtain from a tabular statement an idea of the perpetual delight which this climate produces. Day after day, week after week, and month after month roll around with hardly an hour in which a person is uncomfortable if thinly clad. Workmen doff their coats in winter as in summer. Stores and offices dispense with artificial heat in winter as in summer. And it is not only the genial warmth of this climate which recommends it. The atmosphere is never dull and depressing. It is pure and invigorating. The mild breeze from the Pacific Ocean constantly fans the city, but rarely brings fog. The consumptive feels at every breath, new vitality. The mild and bracing air gives him a new lease of life. Rarely a death has ever occurred from this dread disease.

The question is often asked: 'what are the prevailing diseases of this locality?' There are none. All diseases known here are either imported, or contracted by the most flagrant violation of nature's laws. The various classes of pulmonary, bronchial and rheumatic disorders, however aggravated, are always cured or relieved by this climate. Bilious fevers, and chills and fever are unknown here, except they are brought by the sufferer. The cool and delicious nights will prevent yellow fever from ever gaining a foothold here.

The benefits derived from this climate thus far have been without the aid of mechanical helps. Up to this time there have been no proper hotel accommodations—no fire for the comfort of invalids, no bath houses, no rooms and well ventilated apartments. But this disadvantage will be suffered no longer, for with the completion of the magnificent hotel being erected by Mr. A. E. Horton, the most ample comforts and luxuries will be afforded.

Annexed will be found a tabular review of the monthly mean for the year 1853, the record having been kept by W. S. King, Assistant Surgeon of the Army, and who remarks in a subsequent article that the table is a fair average for seven years:

Month.	Sunrise.	9 A. M.	3 P. M.	9 P. M.	Month.	Sunrise.	9 A. M.	3 P. M.	9 P. M.
January	5	55	64	50	July	68	71	80	67
February	4	56	64	48	August	65	75	81	69
March	10	60	69	54	September	61	75	82	67
April	53	66	73	57	October	50	74	79	62
May	56	65	71	60	November	49	67	69	57
June	61	70	77	60	December	47	67	62	54

The following observations were made by Surgeon J. F. Hammond, U. S. A., at the Mission, six miles from town, in 1858:

Month.	7 A. M.	3 P. M.	9 P. M.	Month.	7 A. M.	3 P. M.	9 P. M.	Month.	7 A. M.	3 P. M.	9 P. M.
January	40	61	49	May	60	72	61	September	70	75	69
February	41	63	53	June	64	74	67	October	59	67	61
March	47	64	52	July	68	80	70	November	40	71	47
April	54	68	55	August	67	77	70	December	47	60	46

We now quote the table of observations by thermometer, in the shade, for the month of June, 1869, and claim it as the most perfect picture of an even temperature in the world:

Date.	7 A. M.	12 M.	6 P. M.	Date.	7 A. M.	12 M.	6 P. M.	Date.	7 A. M.	12 M.	6 P. M.
1	65	80	62	11	63	70	60	21	62	68	64
2	63	68	63	12	69	69	65	22	64	68	64
3	60	68	64	13	63	68	66	23	63	67	66
4	58	65	62	14	64	69	65	24	67	68	66
5	62	67	64	15	61	67	65	25	64	69	63
6	60	66	63	16	61	68	64	26	63	68	65
7	60	67	64	17	61	68	65	27	63	70	67
8	63	61	64	18	65	68	66	28	63	70	67
9	62	67	65	19	65	72	65	29	65	70	68
10	61	69	66	20	62	67	66	30	64	70	67

These tables prove conclusively that San Diego has the most equable climate of any place in this or any other temperate country; while all writers and tourists have pronounced it the healthiest place in the world.

D. FELSENHELD, SECRETARY. Accepted May 5, 1870. A. PAULY, PRESIDENT.

# SAN DIEGO

—AND—

## SOUTHERN CALIFORNIA.

### THE CLIMATE, RESOURCES AND FUTURE PROSPECTS.

[WRITTEN UNDER THE AUSPICES OF THE SAN DIEGO CHAMBER OF COMMERCE.]

TO THE SAN DIEGO CHAMBER OF COMMERCE:—*Your Committee to whom was referred the letters from various parties, asking for information regarding San Diego and vicinity, would respectfully report the following as a general answer to such letters, and would recommend the Chamber to have the same printed.*

D. CHOATE, } COMMITTEE  
E. W. MORSE, }

Probably no point is now attracting more general attention, on account of advantages offered to immigrants, than San Diego, the Seaport of Southern California. It has long been known to the far sighted ones of the Pacific Coast that San Diego possessed advantages which would one day make her a commercial city of great importance.

The Rev. Walter Colton, Chaplain in the United States Navy, who resided in Southern California, in his work upon California, published in 1850, thus speaks of the peculiar advantages of San Diego, and predicts her future greatness:

"San Diego is another spot to which the tide of immigration must turn. It stands on the border line of Alta California, and opens upon a land-locked bay of surpassing beauty. The climate is soft and mild the year round; the sky brilliant, and the atmosphere free of those mists which the cold currents throw on the northern coast. The sea breeze cools the heat of summer, and the great ocean herself modulates into the same temperature the rough airs of winter. The seasons roll round, varied only by the fresh fruits and flowers that follow in their train. Before the eyes that fall on these pages are under death's shadow, San Diego will have become the queen of the South in California, encircled with vineyards and fields of golden grain, and gathering into her bosom the flowing commerce of the Colorado and Gila."

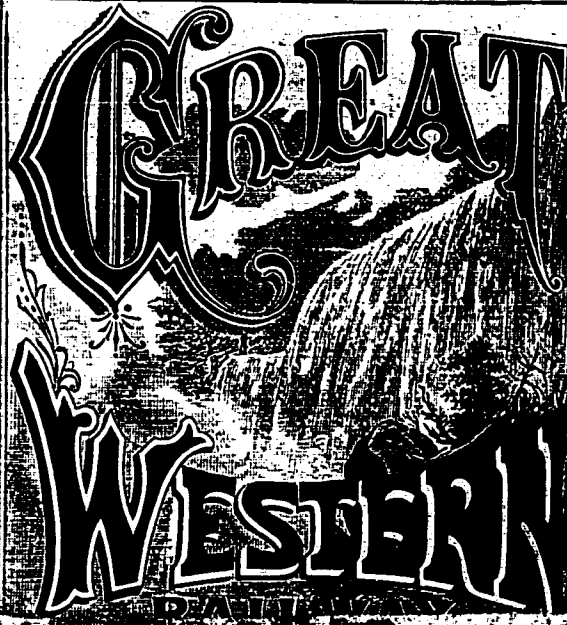
This prophecy was made twenty years ago. Since that time San Diego, and indeed the greater part of Southern California, has lain in Rip Van Winkle slumber. California energy and California capital are anxious to meet with immediate return for their labor; and other localities, receiving from various causes an impetus which San Diego did not feel, they far outstripped her in the race for pre-eminence. Indeed, on her part there has been no effort to improve—no desire to publish her advantages until within the last two years. Within that time, however, political and commercial changes have taken place, which are so powerful as to permit her advantages no longer to remain unsought.

Years ago, before the outbreak of the civil war, the necessity for a trans-continental railway was apparent. Various surveys demonstrated that the route along



GREAT CENTRAL ROUTE.—April, 1879.

# GREAT WESTERN



**4 THROUGH EXPRESS TRAINS DAILY  
TO CHICAGO!**

**SECOND CLASS PASSENGERS** carried through Without Transfer to CHICAGO, on Express Trains.  
**25 LBS POUNDS BAGGAGE** allowed to Passengers holding THROUGH TICKETS.

### **SPECIAL NOTICE!**

The Great Western Railway Company have recently put in service an entire new outfit for their Express Trains between Buffalo and Chicago, consisting of **SPLENDID FINISHED PASSENGER COACHES**, **NEW DRAWING ROOM** and **SLEEPING COACHES** with their **CELEBRATED DINING CARS** attached. **NEW SMOKING CARS** elegantly upholstered and fitted up with **Revolving Chairs**, **Sofas**, **Enchre Tables**, &c. Taken as a whole, these trains for **ELEGANCE** and **COMFORT**, are unsurpassed by any other Line in the country.

Gen'l Office cor. Main and Exchange Sts., Mansion House Block,  
**BUFFALO, N. Y.**

**WM. EDGAR,**  
Gen'l Pass'r Ag't. HAMILTON, Ont.

**L. M. HARPER,**  
Agent, BUFFALO.

Commercial Advertiser Print, Buffalo, N. Y.

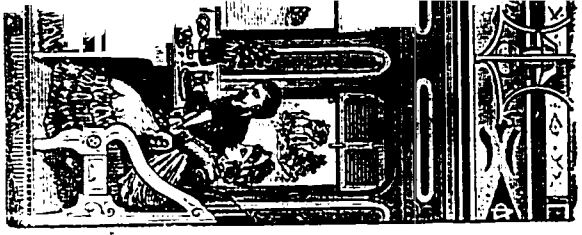








# ALLWAY LINE.



Route, between  
**CHICAGO.**

## ARRIVE.

- TABLETS.** Onions.
- PASTRY.** Green Cozr.
- CHICKEN.** Lady Fudding.
- ORANGE.** Apples.
- FRUIT.** New York Ice Cream.

inner Bill of Fare.  
adapted. Passengers can select what  
is popular price.

## Departure of Trains from Chicago.

APRIL, 1879.

**CHICAGO & NORTH-WESTERN R. R.**  
(Depot cor. Wells and Kinzie and cor. Canal and Kinzie.)  
Pacific Fast Line for Omaha and California..... 10:30 A. M.  
Omaha and California Night Express..... 9:15 P. M.  
Duniquet Express (Day and Night), via Clinton, 9:30 A. M. and 9:15 P. M.  
Duniquet and Duniquet Express..... 8:00 & 10:00 A. M. and 8:00 P. M.  
Milwaukee, Green Bay & Arrquette, 8:00 & 10:00 A. M. and 8:00 P. M.  
St. Paul, Minneapolis and St. Louis..... 10:00 A. M. and 9:00 P. M.  
Janerville, Green Bay and Marquette..... 9:30 A. M. and 9:00 P. M.

**CHICAGO, BURLINGTON & QUINCY R. R.**  
(Central Depot foot of Lake Street.)  
Ottawa and Streator Mail and Express..... 7:30 A. M. and 4:15 P. M.  
Duniquet and Sioux City Express Trains..... 10:00 A. M. and 9:30 P. M.  
Pacific Express Trains for Omaha and California, 10:30 A. M. and 9:30 P. M.  
Kansas City, St. Joseph and Denver Express..... 10:30 A. M. and 9:45 P. M.  
Texas Express..... 9:45 P. M.

**ILLINOIS CENTRAL R. R.**  
(Central Depot foot of Lake St.)  
St. Louis Express and Fast Line Train..... 8:30 A. M. and 9:10 P. M.  
Chicago and New Orleans Express Trains..... 8:30 A. M. and 9:10 P. M.  
Spartan and New York Express Trains..... 8:30 A. M. and 9:10 P. M.  
Chicago and St. Louis City Express Train..... 10:00 A. M. and 9:30 P. M.  
Chicago and St. Louis City Express Train..... 10:00 A. M. and 9:30 P. M.  
Chicago and St. Louis City Express Train..... 10:00 A. M. and 9:30 P. M.

**CHICAGO & ALTON R. R.**  
(Union Depot cor. Madison and Canal Sts.)  
Kansas (City and Denver) Fast Express..... 12:30 P. M.  
St. Louis and Springfield Express..... 9:00 A. M.  
St. Louis, Springfield and Texas Day Express..... 9:00 A. M.  
St. Louis, Burlington and Keokuk Day Express..... 9:00 A. M.  
Keokuk, Burlington and Keokuk Express..... 9:00 A. M.  
Streator, Jacon A. Washburn Express..... 12:30 P. M.  
Jacon A. Washburn Express..... 12:30 P. M.  
Jacon A. Washburn Express..... 12:30 P. M.

**CHICAGO, ROCK ISLAND & PACIFIC R. R.**  
(Depot cor. Van Buren and Sherman Sts.)  
Omaha, Leavenworth and Alton Express..... 10:30 A. M.  
Terre Acconmodation..... 10:00 P. M.  
Night Express..... 10:00 P. M.

**CHICAGO, MINNAPUE & ST. PAUL R. R.**  
(Union Depot cor. Madison and Canal Sts.)  
Milwaukee Express..... 7:35 A. M.  
Wiscousin and Minnesota Through Day Express..... 10:10 A. M.  
Wiscousin, Iowa and Minnesota Express..... 5:00 P. M.  
Wiscousin and Minnesota Night Express..... 9:00 P. M.

A Special Train for Omaha will leave Chicago every Sunday morning alternately via C. & N. W. R. R. and N. W. R. R. and C. & N. W. R. R.  
April 6, 1879, via C. & N. W. R. R. June 25, 1879, via C. & N. W. R. R.  
April 13, 1879, via C. & N. W. R. R. June 2, 1879, via C. & N. W. R. R.  
April 20, 1879, via C. & N. W. R. R. June 9, 1879, via C. & N. W. R. R.  
April 27, 1879, via C. & N. W. R. R. June 16, 1879, via C. & N. W. R. R.  
May 4, 1879, via C. & N. W. R. R. June 23, 1879, via C. & N. W. R. R.  
May 11, 1879, via C. & N. W. R. R. June 30, 1879, via C. & N. W. R. R.  
May 18, 1879, via C. & N. W. R. R. July 7, 1879, via C. & N. W. R. R.

The following are the prices charged for Double Berths in Sleeping Cars.  
Chicago to Chicago \$5.50 Toronto to Chicago \$2.50 Chicago to St. Louis \$3.00  
New York to " 5.00 Detroit to Chicago 2.00  
Boston to " 4.00 Chicago to St. Paul 2.00  
Buffalo to " 4.00 Chicago to Omaha 3.00  
Chicago to " 4.00 Chicago to Denver 3.00  
Chicago to " 4.00 Chicago to Ogden 3.00  
Chicago to " 4.00 Chicago to Salt Lake City 3.00  
Chicago to " 4.00 Chicago to Portland 3.00  
Chicago to " 4.00 Chicago to San Francisco 3.00

## Great Central Route to the West—April, 1879.

# CREAT WESTERN R'Y

Via Buffalo and International Bridge, Niagara Falls and Suspension Bridge.  
Making direct connections with all Trains from the East, via N. Y. C. & H. K. R. R. and Erie R. Y.

## 6 TRAINS DAILY

LEAVE BUFFALO AS FOLLOWS: (New York Time.)

**8:40 A. M.** } Erie Railway. } Exchange  
**9:00 A. M.** } New York Central R. R. } St. Depot.

Via Niagara Falls and Supp. Bridge, to Hamilton, Toronto, Brantford, London, Detroit and Chicago, arriving 11:25 A. M. Toronto 1:15 P. M., London 1:55 P. M., (Sarrin 4:50 P. M.) Detroit 6:00 P. M. Chicago 6:45 A. M. (Passengers by these trains for Toronto will have TWO HOURS in Toronto, and return to Buffalo same day, arriving at 9:00 P. M.)

**12:00 Noon.** } New York Central R. R. } Exchange  
**12:10 P. M.** } Erie Railway. } St. Depot

(Daily, Sundays included.) THROUGH TO CHICAGO WITHOUT CHANGE. Via Niagara Falls and Suspension Bridge. Palace Dining Room and Sleeping Cars attached. Arrive at Detroit 9:45 P. M. Chicago 8:00 A. M.

**TORONTO AND LONDON ACCOMMODATION.**  
**2:15 P. M.** } Erie Railway, (cor. Michigan and Exchange Sts., }  
**2:30 P. M.** } New York Central R. R. (Exchange St. Dep.) }  
Stopping at all Stations. Arriving in Toronto at 6:15 P. M. and London at 8:45 P. M.

**ST. THOMAS AND LONDON ACCOMMODATION.**  
**3:20 P. M.** Via International Bridge and G. W. H. T. Air }  
Line. Stopping at all Stations. Arriving at St. Thomas at 4:45 P. M. and }  
London 9:30 P. M. }  
STRAIGHT EXPRESS.

**8:20 P. M.** } Erie Railway. } Exchange  
**8:50 P. M.** } New York Central R. R. } St. Depot.

(Daily, except Saturdays). Via Niagara Falls and Supp. Bridge. Arriving in Detroit 7:00 A. M., connecting with morning trains for Buffalo in Michigan, arriving in CHICAGO 6:50 P. M.

**SPECIAL CHICAGO EXPRESS.**  
**12:15 A. M.** **ERIE RY.** Exchange St. Depot.

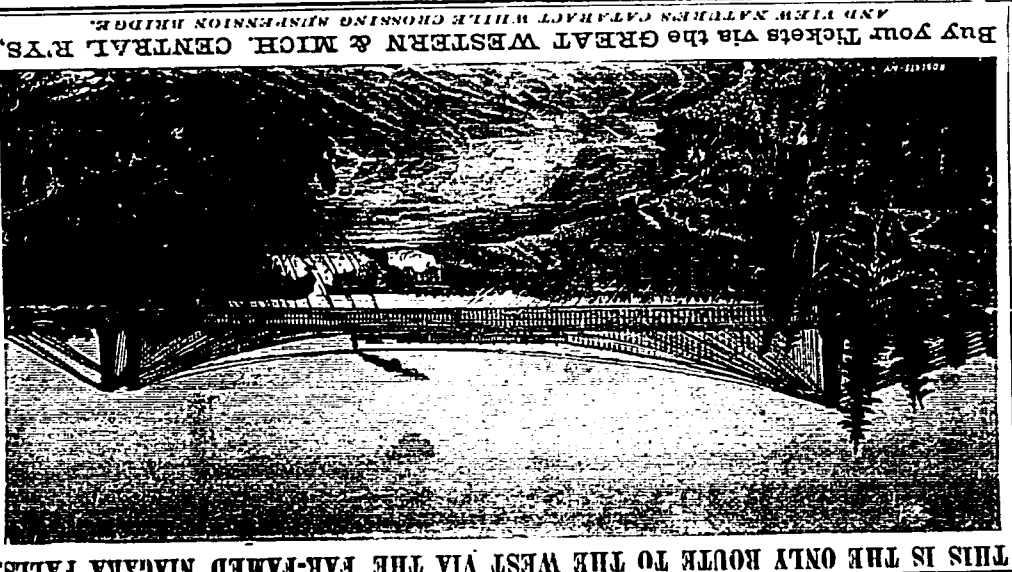
Via Niagara Falls and Suspension Bridge. Arriving in Detroit 9:30 A. M. and Chicago 7:40 P. M. (Do not run Monday Morning). Sleeping Cars from Suspension Bridge to Chicago without charge.

**3 Trains on Sunday.** Erie R. Y. Depot, cor. Michigan and Exchange Sts., at 12:10 and 8:30 P. M., THROUGH TO CHICAGO.  
Via N. Y. C. at 10:00 A. M., and connecting at Supp. Bridge with Pacific Express 1:55 P. M. to CHICAGO.

**TRAINS ARRIVE AT BUFFALO FROM THE WEST.**  
Via Erie Railway 5:35, 8:30 A. M., and 12:35, 3:15, and 8:45 P. M. Via Air Line, Erie Railway Depot, 1:25 P. M. Sundays 8:15 and 6:15 P. M.  
Via N. Y. C., Exchange St., 10:10 A. M., and 1:50, 3:50, 7:50 and 9:00 P. M. Sunday 7:15 P. M.

**Gen'l Office, cor. Main & Exchange Sts., Mansion House Block, Buffalo.**  
Wm. EDGAR, Gen'l Pass. Agent. L. M. HARNER, Asst.

## Wagner's Popular Palace Drawing Room and Sleeping Cars through to Chicago without change.



Buy your Tickets via the GREAT WESTERN & MICH. CENTRAL RY'S AND VIEW NATURAL CONTACT WITH CROSSING SUSPENSION BRIDGE.

THIS IS THE ONLY ROUTE TO THE WEST VIA THE FAMOUS NIAGARA FALLS.

Notice of NEW and ELEGANT DINING CARS inside.



**Tom Chicago.**  
79.

**STERN R. R.**  
(Canal and Kinzie.)

10:30 A. M. 9:15 P. M.  
10:30 A. M. and 9:15 P. M.  
9:15 A. M. and 10:15 P. M.  
9 A. M. and 9:00 P. M.  
10:00 A. M. and 9:00 P. M.  
9:30 A. M. and 9:00 P. M.

**QUINCY R. R.**

(St. Louis Street.)  
7:30 A. M. and 4:15 P. M.  
10:00 A. M. and 9:30 P. M.  
10:30 A. M. and 9:05 P. M.  
10:30 A. M. and 9:05 P. M.

**I. R. R.**

(Lake St.)  
8:30 A. M. and 9:10 P. M.  
8:30 A. M. and 9:10 P. M.  
8:30 A. M. and 9:10 P. M.  
10:00 A. M. and 9:30 P. M.  
8:30 A. M. and 9:30 P. M.

**A. R. R.**  
(at Canal St.)

12:30 P. M. 9:00 P. M.  
9:00 P. M. 9:00 P. M.  
9:00 P. M. 9:00 P. M.  
12:30 P. M. 9:00 P. M.  
9:00 P. M. 9:00 P. M.

**PACIFIC R. R.**  
(Herman St.)

10:30 A. M. 6:00 P. M.  
6:00 P. M. 10:00 P. M.  
10:00 P. M. 10:00 P. M.

**ST. PAUL R. R.**  
(at Canal St.)

7:30 A. M. 10:10 A. M.  
10:10 A. M. 5:00 P. M.  
5:00 P. M. 9:00 P. M.

**Chicago every Sunday**

R. W. C. H. & Q. H. R. H.  
1879. Via C. & N. W. R. H.  
1879. Via C. & N. W. R. H.  
1879. Via C. & N. W. R. H.  
1879. Via C. & N. W. R. H.  
1879. Via C. & N. W. R. H.  
1879. Via C. & N. W. R. H.

**Ala Berths in Sleeping Cars.**

12:00 Chicago to St. Louis 9:00  
1:00 " " to St. Paul 8:00  
1:30 " " to St. Paul 8:00  
3:00 " " to St. Paul 8:00  
4:00 " " to St. Paul 8:00  
4:00 " " to Chicago 2:00

**Great Central Route to the West—April, 1879.**  
**GREAT WESTERN RY**

Via Buffalo and International Bridge, Niagara Falls and Suspension Bridge.  
Making direct connections with all Trains from the East, via N. Y. C. & H. R. R. R. and Erie Ry.

**6 TRAINS DAILY**  
LEAVE BUFFALO AS FOLLOWS: (New York Time)

**8.40 A. M.** Erie Railway. } Exchange  
**9.00 A. M.** New York Central R. R. } St. Louis  
Via Niagara Falls and Suspension Bridge, to Hamilton, Toronto, Hamilton, Detroit and Chicago, arriving at Hamilton 11:25 A. M., Toronto 1:00 P. M., Detroit 1:35 P. M. (Sundays 4:30 P. M., Chicago 6:00 P. M.) Passengers by these trains for Toronto will have TWO HOURS in Toronto, and return to Buffalo same day, arriving at 9:00 P. M.)

**PACIFIC EXPRESSES.**

**12.00 Noon.** New York Central R. R. } Exchange  
**12.10 P. M.** Erie Railway. } St. Louis  
(Daily, Sundays included) THROUGH TO CHICAGO WITHOUT CHANGE. Via Niagara Falls and Suspension Bridge, Pullman Drawing Room and Sleeping Cars attached. Arriving at Detroit 9:15 P. M., Chicago 8:00 A. M.

**TORONTO AND LONDON ACCOMMODATION.**

**2.15 P. M.** Erie Railway, (at or Michigan and Exchange St. Depots) } New York Central R. R. (Exchange St. Depots)  
**2.30 P. M.** New York Central R. R. (Exchange St. Depots) } Erie Railway. (at or Michigan and Exchange St. Depots)

**ST. THOMAS AND LONDON ACCOMMODATION.**

**3.20 P. M.** Via International Bridge and G. W. R. T. at London 9:50 P. M. Arriving at St. Thomas at 7:25 P. M. and leaving at 8:50 P. M.

**STRAIGHT EXPRESS.**

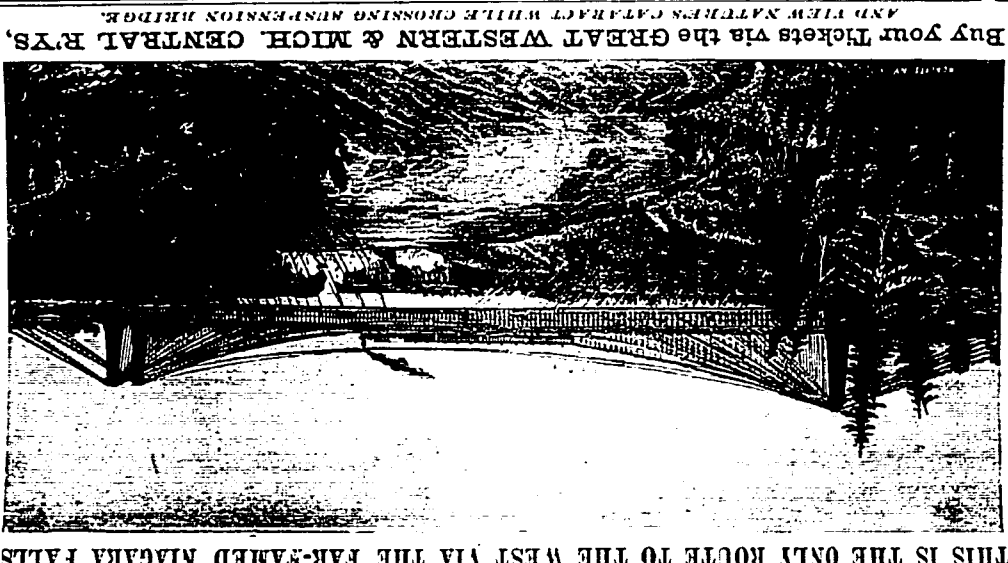
**8.20 P. M.** Erie Railway. } Exchange  
**8.50 P. M.** New York Central R. R. } St. Louis

**SPECIAL CHICAGO EXPRESS.**

**12.15 A. M. ERIE RY, Exchange St. Depot.**  
Via Niagara Falls and Suspension Bridge. Arriving in Detroit 9:30 A. M. and Chicago 7:40 P. M. (Does not run Monday Morning).  
**2 Train on Sunday.** Erie RY Depot, cor. Michigan and Exchange St., at 12:10 and 8:30 P. M., THROUGH TO CHICAGO.  
Via N. Y. C., at 10:00 A. M., and connecting at St. Paul, Bridge with Paris, Express 1:25 P. M. to CHICAGO.  
**TRAIN ARRIVE AT BUFFALO FROM THE WEST.**  
Via Erie Railway 8:35, 8:50 A. M., and 12:35, 3:15, and 8:45 P. M. Via Air Line Erie Railway Depot, 1:50 P. M., Sundays 8:15 and 6:15 P. M.  
Via N. Y. C., Exchange St., 10:10 A. M., and 12:50, 8:50, 7:50 and 9:00 P. M., Sundays 7:15 P. M.

Gen'l Office, cor. Main & Exchange Sts., Mansion House Block, Buffalo, N. Y.  
Wm. EDGAR, Gen'l Trav. Agent.  
L. M. HARPER, Agent.

**Wagner's Popular Palace Drawing Room and Sleeping Cars through to Chicago without change.**



Buy your Tickets via the GREAT WESTERN & MICH. CENTRAL RY'S, AND VIEW NATURE'S CATACACT WHILE CROSSING NIAGARA BRIDGE.  
THIS IS THE ONLY ROUTE TO THE WEST VIA THE FAR-NAMED NIAGARA FALLS.  
Notice of NEW and ELEGANT DINING CARS inside.

**GREAT CENTRAL ROUTE.—April, 1879.**

**BREAST**  
**WESTERN**  
RAILWAY

**4 THROUGH EXPRESS TRAINS DAILY TO CHICAGO!**

BEHIND GLASS PASSENGERS carried through without CHANGE TO CHICAGO RY Depot, Buffalo, N. Y. For 1:50 TORONTO PASSENGERS allowed to Passengers holding THROUGH TICKETS.

**SPECIAL NOTICE!**

The Great Western Railway Company have recently put in service an entire new outfit of FINISHED PA SLEEPING COACHES with their CELEBRATED DINING CARS attached. NEW SMOOKING CARS elegantly furnished and filled up with Revolving Chairs, Sofas, Knives Tables, etc. Passengers by these trains for ELEGANCE and COMFORT, are unsurpassed by any other line in the country.

Gen'l Office cor. Main and Exchange Sts., Mansion House Block, Buffalo, N. Y.  
Wm. EDGAR, Gen'l Trav. Agent.  
L. M. HARPER, Agent.  
Buffalo, N. Y.

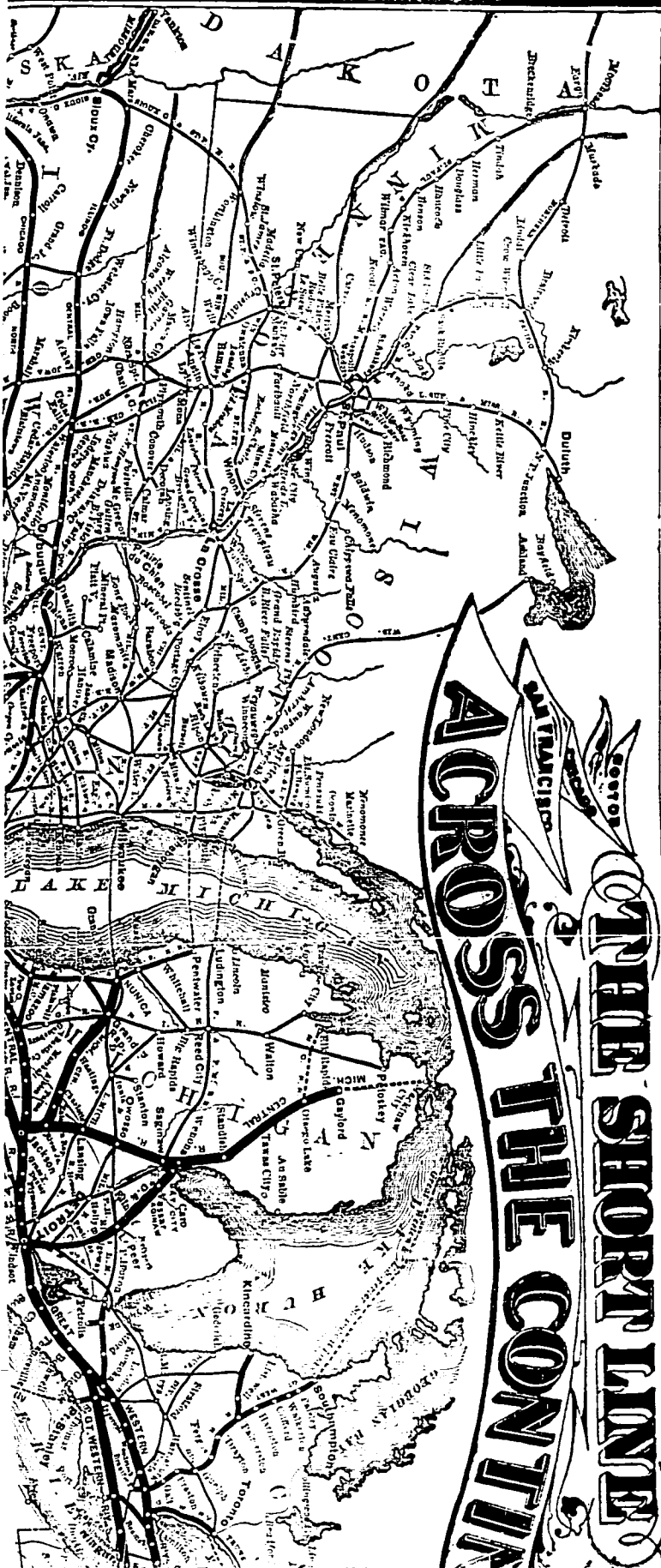
Church's Advertiser Print, Buffalo, N. Y.

bles, attached to all Day Trains.



# WAGNER'S PALACE DRAWING ROOM

Via this line from NEW YORK AND ROCHESTER TO DETROIT AND  
OUR popular DINING CAR is attached at Suspension Bridge to trains leaving Boston



## THE SHORT LINE ACROSS THE CONTINENT





# DRAWING ROOM AND SLEEPING CARS

ROCHESTER TO DETROIT AND CHICAGO WITHOUT CHANGE.  
 Union Bridge to trains leaving Boston, New York and Philadelphia in the evening.

## THE SHORR LINE



# CROSS THE CONTINENT.



The Most Direct and Comfortable

THE WORLD  
 FALLS AND  
**NIAGARA**



SECTIONAL VIEW OF  
**SUSPENSION!**  
 OVER THE NIAGARA.

PASSENGERS THE ONLY ROW  
 taking this, THE ONLY ROW

Greatest Wonder on the A  
 And will f

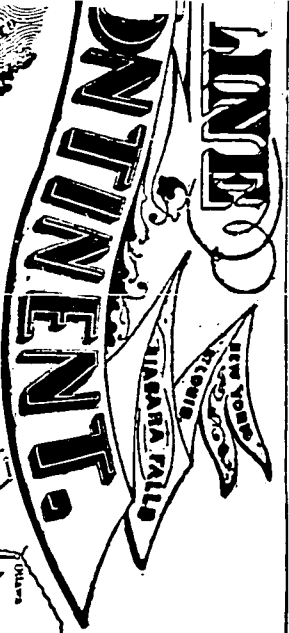
ALL MODERN IME  
 IN RAILWAY TR

**PALACE**  
 DRAW  
 SIL  
 DIN

# JOHN AND SLEEPING CARS

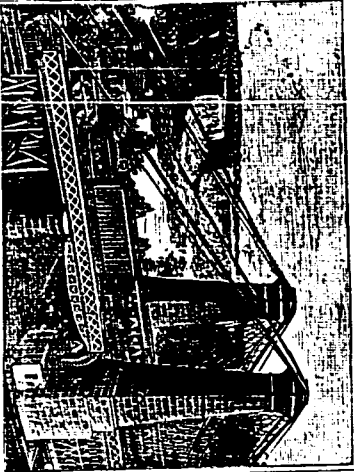


TRAVEL FROM BOSTON, NEW YORK AND PHILADELPHIA IN THE EVENING



The Most Direct and Comfortable

## THE WONDERFUL FALLS AND SCENERY OF NIAGARA



SECTIONAL VIEW OF THE GREAT  
**SUSPENSION BRIDGE**  
OVER THE NIAGARA RIVER.

Passengers, **THE ONLY ROUTE** SUSPENSION BRIDGE,  
taking this, **THE ONLY ROUTE** VIA  
Have an opportunity of witnessing the

**Greatest Wonder on the American Continent,**  
And will find

**ALL MODERN IMPROVEMENTS**  
IN RAILWAY TRAVELING,  
**PALACE** DRAWING ROOM CARS,  
SLEEPING CARS,  
DINING CARS.

# California Southern R.R.



**J. N. VICTOR,**  
Superintendent,  
SAN BERNARDINO, CAL.

**H. B. WILKINS,**  
Gen. Freight and Pass. Agent,  
SAN DIEGO, CAL.

WARD, McNALLY & CO., PRINTERS AND ENGRAVERS, CHICAGO.

# CALIFORNIA SOUTHERN RAILROAD

LOS ANGELES DIVISION.

## FROM LOS ANGELES.

STATIONS.	Distance from Los Angeles.	29	31	33
		Atlantic Express. A	San Diego Express. A	San Diego Night Ex. A
LOS ANGELES.....Lv.		7.00 AM	9.10 AM	5.00 PM
Aurant.....	2.5	7.06 "	9.16 "	5.06 "
Shorb.....	5.4	7.16 "	9.23 "	5.15 "
San Gabriel.....	9.4	7.23 "	9.29 "	5.20 "
Savanna.....	11.7	7.30 "	9.35 "	5.25 "
Monte.....	13.1	7.34 "	9.38 "	5.28 "
Fuente.....	15.3	7.49 "	9.54 "	5.41 "
Lemon.....	19.3	8.02 "	10.06 "	5.53 "
Spadra.....	23.3	8.15 "	10.30 "	6.05 "
Pomona.....	25.8	8.23 "	10.30 "	6.10 "
Ontario.....	28.8	8.40 "	10.42 "	6.22 "
Cucamonga.....	43.8	8.47 "	10.50 "	6.30 "
Sansavain.....	49.0	9.00 "	11.03 "	6.44 "
COLTON.....Ar.	57.5	9.15 AM	11.30 AM	7.00 PM

## TOWARD LOS ANGELES.

STATIONS.	Distance from Barstov.	30	32	34
		Pacific Express. A	San Diego Express. A	San Diego Express. A
COLTON.....Lv.	84.5	7.00 PM	8.00 AM	2.15 PM
Sansavain.....	93.0	7.17 "	8.16 "	2.31 "
Cucamonga.....	99.7	7.31 "	8.30 "	2.45 "
Ontario.....	103.2	7.40 "	8.40 "	2.52 "
Pomona.....	100.2	7.52 "	8.51 "	3.02 "
Spadra.....	112.7	8.00 "	8.59 "	3.10 "
Lemon.....	116.4	8.08 "	9.07 "	3.18 "
Fuente.....	122.7	8.20 "	9.20 "	3.30 "
Monte.....	128.9	8.33 "	9.32 "	3.43 "
Savanna.....	130.3	8.36 "	9.35 "	3.46 "
San Gabriel.....	132.8	8.40 "	9.40 "	3.52 "
Shorb.....	135.6	8.45 "	9.46 "	3.59 "
Aurant.....	150.2	8.53 "	9.54 "	4.08 "
LOS ANGELES.....Ar.	142.0	9.00 PM	10.00 AM	4.15 PM

A. Trains run daily.

# CALIFORNIA SOUTHERN RAILROAD

SAN DIEGO DIVISION.

## NORTHWARD.

STATIONS.	Distance from National City.	1	3
		Los Angeles Mail & Express. A	Los Angeles & Eastern Express. A
NATIONAL CITY.....Lv.		8.00 AM	9.30 PM
22d Street.....	3.7	8.13 "	9.42 "
SAN DIEGO.....	5.6	8.23 "	10.00 "
Old Town.....	9.9	8.34 "	10.15 "
Selwyn.....	18.0	8.55 "	10.45 "
Cordero.....	28.3	9.16 "	11.15 "
Del Mar.....	28.3	9.23 "	11.25 "
Encinitas.....	34.9	9.41 "	11.45 PM
Stewart's.....	41.5	9.54 "	12.05 AM
Frazier's.....	43.0	10.00 "	12.11 "
Oceanside.....	47.0	10.07 "	12.20 "
Yaldora.....	51.7	10.22 "	12.40 "
De Luz.....	60.2	10.45 "	1.10 "
Fallbrook.....	68.7	11.10 "	1.50 "
Ranchita.....	70.7	11.33 "	2.13 "
Temecula.....	78.2	11.56 AM	2.35 "
Murrieta.....Ar.		12.07 PM	3.15 "
Wildomar.....Lv.	84.0	12.27 "	4.35 "
Elsinore.....	88.6	12.38 "	5.08 "
Perris.....	93.0	12.48 "	5.20 "
Box Springs.....	105.0	1.19 "	6.05 "
Citrus.....	123.1	2.00 "	7.15 "
Colton.....Ar.	126.7	2.10 PM	7.25 AM
SAN BERNARDINO.....Ar.	130.2		

A. Trains run daily.

STATIONS.	Distance from National City.	7	9	11	13	15	20
		Mixed. A	Pass. Gen. A	Pass. Gen. A	Pass. Gen. A	Mixed. A	Atlantic Express. A
CITRUS.....Lv.	123.1	7.40 AM	8.52 AM	11.07 AM	12.45 PM		
Colton.....Ar.	124.7	7.55 AM	9.02 AM	11.20 AM	1.00 PM		
SAN BERNARDINO.....Ar.	130.2	8.15 AM	9.23 AM	11.30 AM	1.15 PM		

# CALIFORNIA SOUTHERN

SAN DIEGO DIVISION.

## SOUTHWARD.

STATIONS.	Distance from Barstov.	8	10
		Mixed. A	Pass. Gen. A
SAN BERNARDINO.....Lv.	81.0	7.20 AM	11.11 AM
Colton.....Ar.	84.5	7.35 AM	11.26 AM
CITRUS.....Ar.	88.1	7.55 AM	11.46 AM

A. Trains run daily.

# CALIFORNIA SOUTHERN RAILROAD

SAN DIEGO DIVISION.

## SOUTHWARD.

STATIONS.	Distance from Barstow.	San Diego Mail and Express.		San Diego Exprest.	
		A	A	A	A
BERNARDINO.....Lv.	81.0				
.....Ar.	84.5	11.25 AM		7 50 PM	
.....Lv.	88.1	11.35 "		8.05 "	
.....Ar.	95.2	11.50 AM		8.35 "	
.....Lv.	106.2	12.17 PM		9.30 "	
.....Ar.	118.2	12.48 "		10.25 "	
.....Lv.	122.6	12.58 "		10.48 "	
.....Ar.	127.2	1.10 "		11.10 "	
.....Lv.	127.2	1.30 "		11.25 "	
.....Ar.	133.0	1.42 "		11.50 PM	
.....Lv.	140.5	2.12 "		12.25 AM	
.....Ar.	144.5	2.30 "		12.45 "	
.....Lv.	151.0	3.00 "		1.10 "	
.....Ar.	150.5	3.23 "		1.50 "	
.....Lv.	164.2	3.38 "		2.15 "	
.....Ar.	167.3	3.45 "		2.30 "	
.....Lv.	169.7	3.51 "		2.42 "	
.....Ar.	176.3	4.05 "		3.05 "	
.....Lv.	183.9	4.22 "		3.35 "	
.....Ar.	185.5	4.29 "		3.55 "	
.....Lv.	192.5	4.50 "		4.40 "	
.....Ar.	202.2	5.11 "		5.35 "	
.....Lv.	205.7	5.22 "		6.05 "	
.....Ar.	207.5	5.27 "		6.15 "	
.....Lv.	211.2	5.40 PM		6.30 AM	

STATIONS.	Distance from Barstow.	R		10		12		14		16		30	
		A	A	A	A	A	A	A	A	A	A	A	A
BERNARDINO.....Lv.	81.0	7.20											
.....Ar.	84.5	7.35	9.30	11.05	1.55	6.30	6.40						
.....Lv.	88.1	7.58		11.20	2.10	7.15	6.50						
.....Ar.	88.1	8.10	9.30	11.30	2.20	7.30							

A. Trains run daily.

# CALIFORNIA SOUTHERN RAILROAD

SAN BERNARDINO DIVISION.

## NORTHWARD.

STATIONS.	Distance from National City.	Atleast Express.	
		A	A
SAN BERNARDINO.....Lv.	130.2	9 45 AM	
Irvington.....	138.0	10 05 "	
Cajon.....	143.9	10 25 "	
Summit.....	152.5	11 25 "	
Hesperia.....	166.3	11 47 AM	
Victor.....	174.3	12 05 PM	
Oro Grande.....	179.9	12 25 "	
Point of Rocks.....	190.1	12 45 "	
Cottonwood.....	199.6	1 05 "	
BARSTOW.....Ar.	211.2	1 25 PM	

## SOUTHWARD.

STATIONS.	Distance from Barstow.	Pacific Express.	
		A	A
BARSTOW.....Lv.		2 45 PM	
Cottonwood.....	11.6	2 15 "	
Point of Rocks.....	21.1	2 25 "	
Oro Grande.....	31.1	2 54 "	
Victor.....	36.5	4 05 "	
Hesperia.....	44.1	4 25 "	
Summit.....	52.5	5 00 "	
Cajon.....	57.3	5 27 "	
Irvington.....	62.2	6 28 PM	
SAN BERNARDINO.....Ar.	81.0		

A. Trains run daily.

# CALIFORNIA SOUTHERN RAILROAD

RIVERSIDE DIVISION.

## NORTHWARD.

STATIONS.	Distance from Arlington.	Mixed.		Passenger.		Passenger.		Passenger.	
		A	A	A	A	A	A	A	A
ARLINGTON.....Lv.	0.0								
Casa Blanca.....Ar.	5.4	7.20	8.40	10.20	1.00	2.00	3.00	4.00	5.00
RIVERSIDE.....Lv.	10.4	7.35	8.55	10.35	1.15	2.15	3.15	4.15	5.15
CITYES.....Ar.	16.6	7.50	9.10	10.50	1.30	2.30	3.30	4.30	5.30
S. BERNARDINO.....Ar.	27.1	8.05	9.25	11.05	1.45	2.45	3.45	4.45	5.45

## SOUTHWARD.

STATIONS.	Distance from San Bernardino.	Mixed.		Passenger.		Passenger.		Passenger.	
		A	A	A	A	A	A	A	A
S. BERNARDINO.....Lv.	0.0								
CITYES.....Ar.	7.1	5.15	6.35	7.15	8.15	9.15	10.15	11.15	12.15
RIVERSIDE.....Lv.	10.4	5.30	6.50	7.30	8.30	9.30	10.30	11.30	12.30
Casa Blanca.....Ar.	14.4	5.45	7.05	7.45	8.45	9.45	10.45	11.45	12.45
ARLINGTON.....Ar.	27.1	6.00	7.20	8.00	9.00	10.00	11.00	12.00	

A. Trains run daily.

Trains 10 and 11 are Mixed Trains between Riverside and Arlington.

## CALIFORNIA SOUTHERN RAILROAD

### Palace Sleeping Cars

RUN THROUGH BETWEEN

**GELES and SAN DIEGO**  
trains Nos. 8 and 33, and between  
**GELES and KANSAS CITY**  
**AND ST. LOUIS**

On trains Nos. 29 and 30.

**ton Elegant Chair Car** will be run.

### 3E CONNECTIONS.

**ERNARDINO**—Daily Stage to Arrowhead and Springs.

**ERRIS**—Daily Stage to San Jacinto.

**OW ENCINITAS**—Daily Stage to Escondido.

### BAGGAGE CHECKED FREE.

of baggage for each full local ticket; 50 pounds free ticket. All excess one cent per 100 pounds

of baggage for each full through ticket; 75 lb half through ticket. All excess 15 per cent. of first-class ticket rates, per 100 pounds.

### ROUGH TICKETS

to the East and to and from Europe.

**ARNSONS**, City Ticket Agent, 239 N. Main Angeles, Cal.

**RT**, Agent, Colton, Cal.

**K**, Agent, San Bernardino, Cal.

**EY**, Agent, Riverside, Cal.

**Ticket Agent** First National Bank Block,

**RAMBERS**, Agent, 22d St., San Diego.

**OR**, **H. B. WILKINS**,  
endent, Gen. Frt. & Pass. Agt.,  
ernardino, Cal. San Diego, Cal.

## CALIFORNIA SOUTHERN RAILROAD

### THE SCENERY

Along the California Southern Railroad is most thoroughly characteristic of California. You will find sterile deserts, grand mountains, innumerable vineyards, countless orange groves, beautiful inland lakes, mountain streams, romantic cañons, and an unequalled ride of 40 miles along the Pacific Ocean. Whatever there is peculiar to California scenery may be found along this favorite road.

Leaving Barstow, southward, the Mojave Desert surrounds you. At Oro Grande are mining interests and a marble quarry of inexhaustible proportions and many varieties. At Victor is another marble quarry, also superior granite, and a lime ledge of vast value.

Near Victor is the site of the young colony, Hesperia, whose future is assured. The scenery below Victor, through the Cañon Pass, is most wonderful.

Entering San Bernardino Valley one sees probably the most remarkable valley in the State. Vast extent, perfect land, abundance of purest artesian water, a most thrifty, enterprising people; vineyards, orange groves, and all semi-tropic fruits, are the main charms.

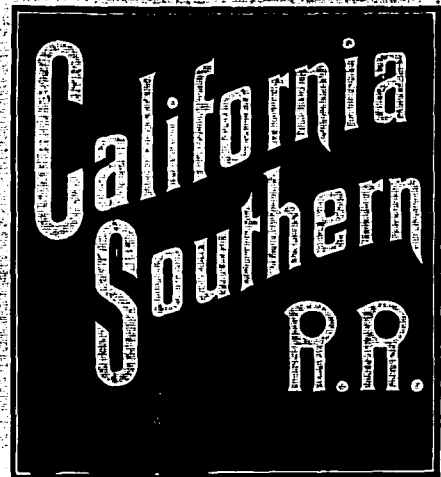
At Colton the road branches—one division to Los Angeles, another to San Diego, another to Riverside, Arlington, etc.

The ride from Colton through Ontario, Pomona and San Gabriel to Los Angeles, in full view of the glorious Sierra Madre Mountains, is most attractive.

The ride from Colton to Riverside is simply a ride through the most wonderfully beautiful part of orange-growing California. No one should fail to take that trip.

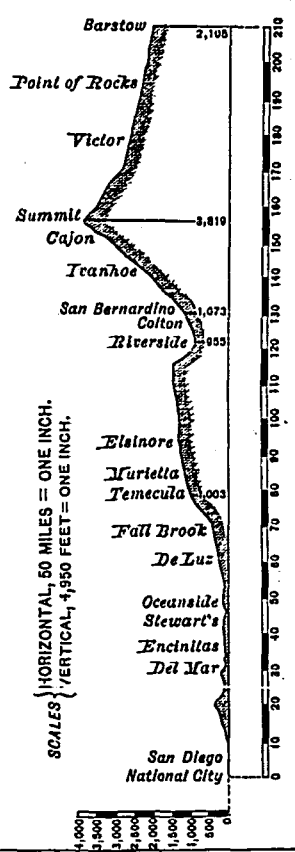
The ride from Colton to San Diego is through a part of the San Jacinto Valley, past the lovely Lake of Elsinore, and through the most romantically beautiful Temecula Cañon.

At Oceanside a magnificent view of the Pacific Ocean bursts on the eye, and the road runs along the seashore through the pleasure resorts and charming home-sites of Encinitas and Delmar to San Diego—the land of wonderful climate.



**J. N. VICTOR**,  
Superintendent,  
SAN BERNARDINO, CAL.

**H. B. WILKINS**,  
Gen. Freight and Pass. Agent,  
SAN DIEGO, CAL.



**CALIFORNIA SOUTHERN RAILROAD**

**Pullman Palace Sleeping Car**

RUN THROUGH BETWEEN

**LOS ANGELES and SAN DIEGO**  
 On trains Nos. 3 and 33, and between

**LOS ANGELES and KANSAS CITY**  
 AND ST. LOUIS  
 On trains Nos. 29 and 30.

On day run **Horton Elegant Chair Car**

**STAGE CONNECTIONS.**

FROM SAN BERNARDINO—Daily Stage to Arrowhead Hot Springs.

FROM PERRIS—Daily Stage to San Jacinto.

FROM ENCINITAS—Daily Stage to Escondido.

**BAGGAGE CHECKED FREE.**

100 pounds of baggage for each full local ticket; 50 pounds for each half fare ticket. All excess one cent per 100 pounds per mile.

150 pounds of baggage for each full through ticket; 75 pounds for each half through ticket. All excess 15 per cent of regular limited first-class ticket rates, per 100 pounds.

**THROUGH TICKET**  
 To the East and to and from Europe.

**CHAS. T. PARSONS**, City Ticket Agent, 239 N. 1st Street, Los Angeles, Cal.

**E. B. STUART**, Agent, Colton, Cal.

**W. E. HALM**, Agent, San Bernardino, Cal.

**C. E. KIBBEY**, Agent, Riverside, Cal.

**L. J. KYES**, Ticket Agent, First National Bank Building, San Diego.

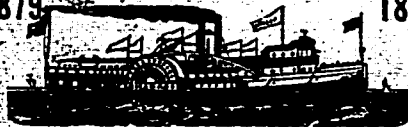
**EDWARD CHAMBERS**, Agent, 22d St., San Diego.

**J. N. VICTOR**, Superintendent, San Bernardino, Cal.

**H. B. WILKINS**, Gen. Frt. & Pass. Agent, San Diego.

1879

1879



## GOODRICH TRANSPORTATION CO.

A. E. GOODRICH, Pres't, Chicago.

THOS. G. BUTLIN,  
Vice-Pres't & Sup't

G. HURSON,  
Secretary.

WM. H. WRIGHT,  
Treasurer.

**T**HE FINEST and ONLY LINES of  
Side-Wheel Passenger Steamers on  
the upper Lakes are those of the

**"GOODRICH TRANSPORTATION CO."**

The Steamers owned by this Company  
are **nine** in number. They consist of  
five large and elegant Side-Wheel low  
pressure Steamers, and four A 1 upper  
cabin Propellers. These

### NINE STEAMERS

Form six separate Lines on Lake Mich-  
igan.

No finer Summer pleasure trip can be  
found than that which can be enjoyed  
on these splendid Steamers.

For time tables, routes, names of  
Steamers, etc., see inside pages. For  
any information required, Passage or  
Freight, apply to or address

A. E. GOODRICH, Pres't, Chicago,  
Office, foot of Michigan Ave.

G. HURSON,  
Sec'y & Ag't, Milwaukee.

JOHN SINGLETON,  
Pass. Ag't, Chicago.



**GOODRICH TRANSPORTATION CO.**

**LAKE MICHIGAN  
West Shore Line**

The New and Magnificent Low Pressure Side-Wheel  
Passenger Steamers

**CHICAGO and SHEBOYGAN**

Will form a Daily Line between Chicago, Milwaukee,  
Sheboygan, etc., as follows:

**Leave CHICAGO**

Every morning (Sundays excepted) at 9.00 o'clock.

**For RACINE, MILWAUKEE, SHEBOY-  
GAN, MANITOWOC.**

Saturday's Boat don't leave Chicago until 8.00 P. M.  
Friday morning Boat goes through to Ahnapee.

And also Night Boats, leaving Tuesdays and Fridays, at 7  
P. M., and Saturday at 8 P. M.

These Steamers connect at RACINE, MILWAUKEE, and  
SHEBOYGAN, with Railroad Trains leaving for all points  
West and North.

**Leave Milwaukee**

For Racine, Chicago, Port Washington  
Sheboygan, Manitowoc every evening,  
(Saturdays excepted) at 7.00 P. M.

**Fare between Chicago and Milwaukee**  
only \$2.00, meal and berth included; being \$1.00 less  
than by rail, and \$2.50 less than by sleeping car. Railroad  
Tickets taken on the boats. The same Steamers

**Leave RACINE**

For CHICAGO, daily (Saturdays excepted) at 9  
o'clock P. M. For MILWAUKEE, daily (Saturdays  
and Sundays excepted) at 2 o'clock P. M.

**Fare Less than by Railroad.**

Traveling on boats, meals and berths included, cheaper  
than staying at home.

Rates, Freight on all Merchandise, etc., much less than by  
other routes.

For further information connected with the line, apply to  
or address

G. HURSON, Sec'y & Mgt. A. E. GOODRICH, Pres't.  
MILWAUKEE CHICAGO.

**LAKE MICHIGAN  
East Shore Line**

The Elegant Side-Wheel Passenger Steamers

**MUSKEGON and ALPENA**

Will form a Daily Line between  
**CHICAGO, GRAND HAVEN & MUSKEGON**

**AS FOLLOWS:**

Leave Chicago every evening (Sundays excepted) at 7.00 P. M.  
for Grand Haven and Muskegon, connecting at Grand Haven  
with morning trains Detroit & Milwaukee Railroad for Grand  
Rapids, St. Johns, Owosso, Holly, Saginaw, Detroit, and with  
M. I. S. R. R. for Holland and Allegan, and at Muskegon with  
early trains for Whitehall, Montague, Pentwater, Big Rapids,  
Traverse City, etc.

Leave Muskegon for Chicago *Every Afternoon*, (Satur-  
days excepted).

Leave Grand Haven for Chicago, every evening, (Saturdays  
excepted) at 8.00 o'clock, or on arrival of evening train from  
Detroit and Grand Rapids, arriving in Chicago early next  
morning, in time for all A. M. Railroad trains for the North,  
South and West; also with Goodrich's Splendid Steamers for  
Racine, Milwaukee, Sheboygan, etc.

*Excursionists seeking pleasure or health will  
find this the most direct, cheap and enjoyable route  
to reach the celebrated Mineral Springs of Grand  
Haven and Spring Lake, and they will also find  
each place possessing comfortable and elegant  
Hotel accommodations, Bathing Houses, etc.*

**Fare Less than by any other Routes.**

**RATE, FREIGHT ON MERCHANDISE, Etc.**

Much less than by other lines. For further information,  
address,

**A. E. GOODRICH,**  
President, CHICAGO.

**Chicago, Milwaukee, Lindington,  
MANISTEE and FRANKFORT LINE.**

THE PASSENGER STEAMERS

**DE PERE & JOHN A. DIX**

Connecting at Milwaukee with Goodrich Transportation Company's West Shore Side-Wheel Steamboat Line.

**FOR RAGINE, CHICAGO, SHEBOYGAN,  
MANITOWOC, & C.**

Will leave Milwaukee daily (Saturday excepted) at 7 o'clock P. M., connecting at Lindington next morning with Flint & Pere Marquette Railway early train for Reed City, East Saginaw, Bay City, Detroit, Monroe, Toledo, etc. Same steamer arrives at Manistee at 8 o'clock same morning.

Returning leave Manistee every afternoon (Sunday excepted) at 11 P. M., or on arrival of train from Saginaw, and arrive in Milwaukee next morning in time for national trains for the West and Northwest, and with Goodrich Transportation Company's Evening Line Steamers for Racine, Chicago, Sheboygan, Manitowoc, etc.

The DE PERE will leave Manistee for Frankfort early every **Wednesday Morning** and arrive back at Manistee same afternoon.

For further information, Freight or Passage, apply local address.

A. E. GOODRICH, Pres't, Chicago.  
G. HURSON, Sec'y & As't, Milwaukee.  
Frank A. Free, Marquette B. B. A. T. L. Indianton.  
J. MACK & SON, Ludington.  
S. HEYDORF, Manistee.

**GOODRICH  
TRANSPORTATION CO.**

**ST. JOSEPH  
LINE**

**To the Great Fruit Country**

The New and Splendid Side-Wheel  
Passenger Steamer

**CORONA  
WILL LEAVE CHICAGO**

**For St. Joseph  
EVERY MORNING**, (Sundays excepted) at 10:00 o'clock. Saturday's boat will not leave until 11:30 P. M.

**WILL LEAVE ST. JOSEPH**

**FOR CHICAGO  
EVERY EVENING** at 9:00 o'clock (Sundays excepted.)

This elegant steamer makes the trip across the Lake in five hours, giving excursionists from Chicago an afternoon's visit to the great Peach and Fruit Region, and arriving back in Chicago early next morning.

**FARE, BERTHS INCLUDED, VERY LOW.**

For further information, freight or passage, apply to our address.

**A. E. GOODRICH,**  
President, CHICAGO

**To the EAST  
SUMMER ROUTE**

**Goodrich's Line  
SIDE-WHEEL STEAMERS**

**Detroit, Grand Haven & Milwaukee  
RAILWAY.**

Passengers for all points East by taking this fine Summer route, will avoid nearly one hundred miles of railroad travel, and enjoy a cool night's rest on Lake Michigan.

Passengers can LEAVE CHICAGO EVERY EVENING (Sundays excepted) at 7 o'clock, on one of Goodrich's magnificent Side-Wheel Steamers, have an elegant State Room, and reach Grand Haven early next morning in time for D. G. H. & M. Ry Express Train, for all points East and principal stations on the Detroit, Grand Haven & Milwaukee Railway, and connecting harbors, for Grand Rapids, Lowell, Ionia, St. Johns, Okemos, Holly, Pontiac, Detroit, Lansing, Traverse City, Mackinac, and all points in the Saginaw Valley.

Passengers can stop over at GRAND HAVEN and enjoy recreation at the celebrated

**MAGNETIC MINERAL SPRINGS**

at that place and SPRING LAKE, and continue their journey at pleasure.

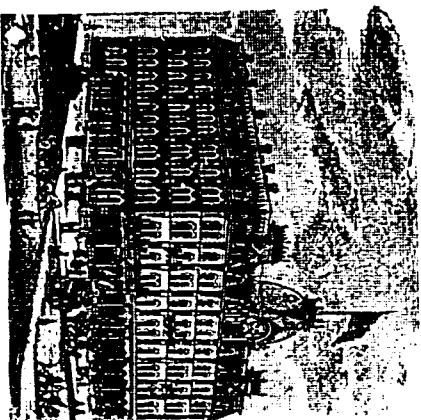
Passengers for all points in Michigan, Canada and the East, should not fail to give this pleasant Summer Route a trial.

**TERMS LOW and ACCOMMODATIONS IMPROVED**

**TICKETS FOR SALE FOR ALL POINTS.**

**A. E. GOODRICH, Pres't, G. HURSON, Sec'y & As't,  
CHICAGO. MILWAUKEE.**

**THE SARATOGA WEST  
GRAND HAVEN, MICH.**  
The Coolest and Most Popular Resort in  
the entire Northwest.



**THE CUTLER HOUSE**

is the finest hotel in the State, and is included in the list of first-class hotels. It is a large, modern building, with a fine lawn and a beautiful view of the lake. The hotel is owned and operated by the Cutler family, and is a popular resort for the summer months. The hotel is located on the shore of Lake Michigan, and is a few miles from Grand Haven. The hotel is a fine example of modern architecture, and is a beautiful sight to see. The hotel is a popular resort for the summer months, and is a fine place to stay. The hotel is a beautiful sight to see, and is a fine example of modern architecture. The hotel is a popular resort for the summer months, and is a fine place to stay.

**D. CUTLER,**  
Owner and Proprietor.

**THE PROPERTY GUARANTEED**

**SPRING LAKE HOUSE**  
only 2 miles from Grand Haven, and is accessible by boat and omnibus. Here, for visitors' convenience, bath and refreshments complete for bathing, fishing, boating, etc. **H. S. CUTLER, Proprietor.**

GOODRICH TRANSPORTATION COMPANY

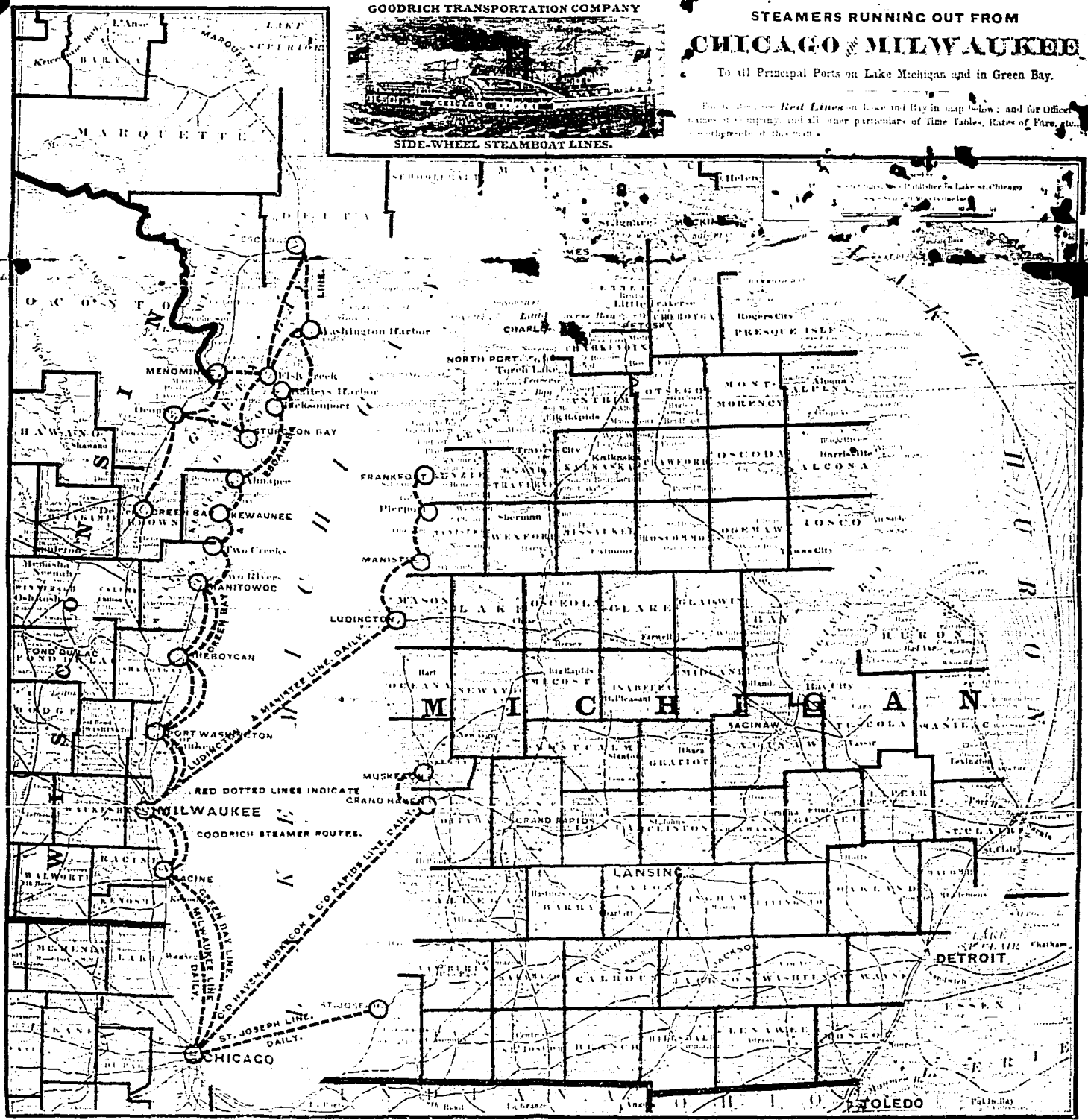


STEAMERS RUNNING OUT FROM

# CHICAGO & MILWAUKEE

To all Principal Ports on Lake Michigan and in Green Bay.

For full details see Red Lines on Lake and Bay in map below, and for Officers, names of Company, and all other particulars of Time Tables, Rates of Fare, etc., apply to agents at the ports.



The Peer  
of Southern Califor-  
nia Seaside Resorts

# La Jolla

Always Charming  
Wonderful  
Captivating...

...ON LINE OF...

## Los Angeles & San Diego Beach Railway

Caves, Cliffs, Rocks, Beaches, Rookery, Gold Fish Pond, Marine Gardens. La Jolla's Bathing Cove is Unexcelled on Pacific Coast. Beautiful and Diversified Scenery

Personally Conducted Excursion Leaves Depot, Foot C and D Sts. 9:10 A. M. Daily. All Interesting Places Pointed Out to Visitors. Ample Time Allowed at OLD TOWN to Visit Ramona's Home.

La Jolla  
Depot  
Foot C and D  
Streets

### C and Sixth Street Electric Line

in San Diego connects with all inbound and outbound trains on

San Diego, Cuyamaca & Eastern Ry.  
Los Angeles & San Diego Beach Ry.

All outbound trains await arrival of electric car scheduled to connect therewith.

Cuyamaca  
Depot  
Foot Tenth  
Street

San Diego's  
Back Country

## Fertile Valleys Beautiful Home Sites

The  
Mountainous  
Section

Lemon Grove. El Cajon. Lakeside.  
La Mesa. Santee. Foster

...REACHED BY...

San Diego, Cuyamaca & Eastern Railway  
(San Diego's Scenic Line)

Stage Connections to Ramona, Witch Creek, Santa Ysabel, Wynola, Julian, Mesa Grande, Warner Hot Springs, Cuyamaca, Banner, Descanso, Alpine.

**The Peer  
of Southern Califor-  
nia Seaside Resorts**

# La Jolla

**Always Charming  
Wonderful  
Captivating...**

...ON LINE OF...

## Los Angeles & San Diego Beach Railway

**Caves, Cliffs, Rocks, Beaches, Rookery, Gold Fish Pond, Marine Gardens. La Jolla's  
Bathing Cove is Unexcelled on Pacific Coast. Beautiful and Diversified Scenery**

Personally Conducted Excursion Leaves Depot, Foot C and D Sts. 9:10 A. M. Daily. All  
Interesting Places Pointed Out to Visitors. Ample Time Allowed at OLD TOWN to Visit  
Ramona's Home.

**La Jolla  
Depot  
Foot C and D  
Streets**

### C and Sixth Street Electric Line

in San Diego connects with all inbound and outbound trains on  
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**Cuyamaca  
Depot  
Foot Tenth  
Street**

**San Diego's  
Back Country**

## Fertile Valleys Beautiful Home Sites

**The  
Mountainous  
Section**

**Lemon Grove. El Cajon. Lakeside.  
La Mesa. Santee. Foster**

...REACHED BY...

## San Diego, Cuyamaca & Eastern Railway

(San Diego's Scenic Line)

Stage Connections to Ramona, Witch Creek, Santa Ysabel, Wynola, Julian, Mesa Grande, Warner Hot  
Springs, Cuyamaca, Banner, Descanso, Alpine.

TO SEE the residence section of San Diego, take a North bound 5th Street car, marked "Pavilion and Ostrich Farm," which runs directly to—

## University Heights....

"the ideal home spot"

A pleasant ride always and through a rapidly improving part of town.

We have lots for sale there ranging in price from \$125 upward, and all on easy installment terms if desired.

# Lots, \$125 and up...

Stop in our branch office opposite the Ostrich Farm and let us explain prices and the opportunity offered for profitable investment in this property.

Or maps and information may be had at our main office—

1310-1320 D Street  
**Ralston Realty Co.**  
 General Agents

## Railway and Tourist Free GUIDE To San Diego and Vicinity Edition No. 2

### INTRODUCTION

This GUIDE is issued jointly by the

SAN DIEGO, CUYAMACA & EASTERN RY.

and

LOS ANGELES & SAN DIEGO BEACH RY.

for the purpose of giving full and accurate information concerning places about which strangers will naturally ask questions upon arrival at San Diego—What to do, Where to go, When and How. In the "Directory" will be found a full and impartial list of places in and near San Diego of interest to Visitors, whether reached by the lines of the Railway Companies publishing this GUIDE or not. It is the desire of the publishers to make this GUIDE a valuable handbook for Tourists and others in San Diego.

The free, but judicious, distribution of this Guide by the Excursion Agents and other employes of the Railway Companies is made possible through the cooperation of the ADVERTISERS herein and they are especially recommended to VISITORS as Representative Merchants and worthy of patronage.

The GUIDE is printed in editions of 25,000 copies, and the distribution covers a period of about one year. A copy of the GUIDE is personally handed to at least one person in every party of Visitors to San Diego and consequently receives a wide circulation.

NOTE:—The subjects included in this directory are classified and arranged alphabetically. The reader, therefore, should not experience any difficulty in finding the paragraphs desired.

**ATHLETIC PARK**  
 Corner 26th and Main streets. Take Logan Heights car.

**BATHING**  
 La Jolla and Coronado offer the best surf bathing. Swimming in the Bay is excellent. From May to September is the most popular

Home Phone 2616

**Sarge**  
 High Class Re.  
 ADOLPH

1054-56 4th St.

**ATTENTI**  
 If you desire something

Cabrillo.....10 and  
 Santa Fe.....10 and  
 I.a. Excelencia...10 and  
 Sold at all first class  
**AUG. SENSENBERRY**  
 Store and Factory Cor.

 **Na**  
**Ge**

Buy from the cutter,  
 deal. We are part  
 producing mines in t  
 our factory, any size

...Genuine

We have the best epu  
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**J. Jess.**  
 952 5th St. G

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the best surf  
 Bay is excellent.  
 the most popular

Home Phone 2616

Sunset Phone 14

## Sargent's Grill

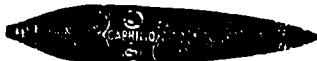
High Class Restaurant and Grill Room

ADOLPH BERGER, Proprietor

1054-56 4th St. Opposite Hotel Brewster San Diego, Cal.

### ATTENTION, SMOKERS!

If you desire something good in the line of Cigars ask for the



Cabrillo.....10 and 15c Home Industry.....5c  
 Santa Fe.....10c Emblem.....5c  
 La Excelencia... 10 and 15c Cupid.....5c  
 Sold at all first class establishments in Southern Cal.  
**AUG. SENSENBRENNER, Mfr., San Diego, Cal.**  
 Store and Factory Cor. 4th & C Sts. Opp. Brewster Hotel



## Native Gems



Buy from the cutter, save money, and get a square deal. We are part owners of two of the best gem producing mines in this country. We cut gems in our factory, any size or shape to order.

### ...Genuine Gems Only...

We have the best equipped jewelry factory in all the southwest, and make fine jewelry to order. Beautiful color sketches furnished free. The Coronado car stops just opposite our door. 35 years' practical experience. Enquire about our reputation.

## J. Jessop & Sons,

952 5th St. Granger Bldg. San Diego

5

Ask Excursion  
 Agent about the

## Manhattan Restaurant Co.

Robt. Olson, Mgr.



Largest and Finest Dining Rooms in San Diego. We cater to tourists and Family Parties, Courteous attention, Quick service. Dinner from 11 A. M. to 8 P. M. Open all night. Phones: Main 823, Home 1223

1414-1422 D St. bet. 5th & 5th Sts. San Diego, Cal.

## Mexican Curios

Largest assortment in the state of Drawn Linen Work, Carved Leather, Onyx, Pottery, Blankets, Hats and Mexican Goods.

### Indian Relics and Curios

Consisting of Baskets, Blankets, Beaded Goods, Pottery and Navajo Silver Goods.

### California Gems and Pearls

The best assortment of Native Tourmalines, Hyacinths, Beryl, Kunzite, Topaz, Garnets, Aquamarines and Native Pearls. This house handles no imitation stones. Stone cutting done to order.

## Burnell's Curiosity Store

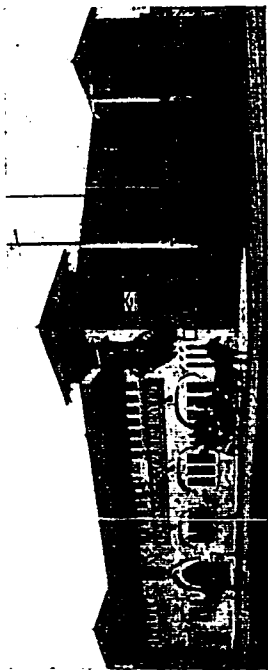
Barker Burnell & Son  
 Established 1887

N. E. Cor. 5th and D Sts.

6

# Diamond Carriage & Livery Co.

This stable is located at the corner of Second and D Streets, and is built on the Mission style, and one of the most unique buildings of its kind in the United States. It is always open for inspection and you are invited to visit us, and select from the largest assortment of vehicles in Southern California, the one best suited for any outing that you may wish to take. For General Information or Tally Ho and Carriage Drives and First-class Livery at reasonable rates, call at 1336 D Street where you will be courteously treated and all questions answered to the best of our ability.



H. L. HUBBELL, Prop.

Office, 1336 D

Sunset Phone, Main 171  
Home Phone, 1171

Sunset Phone, Main 92  
Home Phone 1115

Stable, 2nd & D



Copyright 1906  
R. Kuppenheimer & Co  
Chicago

## The Lion Cor. 5th and E

The Men's and Boys'  
Up-to-Date Clothiers  
Everything that big or  
little men wear that's  
new and up-to-date you  
will find here at the  
lowest price it can be  
had anywhere

Come and See.

## Quality vs. Claims

When we say that we make the Best Bread, Cakes, and Fancy Pastry in the city, we mean that they ARE THE BEST.

Every branch of our store is carefully watched to insure the quality of the GROCERIES we sell. We carry the best grades of Coffees and Teas and sell sixteen ounces to the pound throughout our store. You are invited to visit our Modern Grocery and inspect our stock whether or not you are a prospective customer. Our Floral Department will interest you.

...Heller's

### BATHING—Continued

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Diegans is the plun Club on New Year hundred members ot cipate in the plunge large crowd of inte

The principal Bay are located near the Los Banos, at the f Santa Fe and La J water plunge bath h house at Hotel del congregating place year.

### BOATING

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There are from te girls' rowing clubs i clubs own barges. own Club houses character, located o Most of the Clubs attending the State School and the up A thirty foot bary to be handled skil Many San Diego bo launches and row active organization Diego Rowing Clu

During fair weati tion, many parties sail or fish, and enjo

### CARNEGIE PUBLIC LI

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### CHAMBER OF COMME

D street, between Hours—8 a.m. to 5 markable specimens



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### BATHING—Continued

bathing season in ocean and bay for the general public. About one hundred business men have made it a practice for several years past to bathe at the San Diego Rowing Club at eleven o'clock every morning the year through. At La Jolla and other ocean resorts, a common sight is that of bathers in the surf at six o'clock in the morning; before breakfast. An annual event with San Diegans is the plunge at the San Diego Rowing Club on New Years Day. Usually about two hundred members of the club and friends participate in the plunge, and it never fails to draw a large crowd of interested tourists.

The principal Bay bathing houses in San Diego are located near the foot of Fifth and Sixth streets. Los Banos, at the foot of D street, opposite the Santa Fe and La Jolla depots, is the finest hot water plunge bath house in San Diego. The bath house at Hotel del Coronado is also a popular congregating place for bathers throughout the year.

### BOATING

San Diego Bay offers the most popular and safest boating for every kind of craft, large or small, on the Pacific Coast. There are very few days throughout the year when it is unwise to skim up and down the bay in row boats. On account of the great number of delightful days San Diegans have to enjoy water sports, it is no hardship to forego a few when the wind whips up the water in the bay to fair sized waves.

There are from ten to twelve young ladies' and girls' rowing clubs in San Diego. Nearly all the clubs own barges. Several crews possess their own Club houses of more or less pretentious character, located on the Bay shore or on piers. Most of the Clubs are composed of young ladies attending the State Normal School, Russ High School and the upper Grammar School Grades. A thirty foot barge is not an uncommon craft to be handled skilfully by the young ladies. Many San Diego boys have their own sail boats, launches and row boats. Young men find an active organization for aquatic sports at the San Diego Rowing Club.

During fair weather, which is the usual condition, many parties go out on the ocean for a day's sail or fish, and enjoy sport of rare excitement.

### CARNEGIE PUBLIC LIBRARY

E street, between Eighth and Ninth.  
STACK ROOM—9 a.m. to 8 p.m.  
Hours: READING ROOM—9 a.m. to 9 p.m.  
SUNDAY—1 p.m. to 5 p.m.

### CHAMBER OF COMMERCE

D street, between Sixth and Seventh, upstairs.  
Hours—8 a.m. to 5 p.m. Many valuable and remarkable specimens of plants, fruits, vegetables.

# VENICE PARK



Has Something  
to Crow About

Oiled Streets  
City Water to Every  
Lot  
Attractive Homes  
Public Park

It is WATER FRONT PROPERTY,  
where one can enjoy boating, hunting,  
fishing and bathing the year around.

SOIL is of a rich loam and very productive. None can afford to let the opportunity of an investment in this section go by—whether your means be large or small.

\$10 Down and  
\$10 Per Month

will secure your home site.

We Are In Position to  
Build Attractive Homes

planned from your own ideas of comfort and beauty. Climatic conditions make it possible to carry out any feasible design at a minimum of expense. Let us figure with you and point out the attractive features of homes we have already built.

# Kirby Realty Co.

311 Granger Block, San Diego, Cal.

There is but One

# Swastika Ramona Heights

"The View Point of the World"

On the Hills from Old Town to New Town...

The only remaining close-in, undeveloped, hill-crest, harbor-view residence property

Now on Sale  
at Opening Prices

The best thing in the city. Buy now and go up with the raise. Apply any agent or to

Homeland  
Improvement Co.  
Homeland Bldg. 939 6th St.

11

**CHAMBER OF COMMERCE—Continued**

minerals and gems, raised or mined in San Diego County, are exhibited, and visitors will be well repaid for time spent there.

San Diego's Chamber of Commerce is composed practically of every business man in San Diego and a live and energetic organization is the result.

**CHILDREN'S HOME**

A street, between 15th and 17th streets. Take east bound D street car.

**CHULA VISTA**

A tract containing several thousand acres of land, divided for the most part, into ten acre ranches. These ranches are set out to lemons, oranges, and grape fruit. An unusual number of handsome residences have been built. The largest lemon orchard in the United States is located here. A great deal of the property is owned and cultivated by the San Diego Land Company. The water supply for irrigating and domestic purposes is obtained from the Sweetwater Reservoir.

**CITY HALL**

Southwest corner Fifth and G streets.

**CITY PARK**

A large area containing 1400 acres of plateaus and canyons. Oiled roads have already been constructed and others are in contemplation. Ultimately a beautiful park will be secured. That portion lying at the head of Sixth, Seventh and Eighth streets has been planted with trees and shrubbery. Lookout Point at the crown of the hill, upon which this portion of the park is situated, affords a delightful view of San Diego, Coronado, National City, the Bay, Ocean, Point Loma and the mountains. Upper Fifth street cars run within a block of the entrance.

**CLUBS**

**CABRILLO**—Top floor Sefton Block, corner Fifth and C streets.

**CUYAMACA**—D street, between Sixth and Seventh. (This club has engaged the top floor of the new Union Building, and will occupy handsome quarters upon completion of the building.)

**COUNTRY**—Park Boulevard, near University Avenue. Take University Heights car line.

**SAN DIEGO ROWING**—On Pacific Coast S. S. Company's wharf, foot of Fifth street.

**CORONADO**

The city of Coronado is located on what is commonly designated "South Island," to distinguish it from "North Island." In reality these are not islands. North and South Islands are joined together by a narrow strip of sand over which the ocean sometimes washes during storms. An

12



But you are our word for would your doc Buy Your C

Skelly's  
Granger Block—w  
Home Pho

Trunks &

There is just one you are sure to need in this line. high priced article all kinds—not a good. We have bags that are Those who will baggage will find good kinds to finest trunk and

San Diego

Complete repair d  
JAS. H. W  
755-756

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▲ ▲ ▲  
 If you  
 were a  
 Chemist  
 you would  
 know that  
 our drugs  
 are pure.

▼ ▼ ▼  
**But you are not** so we ask you to take  
 our word for it. Just trust us as you  
 would your doctor.

Buy Your Coronado Tickets Here

## Skelly's New Drug Store,

Granger Block—where the car stops—5th and D

Home Phone 1209, Sunset 1909

## Trunks & Traveling Bags

There is just one store in San Diego where  
 you are sure to find whatever you may  
 need in this line, whether it is low priced or  
 high priced articles. We keep the best of  
 all kinds—not necessarily expensive to be  
 good. We have low priced trunks and  
 bags that are well made and serviceable.  
 Those who wish the elaborately finished  
 baggage will find it in our store also. All  
 good kinds to suit all tastes. California's  
 finest trunk and leather goods store is the

## San Diego Trunk Factory

Complete repair department for broken baggage

JAS. H. WOOF & CO., Props.

755-759 Fifth Street

13



## NATIVE GEMS

We are miners and cutters of Kunzite  
 and Tourmaline. We manufacture all  
 kinds of jewelry to order, and carry  
 an up to date stock of Watches, Dia-  
 monds, Jewelry, Precious Stones,  
 Souvenir Spoons, Sterling Silver-  
 ware, Cut Glass and Optical Goods.

**C. W. Ernsting,**

The Jeweler.

Sign of the Big Clock

915 5th Street

Home Phone 1209

Sunset Main 1909

## J. E. Slocum

Photographic Supplies. Developing and  
 Finishing for Amateurs  
 Art Goods

958 5th St. Granger Block

## See The Ostriches

at the Ostrich Farm

We have them—big and little, old and  
 young—the first ever landed in California,  
 and the young, just hatched; as well as a  
 complete factory and everything necessary  
 to convert the feathers to the use of fash-  
 ionable people. And remember, we sell  
 them at wholesale prices. There is nothing  
 more highly prized as a present or souv-  
 enir.

Easy of access, take Ostrich Farm Car, 5th St.

**The Bentley Ostrich Farm**

14

FOR THE BEST UP-TO-DATE  
**MILLINERY**  
 AT EASTERN PRICES—ALL NEW SHAPES—CALL AT  
**MRS. WILLIAMS'**  
 Home Phone 1067 945-947 FIFTH ST.

Ladies and Tourists, always go to the  
**Leading and Most Reliable Hair Store**

in the city for Hair Dressing Shampooing Mani-  
 cure Head Treatment, Singeing, Children's Hair  
 Cut, Hair Dyed and Bleached any shade. Prof.  
 Williams is an expert in Chiropody work, also in  
 Electrolysis. Face and Body Massage by a gradu-  
 uate. Hot Air, Turkish, Tub, and Vapor Baths.

**Prof. Williams' Hair Store & Toilet Parlors**  
 Home Phone 1067, Sunset Main 767  
 947 Fifth Street

Home Phone 1254 Sunset Main 254

The  
**Sanitary Laundry Co.**  
 124 K St.

Uses the only REAL FILTER in the  
 laundry business of San Diego.

Tourist Work a Specialty

An inspection of our laundry  
 is solicited to all.

J. C. HOCHER, Pres.

15

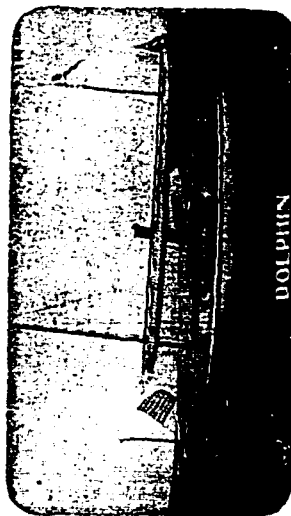
Take the Ferry Car to the foot of H Street for the "YACHT DOLPHIN," at the Star Boathouse, foot of H Street.  
 Do not leave San Diego until you have had a ride on the Bay.

**H Street  
 Boathouse**

Sunset Phone,  
 Main 360

Boats for Pleasure and  
 Fishing Trips

Tackle Supplied



**Star  
 Boathouse**

Home Phone  
 3350

Call and see our Boats

Visitors  
 are always welcome  
 on our wharf

Boats at all hours,  
 day or night

Excursions Tuesdays and Thursdays, leaving H Street Wharf at 10 a. m. and returning about 1 p. m., including a fire's trip past  
 Roseville, La Playa, the Quarantine Station, the fortifications at Fort Rosecrans, and the Government Jetty.  
 Dates subject to change without notice.

16

**CORONADO**—Continued  
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 Country Club. Not  
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 is open every day in  
 the world's famous  
 hotels.

Coronado Tent C  
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 operated during 19  
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 at Fifth and D st.

**CORONADO ISLANDS,**  
 Seventeen miles  
 Reached by launc  
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 Tuna, which afford  
 at Catalina Island  
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**COUNTY COURT HO**  
 Entire block  
 ion streets.

**COUNTY HOSPITAL**  
 Situated on th  
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 street. The Upp  
 half a mile of the  
**DEPOTS, WHARVES**  
 Southern Pacifi  
 Phone: Main, 1  
 Salt Lake Rout  
 Main, 1412; Hom  
 Atchison, Top  
 Phones: Main,  
 street, [Sefton B]  
 2464.

Excursions Tuesdays and Thursdays, leaving H Street Wharf at 10 a. m. and returning about 1 p. m., including a fine trip past Roseville, La Playa, the Quarantine Station, the fortifications, Fort Rosecrans, and the Government jetty. Dates subject to change without notice.

### CORONADO—Continued

arm of the Bay extends between these two areas forming what is called Spanish Bight. These two divisions of Coronado are connected to the main land by an isthmus six miles long, in width 400 feet to a quarter of a mile. This land forms the Coronado Peninsula. From the Ferry Landing on the Coronado side a carriage drive may be taken over South Island, North Island, and around the bay by way of the boulevard along the isthmus extending from Hotel del Coronado, through Tent City to Coronado Heights on the main land. Electric cars run along Orange avenue to Hotel del Coronado, Coronado Tent City and Coronado Country Club. Hotel del Coronado has been for the last eighteen years one of the leading resort hotels of California, and many thousands of prominent people from all parts of the world have been entertained within its portals. The hotel is open every day in the year and is classed among the world's famous and largest Seaside resort hotels.

Coronado Tent City is a delightful little town of many tents and palm cottages, and has been operated during the summer months each year since 1900. Both the Hotel and Tent City may be seen on the same trip. Take the Ferry car at Fifth and D streets.

### CORONADO ISLANDS, (Mexico)

Seventeen miles south of Hotel del Coronado. Reached by launches from San Diego.

During Tent City season, fishing parties for the islands leave ocean pier at Coronado. The islands are rocky projections above the surface of the water, and are the home of sea gulls and other water birds. There are but one or two feasible landing places on these islands. The Tuna, which affords the exciting rod and reel sport at Catalina Island, is also found at the Coronado Islands in great numbers and it only requires the attention of the angler to make these islands also famous for this class of fish.

### COUNTY COURT HOUSE

Entire block bounded by D. C. Front and Union streets.

### COUNTY HOSPITAL

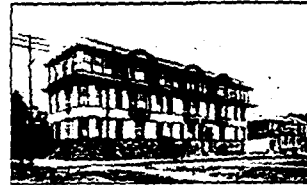
Situated on the edge of the plateau overlooking Mission Valley, a short distance west of First street. The Upper Fifth street cars run within half a mile of the hospital

### DEPOTS, WHARVES AND TICKET OFFICES

Southern Pacific Co., office, Fifth and E streets. Phone: Main, 128.

Salt Lake Route, office, 1322 D street. Phones: Main, 1412; Home, 1412.

Archison, Topeka & Santa Fe Ry., foot D street. Phones: Main, 93; Home, 2463. Office, 1312 C street, Sefton Block. Phones: Main, 52; Home, 2464.



Ang Street  
From 4th to 5th

### HEARNE HOSPITAL

San Diego,  
California

Erected 1906

A private Hospital for medical and surgical cases, modern and first class in every particular, where the patients can secure all the comforts and conveniences obtainable in such an institution.

The building is lighted by gas and electricity and heated by steam. The operating and sterilizing rooms are perfect in their operative and aseptic appointments and provided with the best possible light for day and night work. Every room in the building fronts South and is flooded with sunlight the entire day, which, in Southern California, means life and comfort to sick people.

The patient in moderate circumstances can secure the same service and attention as those more fortunately blessed.

The prices of rooms range from \$20.00 to \$50.00 per week, in suites from \$35.00 to \$75.00, according to location. Wards from \$15.00 to \$20.00.

Dr. Joseph Carter Hearne and a corps of trained nurses always in attendance day and night. Dr. Hearne resides in the Hospital.

Everything brand new and clean. Open from 6 a. m. to 8 p. m. Ladies' and gentlemen's lunch and dining room.

## The Palm Restaurant

A. AMMON, Proprietor

1633 E St., bet. 6th and 7th, San Diego, Cal.

Sunset Phone 941, Home Phone 1109

Choice Steaks and Chops, Fresh Fish and Oysters  
Tourist and Family Patronage Solicited

## FIFTH STREET GROCERY

A Full Line of Staple and Fancy

# GROCERIES

Tea, Coffee, Sugar, Butter, Eggs, Cheese, Honey, Etc. Fresh and Dried Fruits. Headquarters for Dried and Smoked Fish in Great Variety.

623-9 5th St., Between G and H J. & H. STANSFIELD



## Freaks in Climate

The wonderful climatic peculiarities of that section of Southern California occupied by the city of San Diego and its immediate vicinity is more or less incomprehensible to the easterner. A knowledge of which, however, is of incalculable value to the prospective investor or home-seeker. One could scarcely conceive that a difference of one block in the location of a home would mean a very distinct difference in climatic conditions. Further exists the startling fact that the city proper covers several distinct localities regarding climate. One contemplating investment should confer with persons who by long experience are familiar with these facts and willing to convey the knowledge. Our office is open to you whether you buy or not, and our twenty years of experience together with a square deal is at your disposal.



AMES REALTY COMPANY

945 Sixth St.

San Diego, Cal.

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## DEPOTS, WHARVES, Etc.—Continued

La Jolla—Los Angeles & San Diego Beach Ry., foot C and D streets. Phones: Main, 413; Home, 2336.

Sixth Street Electric Ry., Ticket Office, Boyd-Bangs Drug store, Fifth and C Sts. Connects with all inbound and outbound trains on Los Angeles & San Diego Beach Ry. and San Diego, Cuyamaca & Eastern Ry.

Cuyamaca—San Diego, Cuyamaca & Eastern Ry., foot Tenth street. Phones: Main 409; Home, 2335.

National City & Otay Ry., foot of Sixth street. Phones: Main, 421; Home, 2334.

Pacific Coast S. S. Co., wharf, foot Fifth street. Phones: Main, 8; Home, 1515. Office, 1020 Fifth street. Phones: Main, 7; Home, 3166.

Lower California Dev. Co. S. S. Line, wharf, foot H street. Phone: Main, 132. Office, 1328 F street. Phones: Main, 430; Home, 3238.

## EL CAJON

Center of beautiful and fertile valley of that name, and located on line of the San Diego, Cuyamaca & Eastern Railway. See illustration on page 37.

## FIRE ALARM BOXES

By arrangement with the City, a whistle on the Power House of the San Diego Electric Railway sounds fire alarms, indicating the number of box by blasts. As an example: Box 42 would be indicated by four blasts, a short pause and then two blasts. This combination of signals is repeated three times.

New list of numbers and locations under the recently installed Gamewell system:

BOXES	BOXES
9 Second and E Sts.	34 Fourth and Beech Sts.
12 Union and F Sts.	35 Fourth and Fir Sts.
13 Fifth and B Sts.	36 Fourth and Laurel Sts.
14 Eighth and J Sts.	37 Fourth and Walnut Sts.
15 Tenth and B Sts.	38 Fourth and Robinson Sts.
16 Sixth and D Sts.	39 9th & University Ave.
17 Fifth and P Sts.	41 Eighth and Beech Sts.
18 Eighth and F Sts.	42 Eleventh and E Sts.
19 Fourth and C Sts.	43 Twelfth and H Sts.
21 Fifth and H Sts.	45 Fourteenth and D Sts.
23 Fifth and K Sts.	46 Sixteenth and H Sts.
24 First and J Sts.	47 16th and Logan Ave.
25 Arctic and G Sts.	48 22nd and K Sts.
26 India and D Sts.	51 23rd and F Sts.
27 India and Ash Sts.	52 24th and C Sts.
28 Second and Quince Sts.	53 24th and Logan Ave.
31 Front and A Sts.	54 29th and National Ave.
32 Union and Date Sts.	61 26th and Kearney Ave.
	62 24th and Franklin Ave.

20

# BALLARD &

THE ONLY EX

# Cloak and S

IN THE

Don't Fail to Call

951-961 Fifth St.

The Best the Market Affords  
Quick Service

# RUDDER'S AND OYSTERS

Fish. Oysters.

Commercial Lunch from 11 A.M.  
Patronage Solicited.

Cor. 4th St. and Plaza  
HARRY RUDD

MR. and MRS. J. L. KLINK

All Cars Lead to

# The Hotel Normandie

Furnished  
Rooms,  
Single or  
En Suite

50c to \$1 per Day.  
\$1.50 to \$5 per Week.

Light Housekeeping  
Electric Light. In  
ness

825 Fifth Street  
Belt and F

inued

**TICKET OFFICES**

Fifth and C  
sts., Fifth and H  
sts., 1336 D st.,  
hotels, restaur-  
ants, rooming  
houses, and rail-  
way offices.

Foot of Sixth street,  
334.

Foot Fifth street,  
515. Office, 1020  
7; Home, 3166.

S. Line, wharf, foot  
2. Office, 1328 F  
Home, 3238.

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- and Logan Ave.
- and National Ave.
- and Kearney Ave.
- and Franklin Ave.

# BALLARD & BROCKETT

THE ONLY EXCLUSIVE

## Cloak and Suit House

IN THE CITY

Don't Fail to Call and See Them

951-961 Fifth St. SAN DIEGO, CAL.

The Best the Market Affords  
Quick Service

Ladies' and Gentlemen's  
Lunch and Dining Rooms

### RUDDER'S GRILL AND OYSTER HOUSE

Fish. Oysters. Steaks. Chops.

Commercial Lunch from 11 till 12 Tourist and Family  
Patronage Solicited. Private Dining Rooms.

Cor. 4th St. and Plaza SAN Diego, Cal.  
HARRY RUDDER, Proprietor

MR. and MRS. J. L. KLINK

Phone Home 1691

All Cars Lead to

## The Hotel Normandie

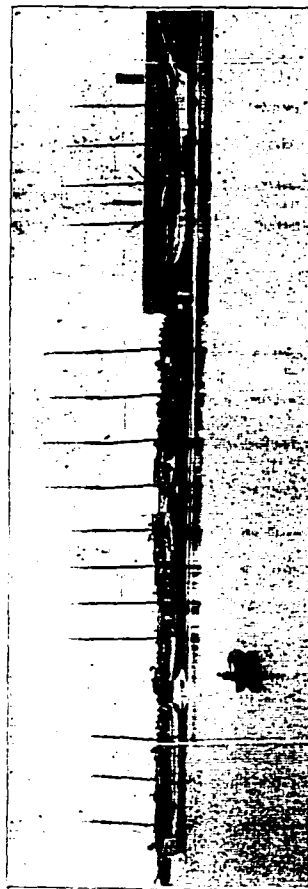
Furnished  
Rooms,  
Single or  
En Suite



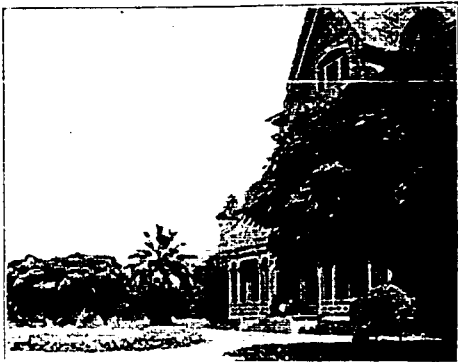
50c to \$1 per Day.  
\$1.50 to \$5 per Week.

Light Housekeeping Suites, Gas and Elec-  
tric Light. In Center of Busi-  
ness District.

825 Fifth Street San Diego, Cal.  
Bet E and F



Vessels Discharging  
 Cargoes for the  
**Russ Lumber and Mill Co.**  
 in the Port of San  
 Diego, Cal. and  
 Wholesale and Retail Dealers in Lumber and All Its Products



## Lakeside Inn

This resort is only one hour's ride from San Diego by the Cuyamaca & Eastern Railroad.

The Inn, with complete steam heat, is first class in every way and is the most charming interior resort in Southern California.

Good fishing and wild duck shooting on its own lake, while quail and other small game may be found within walking distance of the Inn.

The mineral waters are becoming famous and are a positive cure for kidney, rheumatism and like complaints.

The best golf links in Southern California are now completed, and the two-mile auto race track is ready to capture all of the track records of the world.

Moderate rates, winter and summer.

Phone or address

### LAKESIDE INN

Lakeside, California

23

## HARTWELL ELECTRIC CO.

Formerly F. S. HARTWELL

# General Electrical Supplies & Fixtures

Dynamos, Motors, Batteries, Wire, Everything Electrical. The newest and nobbiest lighting fixtures. Immense stock, lowest prices. prompt service.

BOTH PHONES

955 6th St. San Diego, Cal.

## St. Joseph's Sanitarium

Incorporated

Conducted by the Sisters of Mercy

Prices Reasonable

Situated on University Hts., San Diego, Cal.

SUNNY ROOMS

Single or en Suite

CENTRALLY LOCATED

Restaurant Adjoining

Thoroughly Renovated and  
New Bedroom Suites

# The New York

MRS. NELLIE MURRAY

Phones | Main 622  
Home 3306

Cor. D and 6th Sts.  
San Diego, Cal.

24

### FISHING

All tastes for this the vicinity of San Diego Bay front furnish an old and the very young success with the finny fish. Shiners, Pompano and any way, making a delicious fishermen, however, trolling and fishing usually results in a Yellow Tail, Spanish many other large and around the Coronado Island operated by San Diego.

### FORT ROSECRANS

United States fort opposite the entrance to the channel from Point San Diego is located a battery. The large disappearing firing guns would in a warm welcome to San Diego. Comfortable both officers and men, furnishes light for all and quarters, and all of which may be seen. Accommodations for have been provided.

### FOSTER

Present terminus of Eastern Railway, at Ramona, Witch Creek, Ysabel, Wynola, Jud

### GAME LAWS

See page 84

### HOTELS AND ROOMING (In the city)

Hotel  
ALBATROSS INN—Third  
BREWSTER—Fourth  
BELDEN—Tenth and  
COLONIAL INN—Fifth  
GABLES—Second and  
HAWTHORNE—First  
HELIX—Fifth and  
HOTEL DEL CORONADO  
IMPERIAL—D street  
KEYSTONE—Tenth  
ROBINSON—Fourth  
ROCKVILLE—Fourth  
TERRACE—Fourth  
U. S. GRANT (erecting)  
MERCHANTS—Front



ELECTRIC CO.  
WELL

Electrical  
textures

teries, Wire,  
The newest  
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Diego, Cal.

Sanitarium

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San Diego, Cal.

ENTRALLY LOCATED  
Restaurant Adjoining  
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MURRAY

Cor. D and 6th Sts.  
San Diego, Cal.

#### FISHING

All tastes for this sport may be gratified in the vicinity of San Diego. The wharves on the Bay front furnish an attractive place for the very old and the very young, whose ambitions for success with the finny tribe do not run higher than Shiners, Pompano and Smelt, the latter, by the way, making a delicious fry. The more nimble fishermen, however, take to the boats and a day's trolling and fishing in the ocean off Point Loma usually results in a large catch of Barracuda, Yellow Tail, Spanish Mackerel, Sea Trout and many other large and active fish. Tuna fishing around the Coronado Islands is a sport to be developed by San Diego fishermen.

#### FORT ROSECRANS

United States fortification on Point Loma opposite the entrance to San Diego Bay. Across the channel from Point Loma, on North Island, is located a battery as an additional precaution. The large disappearing guns and the smaller rapid firing guns would undoubtedly give the enemy a warm welcome should he attempt to visit San Diego. Comfortable quarters are provided for both officers and men. The Electric Light plant furnishes light for all the fortification structures and quarters, and also the search lights, the rays of which may be seen moving about every night. Accommodations for ten companies of Artillery have been provided at the Fort.

#### FOSTER

Present terminus of San Diego, Cuyamaca & Eastern Railway. Stage connections made for Ramona, Witch Creek, Warner Hot Springs, Santa Ysabel, Wynola, Julian and Banner.

#### GAME LAWS

See page 84

#### HOTELS AND ROOMING HOUSES

(In the city)

##### Hotels

ALBATROSS INN—Third and Elm streets.  
BREWSTER—Fourth and C streets.  
BELDEN—Tenth and E streets.  
COLONIAL INN—Fifth and Fir streets.  
GABLES—Second and Beech streets.  
HAWTHORNE—First and Hawthorne streets.  
HELIX—Fifth and A streets.  
HOTEL DEL CORONADO—Coronado Beach.  
IMPERIAL—D street, between 7th and 8th.  
KEYSTONE—Tenth street, between D and E.  
ROBINSON—Fourth and Fir streets.  
ROCKVILLE—Fourth street, bet. Cedar and Date.  
TERRACE—Fourth and A streets.  
U. S. GRANT (erecting) D St., bet. 3rd and 4th.  
MERCHANTS—Front and D streets.

25

## Pickwick Theatre..

DALMER BROS.  
LESSES

S. A. PALMER,  
MANAGER

4th Street  
Opp. Grant Hotel

The Handsomest Little Theatre West of Chicago  
...Drama and Vaudeville...  
Every Evening. Popular Prices, 10, 20 and 30c. Mat-  
inees Wednesday, Saturday and Sunday; Prices, 10 and  
20c. Ladies' Souvenir Matinees, Wednesday.

## FRED H. SAMBORN

## Real Estate and Insurance

Steele Block NATIONAL CITY, CAL.

## W. S. HILL.

### DRUGGIST



Specialties:

"Chilian Magic Relief"

"Chilian Asthma Cure"

"Guarantees." For sale by all druggists

8th and National Ave. National City, Cal.

## The Only First Class Gro- cery Store in National City

See our superb line of Fresh Groceries  
and Flour. Ideal Flour Guaranteed.

NATIONAL CITY  
CALIFORNIA

A. G. WILLIAMS

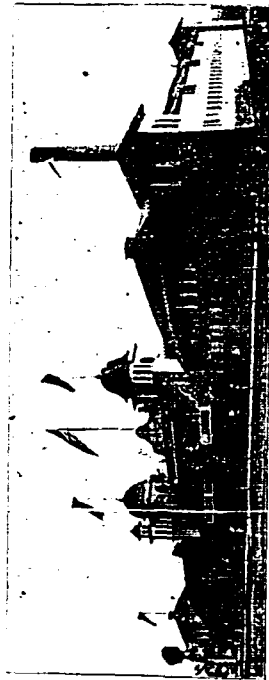
26

When You Visit  
Tia Juana, Mexico  
Get Your Dinner at the

## San Miguel Hotel, National City

You wait there one hour to go to Sweetwater Dam.  
Get a good American Dinner with plenty of time to eat it.

**LOS BANOS, THE BATHS**



Elegant Salt Water Plunge (60x90 Feet.) Hot and Cold Sea Water Tub Baths.  
Foot of D Street, opposite Santa Fe Depot.

27

### HOTELS AND ROOMING HOUSES—Continued

#### Rooming Houses

ALBION—Seventh and E streets  
BELLA VISTA (King's Daughters) 2nd and A Sts.  
BROOKLYN—1629 E street.  
BUCKINGHAM—Second and D streets.  
BURNAP—Third and D streets.  
CALIFORNIA—1721 Fourth street.  
CHARLESTON—Eighth and D streets.  
CONCORDIA—G street, bet. 8th and 9th.  
CORONADO VIEW—Fifth and G streets.  
DUNTON—Seventh and F streets.  
DERBY—Twentieth and H streets.  
GILBERT BLOCK—955 Fifth street.  
GRISWOLD—Fifth and B streets.  
LELAND—Sixth and E streets.  
METROPOLITAN—1321 E street.  
NEW YORK—Sixth and D street.  
NORMANDIE—825 Fifth street.  
OLYMPIA—Fifth and H streets.  
PASADENA—1542 Fourth street.  
RICHELIEU—1055 Fifth street.  
SABINE—Sixth and D streets.  
ST. JAMES—Sixth and F streets.  
SUNNYVIEW—Second and A streets.

#### In the Country

La Jolla—Green Dragon. Board and room, \$12.00 per week. Mrs. Anna Held Heinrich, proprietor.

Brown Bear. Board and room. Mrs. E. C. Derby, proprietor.

Ocean View. Board and room. \$10.00 per week. S. E. Hoag, proprietor.

Crescent Cafe. First class meals at reasonable rates.

Bath House Cafe. Meals a la carte.

Meals, board by the week, and cottages can be secured conveniently.

Pacific Beach—Hotel Balboa, first class accommodations, rates on application. Folsom Bros. Co., proprietors.

El Cajon—Hotel rates, \$1.00 and \$1.25 per day; \$5.00 to \$7.00 per week. D. N. Knowles proprietor.

Lakeside—Lakeside Inn. First class accommodations. Rates on application. Entirely renovated and refurnished. Lakeside Inn Company, proprietors.

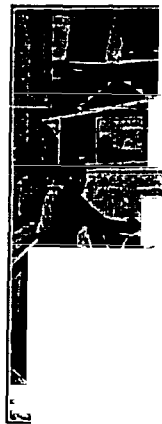
Foster—Foster Hotel. Rates \$1.00 per day; \$6.00 per week. Jos. Foster proprietor.

Alpine—Alpine Hotel. Good table and rooms. Rates on application. Mrs. J. R. Campbell, proprietor.

Alpine Camping Grounds. Apply Alpine store. The Oaks. Cottages for rent, with or without board. Mrs. J. A. Love, proprietor.

The Willows. A mountain resort under the big oaks. Reasonable rates. Mrs. B. Walker, proprietor.

28



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# Navajo Blankets



Tourists know that the best curio store headquarters for Navajo blankets, both natural wool and Germantown; Navajo pillow squares and Indian silver jewelry, baskets, etc., is May's curio store, next door to postoffice, 1532 F St.

## May's Curio Store

Next Door to Post Office  
1532 F St.



# Hotel Imperial

EUROPEAN

MRS. A. B. LEONARD, Proprietress

*Newly and Richly Furnished  
Plenty of Sunshine  
Baths*

*Sublime View  
Centrally Located  
Home Phone 1676, Sunset 676*

Cor. D and 7th Sts. **San Diego Cal.**

D. L. NEWCOMB

A. R. VORIS

## Newcomb & Voris

**Real Estate. Loans. Rentals  
Ranch Property**

351 Logan Ave. San Diego, Cal.

PHONES: Home 2480, Sunset 2581

Be sure you see

**Logan Heights Property**

before buying elsewhere.

The ideal home spot. Rich soil. No adobe, rocks and hardpan. Climate unsurpassed. Abundance of pure mountain water. Take Logan Heights car to the office of

**NEWCOMB & VORIS**

Real Estate, Loans, Rentals, Notary and Insurance. Ranch Properties.

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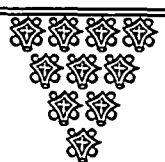
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# Navajo Blankets

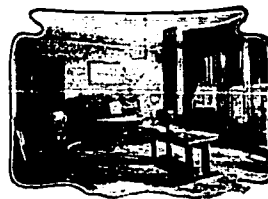


Tourists know that the best curio store headquarters for Navajo blankets, both natural wool and Germantown; Navajo pillow squares and Indian silver jewelry, baskets, etc., is May's curio store, next door to postoffice, 1532 F St.

## May's Curio Store

Next Door to Post Office  
1532 F St.

29



# Hotel Imperial

EUROPEAN

MRS. A. B. LEONARD, Proprietress

*Newly and Richly Furnished  
Plenty of Sunshine  
Baths*

*Sublime View  
Centrally Located  
Home Phone 1676, Sunset 676*

Cor. D and 7th Sts. **San Diego Cal.**

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## Newcomb & Voris

**Real Estate. Loans. Rentals  
Ranch Property**

351 Logan Ave. **San Diego, Cal.**

PHONES: Home 2480, Sunset 2581

Be sure you see

### Logan Heights Property

before buying elsewhere.

The ideal home spot. Rich soil. No adobe, rocks and hardpan. Climate unsurpassed. Abundance of pure mountain water. Take Logan Heights car to the office of

### NEWCOMB & VORIS

Real Estate, Loans, Rentals, Notary and Insurance. Ranch Properties.

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# MASON



733 Seventh St., near P. O.

Buys, Sells, Exchanges all kinds of

**FURNITURE**  
and House Furnishings  
Rents Household Goods

Sunset 353 Home 1523

\$5.00 Deal Ticket for \$4.50. Meals, 15c and Upwards  
Doors Never Closed  
Phone Main 280 Phone Home 1580

GREEN FRONT  
**MERCANTILE RESTAURANT**

MAYER & BERNAUER, Proprietors

**Special Sunday Chicken Dinner**

Quick service. Special dining room for ladies

854 Fifth Street San Diego, Cal.

**E. H. WRIGHT**

...DEALER IN...

**Stoves, Ranges, Oil and Gasoline Stoves**

OUR MOTTO:  
"Live and Let Live."



Telephones: Main 332, Home 2332 740 6th St., bet. F and G

31



## Agnew Sanitarium and Hospital

This is a medical and surgical hospital, thoroughly modern in every respect; two automatic electric elevators; is steam heated and lighted by gas electricity. Four well equipped operating rooms. Private rooms for patients. Private baths. Roof garden and large porches for outdoor patients. For information, address

San Diego, Cal.

W. L. ROHRER, Manager

## Have You Seen the Man at the Brewster

who has been with you four years, and has cured over 4000 people—300 residents of San Diego—who have been troubled with Stomach, Bowels, Constipation and Rectal Diseases, with their complications. His marvelous success is a household word. He has spent twenty years making your ailment his study. He is recommended by his patients, the doctors and the business men who know of his success in treating those diseases. If you are not in good health, if you have any of the above troubles and want to be cured, it will be to your interest to consult him either in person or by letter. He has cured others, why not you? **GO AND SEE HIM TO-DAY—Consultation free.**

**F. M. MADISON, M. D.**

Room 4, Hotel Brewster

SAN DIEGO, CAL.

32

## HOTELS AND ROOMING

In the  
Viejas—Ranch by  
W. McCain, proprie  
Descanso—Ellis  
room by the wee  
dations. Telephon  
proprietor.

Ramona—Adams  
\$1.00; by the week.  
Witch Creek—Wi  
per day; \$10 per  
proprietor.

Santa Ysabel—He  
by the week, \$7.  
proprietors.

Julian—Mountai  
day, \$1.25; by the  
proprietor.

Robinson Hotel.  
by the week, \$7.00  
Robinson, proprie

Mesa Grande—M  
the day \$1.00. A

Sunnyside Hotel.  
S. F. Lewis, propr

Warner Hot Spri  
and furnished on  
proprietor.

National City—  
room, \$5.00 to  
LaRue, proprietor.

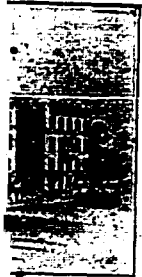
Tia Juana, Méj  
and room, by day  
the month, \$30.00

## KELP BEDS

Located off  
the entrance of  
La Jolla. These  
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## LAKESIDE

At upper end  
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**Spital**  
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 Private rooms  
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**AN DIEGO, CAL.**

**HOTELS AND ROOMING HOUSES—Continued  
 In the Country**

- Viejas**—Ranch house and stage station. Geo. W. McCain, proprietor.
- Descanso**—Ellis Ranch. Rates—Board and room by the week, \$7.00. Good accommodations. Telephone connection. Chas. Ellis, proprietor.
- Ramona**—Adams House. Rates, by the day, \$1.00; by the week, \$6.00. A. Adams, proprietor.
- Witch Creek**—Witch Creek Hotel. Rates, \$2 per day; \$10 per week. Clarence Wood, proprietor.
- Santa Ysabel**—Hotel. Rates, by the day, \$1.25 by the week, \$7.00. Morretti McIntosh Co., proprietors.
- Julian**—Mountain Glen House. Rates, by the day, \$1.25; by the month, \$30.00. Mrs. McCain proprietor.
- Robinson Hotel**. Rates, by the day, \$1.50; by the week, \$7.00; by the month, \$28.00. A. Robinson, proprietor.
- Mesa Grande**—Mesa Grande Hotel. Rates, by the day \$1.00. W. H. Peirce, proprietor.
- Sunnyside Hotel**. Transient public entertained. S. F. Lewis, proprietor.
- Warner Hot Springs**—Hotel rates reasonable, and furnished on application. F. S. Sandford, proprietor.
- National City**—San Miguel Hotel. Board and room, \$5.00 to \$8.00 per week. Mrs. D. E. LaRue, proprietor.
- Tia Juana, Mexico**—Hotel Nacional. Board and room, by day, \$1.50; by the week, \$8.00; by the month, \$30.00. Jos. G. Padilla, proprietor.

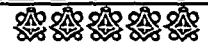
**KELP BEDS**

Located off Point Loma and extending from the entrance of the harbor to a point opposite La Jolla. These kelp beds form the home of countless water animals and possess some remarkable features. Some of these kelp plants have attained an enormous growth, as a rule, 300 feet from the roots to the surface of the water. This classifies them among the largest known kelp trees that have been discovered and measured.

**LAKESIDE**

At upper end of El Cajon valley, nestling at the base of the mountains. The hotel and lake furnish delightful environments among which to spend a week or a month. Illustrations will be found on pages 38, 39, 40, and 41. On line of the San Diego, Cuyamaca & Eastern Railway, 22 miles east of San Diego. At this point is made connection with stages for Alpine, Descanso and Cuyamaca.

**City Heights**



Good View Lots near new Car Line

**Lots \$100 to \$150 Each**

**\$5 Down  
 \$5 a Month**

See the tract before buying elsewhere.

Streets are being graded and water pipes laid down to lots without expense to purchaser. No interest. No taxes. Perfect title.

**We always know of the  
 best investments offered  
 in real estate lines  
 in Southern California**

**Consult us before buying**

**Columbian  
 Realty Co.**

**228 to 234 Granger Blk. San Diego, Cal.**

**Los Angeles Office:  
 523 to 527 Laughlin Building.**

## THE BACK COUNTRY

A large and productive territory is tributary to the **SAN DIEGO, CUYAMACA & EASTERN RAILWAY**, which operates between the foot of Tenth street in San Diego to Foster, a distance of 25.2 miles. Many beautiful valleys are traversed, which only need development to make them attractive ranch and home sites.

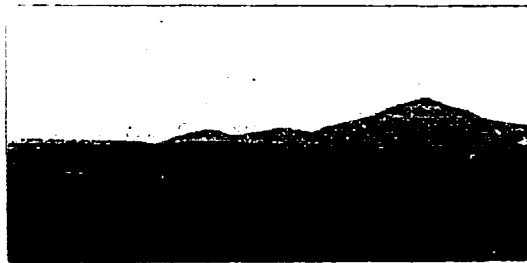
**LEMON GROVE** is the first town east of San Diego, and is becoming an active suburb for homes, as well as ranches for the raising of lemons, oranges, strawberries, blackberries and other small fruit. **SPRING VALLEY**, **HELIX** and **JAMACHA** form a community of orange orchards. The 160 acre olive ranch of the historian, Baneroff, is situated at Spring Valley. A charming view of mountains, hills and valleys may be obtained from the train between Lemon Grove and La Mesa. **LA MESA** supports a packing house for lemons and oranges. At **ALTA** is the newly opened granite quarry and decomposed granite pit. From there to **EL CAJON** the railway winds down through Alta Pass. Emerging from the Pass a splendid sight bursts upon the traveler of a highly cultivated valley with its trees, fields and homes, bordered all about with mountains, high and low. All kinds of fruits and cereals are grown in El Cajon Valley. Its grapes and raisins are famous wherever consumers are found. During the grape season, a Wells Fargo Express car is hauled through, from El Cajon to Los Angeles, filled with ripe fruit ready for the market, and a large demand has been created for this product.



Fitch Photo

ALTA PASS

Irrigating water is furnished by the San Diego Flume Company and private wells. **SANTEE** possesses extensive granite quarries for monumental and decorative purposes, also large ranches bordering the San Diego river operated as pasturing ranges. **LAKE SIDE** is a favorite picnicing ground for San Diegans. Sunday-schools, Fraternal Societies and others go there to enjoy annual outings. Large oak and cottonwood trees produce a cooling shade, which is so desirable. The town is well situated in the upper part of El Cajon Valley. The



Fitch Photo

LA MESA

Lakeside Inn, located on the shore of a beautiful fresh water lake and surrounded by trees and flowers, is built on a 500-acre tract. The guests may enjoy boating, golf, tennis, hunting and fishing for recreation. A two mile automobile speedway has been constructed completely around the lake, at much expense by the owner of Lakeside Inn, and in the near future it is expected that Automobile Meets will be held at Lakeside. First class accommodations have been provided, which would insure a very pleasant visit at this place. A trip to El Monte, a grove of magnificent live oak trees, to Cedar Falls and many drives, which afford a continuous panorama of changing mountain scenery, can be arranged. At **FOSTER**, connection is made with stages for mountain towns.

**RAMONA** is the first town east of Foster and situated at the top of Mussey Grade at an altitude of 1400 feet. It is a thriving town in a large fertile valley. Excellent hotel accommodations may be secured by travelers. **RAMONA TEXT VILLAGE**, three miles from Ramona, offers every attraction for an agreeable summer outing, where none of the features of comfort, pleasure or recreation are lacking. **WITCH CREEK**, is a favorite stopping place with travelers; as good accommodations are provided. **SANTA YSABEL**, with its large dairy and **WYNOLA** of cherry fame are near Julian. **JULIAN** is located near the crest of the range of mountains between the ocean and the desert, at an elevation of 4219 feet. Snow falls

Fitch Photo

frequently during throughout the year and invigorating. most as rigorous a may be experienced miles to March. enjoyed as halcyon a ering place can a mining town on mountains, 14 miles tending from Ram Springs, being 14.3 It is essentially a city, high in the most camping section SPRINGS (Agua reached by stage, Grande or Santa Y. northeastern bound Warner Ranch, a formerly an Indian Springs are at an and on the western mountain, 6400 feet to have great med Springs are visited

San Diego Flume  
 possesses exten-  
 sive and decorative  
 landscaping. The San Diego  
 LAKESIDE is a  
 beautiful. Sunday-  
 s go there to enjoy  
 coniferous trees pro-  
 bably. The town is  
 Cajon Valley. The



El Cajon Photo

EL CAJON VALLEY

frequently during the winter and throughout the year the air is bracing and invigorating. Winter weather, almost as rigorous as found in the East, may be experienced at Julian from December to March, yet not over sixty miles to the west, at San Diego, may be enjoyed as balmy air as any Italian watering place can claim. BANNER is a mining town on the desert side of the mountains, 14 miles from Julian. MESA GRANDE is on another stage road extending from Ramona to Warner Hot Springs, being 14.3 miles from Ramona. It is essentially a cherry raising community, high in the mountains. A delightful camping section. WARNER HOT SPRINGS (Agua Caliente) may be reached by stage, either through Mesa Grande or Santa Ysabel. It is near the northeastern boundary of the celebrated Warner Ranch, a great cattle ranch and formerly an Indian Reservation. The Springs are at an elevation of 3195 feet, and on the western slope of Hot Springs mountain, 6400 feet. The water is said to have great medicinal qualities and the springs are visited by a large number of

of people every year. A well kept Hotel and commissary are established at the Springs and cater to the wants of hotel guests, cottagers and campers.

At LAKESIDE, stage connection is made for Alpine, The Oaks, The Willows, Viejas Ranch House, Descanso and Cuyamaca. Nearly all the way from Alpine to Cuyamaca the traveler encounters an endless variety of scenery. An abundance of live oak trees delights the eye. Hunting for mountain quail, doves, pigeons and deer is possible during the open season. At CUYAMACA is the reservoir of the San Diego Flume Company, and inviting surroundings for campers are found. A climb up the rugged side of Cuyamaca Peak, 6515 feet above sea level (the highest mountain in San Diego County) and the outlook after reaching the summit, with the ocean on one side and the Colorado desert on the other with mountains north and south, is an effort well worth the while. The Nobles mines are near Descanso and the Stone wall mines at Cuyamaca. Glimpses of the desert are caught along the stage road between Descanso and Cuyamaca.

If human energy continues at the pace it has been working for the past few years, what has long been termed, The



El Cajon Photo

LAKESIDE, LOOKING NORTH



Desert, on the east side of the mountains, will become a land of vegetation and productiveness, if the present state of development in the Imperial valley can serve as a criterion.

### Sweetwater Reservoir

SWEETWATER DAM, 14.3 miles from San Diego, on line of the National City & Otay Railway, is a great pile of masonry laid in cement, 500 feet long, 100 feet

high, 47 feet wide at the base and 12 feet thick at the top, costing nearly \$300,000 to erect. The capacity when water stands at the 60 foot mark is 3,588,690,000 gallons; 65 feet, 4,283,725,000 gallons; 70 feet, 5,555,690,000 gallons; 75 feet, 8,283,725,000 gallons. It stores the water of the Sweetwater River into a lake at the base of San Miguel Peak. This reservoir furnishes water for irrigating many miles of orchard land thru the Sweetwater Water Company's



Fitch Photo

LAKESIDE, LOOKING SOUTH

mains. The pictures shown, (pages 44-46) were taken at the overflow in winter of 1905-6. The water continued to run over the Dam for several weeks and was visited by large numbers of people, for the sight was truly beautiful. Not over six feet of water were drawn from the Reservoir during the summer of 1906, and the overflow was again repeated in the winter of 1906-7.

On the opposite side of San Miguel Peak is located Upper and Lower Otay Reservoirs. Water from the latter is being used in San Diego for domestic purposes.

### LA JOLLA

There are seaside resorts and there are seaside resorts, but there is only one La Jolla. Travelers from all over the world have verified this statement, time and time again. The long flat strands with their sand laden winds and scorching heat, so common to most beaches where humanity flocks in the summer months, usually necessarily also have many devices to amuse the people aside from what attraction the water affords. Here at

La Jolla it is quite different. Aside from a bath house, which also provides entertainment in the way of bowling, billiards, confectionery and cafe, there has been no effort made to compete with Nature for the favor of visitors. There are no Loops, Roller Coasters, Camera Obscuras, pleasure piers or other structures to detract the landscape, simply for the reason that the natural beauty of the place is so grand that visitors are quite content to draw near

to Nature's heart and spend their vacation days free from the noises of the busy world. Here and there along the shore are pretty little sandy beaches where the bathers enjoy themselves with safety and between these coves are usually great rocks jutting out into the sea, where the artist, book lovers and other lovers too for that matter, spend hours of unallowed pleasure according to their various inclinations. There is ample provision also for the angler, for on these rocks they cast their lines into deep water at their feet and easily diminish the population of the funny tribe, to a greater or less

Fitch Photo SAN VIC

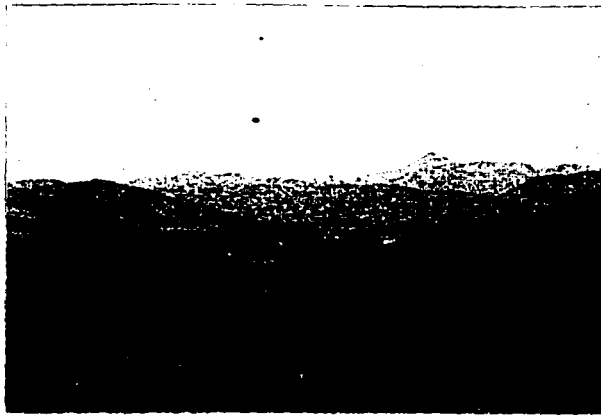
extent, dependent upon the tide. Here are fishermen and the most industrious of the cans, who fish just as hard as the others at times, but a percentage of their capriciousness of the sea, argue to themselves that it is larger than they, themselves. This strife is to the onlookers in the house are kept bound for deep sea fishing, in them to the banks want to lurk. Lads these parties and use good sailors but go rocky shore, cut into by the constant ebbsents one of the great sort. The assaults of blows upon the rocks into the air and drenches through the presents a spectacle of the power of the eastern seaside ding during all but La Jolla is open for Many people make cottages and are in

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Fitch Photo SAN VICENTE VALLEY, BETWEEN LAKESIDE AND FOSTER

extent, dependent upon their skill, for you know there are fishermen and there are fishermen. Among the most industrious of this latter profession are the Pelicans, who fish just off the shore in great numbers at times, but alas, they lose a large percentage of their catch through the thieving proclivities of the sea Gulls, who evidently argue to themselves that it is easier to take fish away from the Pelican, although many times larger than they, than to catch the fish themselves. This strife is frequently very amusing to the onlookers from the shore. At the bath house are kept boats of various kinds suitable for deep sea fishing, and there are daily parties in them to the banks where the choicer fish are want to lurk. Ladies frequently accompany these parties and usually prove to be not only good sailors but good anglers as well. The rocky shore, cut into the most fantastic shapes by the constant ebb and flow of the tides, presents one of the greatest attractions of the resort. The assaults of the great onrushing billows upon the rocks, with the spray dashing far into the air and deafening roar as the flood rushes through the caverns beneath your feet, presents a spectacle which baffles description or the power of the artist to portray. While the eastern seaside resorts are cold and forbidding during all but the few summer months, La Jolla is open for visitors all the year through. Many people make their permanent home here and cottages are in demand constantly. La

Jolla is designated as the Newport of Southern California, for considerable wealth and culture are found here and all are happy who find themselves a member of the colony or even a visitor at this highly favored resort. It must be seen to be appreciated. Cottages furnished complete for housekeeping are always available at reasonable rates and there are also ample accommodations for rooms and board.

## SAN DIEGO

### PAST, PRESENT AND FUTURE

San Diego, California, the most southwesterly city in the United States, is rapidly leaping into the popular public notice of Americans, as the romances of its history, charms, beauties, natural advantages, climate and commercial importance are becoming more widely known and appreciated. The number of strangers, former visitors, and business men of the Pacific Coast, coming to San Diego daily, is greater this season, 1906-7, than ever before in the history of the city.

To better become familiar with San Diego, its beginning, growth, aspirations and destiny, the reader will not, it is hoped, find it altogether unpleasant to



Fitch Photo THROUGH LAKESIDE PICNIC GROUNDS



Fitch Photo FOSTER, THE GATEWAY TO THE MOUNTAINS

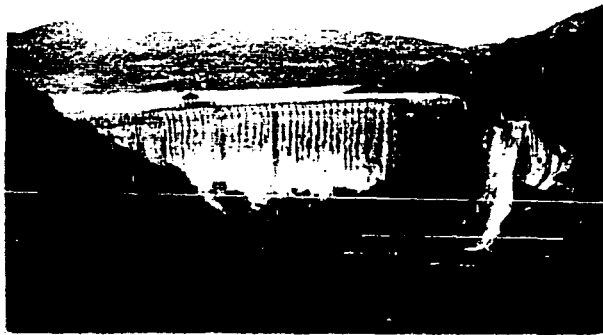
peruse the following lines.

#### The Past

In the year 1542 A. D., which, if you will pause a moment to consider, was but fifty years after Christopher Columbus discovered America on the Atlantic side, the first white man of whom the world has a record, cruised along the coast of an extensive continent, today known as North America, and more particularly what we are pleased to call Mexico and the Golden State of California.

This white man, named Cabrillo, was a Portuguese navigator sailing under the Spanish flag. He had two ships with him and was probably even then looking for the northwest passage, which was the cause of so much concern with later Pacific Coast explorers. While sailing north along the coast of that strange land, they passed a group of rocky islands, Coronado Islands, and a little further along discovered a perfectly land-locked harbor. The two ships entered the harbor, and Cabrillo, probably after a cruise around it in small boats, named it "San Miguel." Nearly sixty years then elapsed before

the next white man sailed into San Miguel bay. This second visitor, Sebastian Vizcaino, re-named the harbor "San Diego," which, translated, means "St. James." Nothing more was heard of San Diego Bay until a settlement was established near its shore by the Mission Fathers. In 1769, while our great and illustrious forefather George Washington and his valiant comrades and followers were preparing to make a change in the history of the world along the Atlantic seaboard of America, and strike off the shackles of the British tyrant, King George, Father Junipero Serra was doing his best, although he did not realize to what extent, to start the present civilization on the Pacific Coast, by no means the least important part of the United States of today. Father Serra gained his prominence by building the first California Mission, locating it at San Diego. This institution, together with its later and more artistic sisters further to the north, and the El Camino Real or King's Highway, which connected all the Missions from San Diego to San Francisco, is forming the silver thread in the romantic history of the Empire State of



Fitch Photo

SWEETWATER DAM

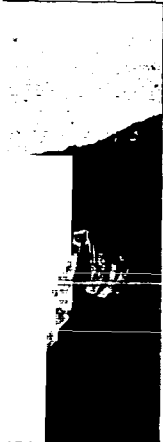
the Pacific. California forming societies, the store and preserve, the Mission buildings, and the rebuilding and may have taken practical for this old highway exten

The original Mission San Diego Mission, was Mission Valley of the present near the landing place. The building itself was severely plain and no attempt seen to have been made to create a structure of style of beauty that San Luis Rey and San Juan Capistrano Missions possessed.

The custom of the padre, set out an olive orchard almost as soon as a Mission site was selected San Diego Mission, therefore, possesses the olive orchard raised California. Hundreds of olive orchards in the state owe their beginning to these old trees which are still in the original condition, although over 130 years old. These trees are every year furnishing a crop of olives, and after being cured at the Town, find a ready market all over the county wherever offered for sale.

Ruins of the old tunnel, leading from the Mission building, at a point in the valley where water could be obtained, may still be seen. A tunnel was necessary, as the padres were insecure to the padres their converts, a water supply at times when besieged the Mission and skill of the constructed 5 1/2 mile Mission building, the beginning of the Dam to the Mission, the beginning of such a great factor. Thus an ample supply of operations carry

in sailed into San Diego harbor, translated, means nothing more was heard until a settlement near its shore. In 1769, illustrious forefather and his valiant were preparing in the history of the Atlantic seaboard of the shackles of the King George, Serra was doing his best not realize to what present civilization by no means the part of today. Father is prominence by California Mission, Diego. This institution its later and more to the north, no Real or King's connected all the Mission to San Francisco, thread in the robe of the Empire State of



the Pacific. Californians have for many years been forming societies, the object of which has been to restore and preserve, as much as possible, these old Mission buildings, and more recently the agitation for the rebuilding and maintenance of the El Camino Real has taken practical form in all counties through which this old highway extended.

The original Mission structure, now called the San Diego Mission, was built about three miles up the Mission Valley of the San Diego river from the settlement near the landing place. The building itself was severely plain, and no attempt seems to have been made to create a structure of the style of beauty that the San Luis Rey and San Juan Capistrano Missions possessed. It seems to have been the custom of the padres to set out an olive orchard almost as soon as a Mission site was selected. San Diego Mission, therefore, possesses the first olive orchard raised in California. Hundreds of olive orchards in this state owe their beginning to these old trees, which are still in thriving condition, although over 130 years old. These trees are every year furnishing a large crop of olives, and after being cured at Old Town, find a ready market all over the country, wherever offered for sale.

Ruins of the old tunnel, leading from the Mission building to a point in the valley where water could be obtained, may still be seen. This tunnel was necessary to insure to the padres and their converts, a water supply at times when hostile Indians surrounded and besieged the Mission. Another monument to the energy and skill of the padres is the old Mission Dam constructed 3 1/2 miles up the river canyon from the Mission building. A tile conduit was built from the Dam to the Mission. This Dam and Conduit were really the beginning of irrigation in California, which is now such a great factor in the agricultural life of the West. Thus an ample supply of water was at hand for farming operations carried on by the Mission Fathers and

their followers.

The physical condition of the cement and tiles used in the construction of this Dam, after 130 years exposure to the elements, is remarkable. Modern cement and concrete contractors could well be proud of it.

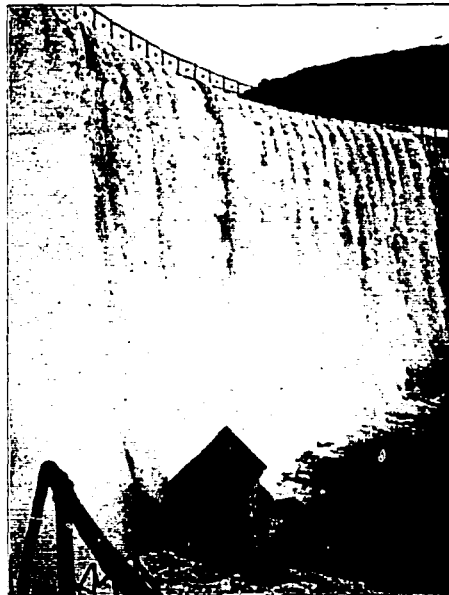
Hostile Indians at times made life very strenuous at the Mission and the settlement at Old Town. For that reason the Mission Fathers located the trading place, where the Spaniards and friendly Indians dwelt,

so far from the Mission. It is said, the place was easily defended in troublous times, had a good fresh water supply, was not far from La Playa, the landing place on the bay shore, and had excellent farming land all around. Two palm trees which were planted in Old Town in its early days may be seen there now, high above surrounding trees, and still earning their right to stay by living as hardily as at the beginning. Old Town with its adobe houses continued as a Spanish village and trading point until the Americans began to arrive in numbers.

(On July 29th, 1906, was celebrated the sixtieth anniversary and a monument and flag pole were erected in commemoration of the raising of the first American flag at San Diego by General J. C. Fremont and a number of United States Government officials who visited San Diego in 1846 for that purpose.)

In 1867—nearly a century after the Mission was built—Mr. A. E.

Horton founded the site of the modern San Diego city. At that time the new San Diego consisted of a small group of houses near the foot of Fifth street, around the steamer landing of the Pacific Coast Steamship Company. Everything ran smoothly enough in the life of the community until this same man, Mr. Horton, conceived the idea of building a hotel commensurate with the growth of San Diego, as he saw it in his optimistic eyes. To make the foolish outlay of money seem all the more unheard of, as it seemed to Mr.



Fitch Photo SAN DIEGO COUNTY RAINFALL.

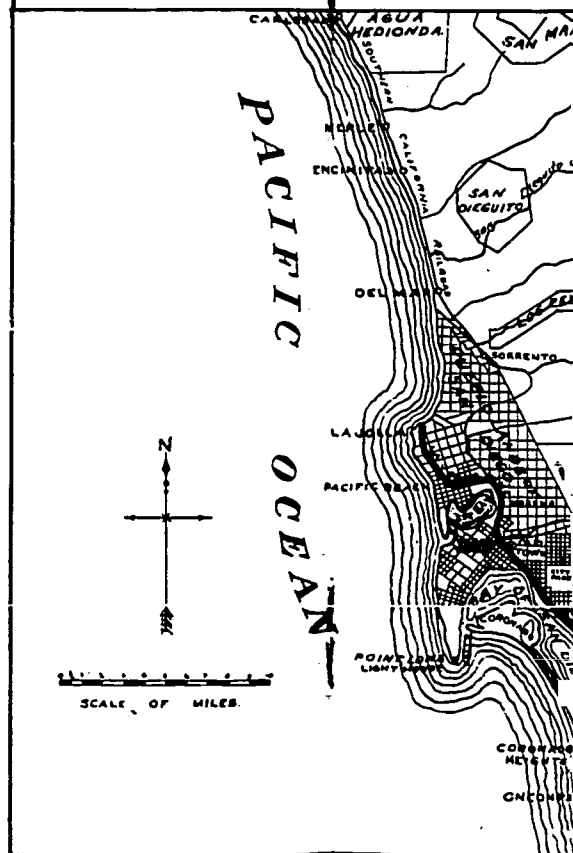
## Table of Distances and Elevations

ELEVATION	PLACE	Distance from San Diego
<b>On Line of San Diego, Cuyamaca &amp; Eastern Railway.</b>		
410 feet	Lemon Grove	9.0 miles.
539 feet	La Mesa	11.1 miles.
460 feet	El Cajon	15.6 miles.
385 feet	Santee	18.8 miles.
400 feet	Lakeside	21.9 miles.
450 feet	Foster	25.2 miles.
500 feet	Dehesa, via El Cajon	23.0 miles.
1850 feet	Alpine, via Lakeside	33.8 miles.
2350 feet	Vicjas	38.7 miles.
3500 feet	Descanso	45.1 miles.
4132 feet	Green Valley	50.6 miles.
3800 feet	Pine Valley	52.4 miles.
4700 feet	Stonewall or Cuyamaca	56.8 miles.
1440 feet	Ramona, via Foster	38.3 miles.
2470 feet	Ballena	46.1 miles.
2750 feet	Witch Creek	49.1 miles.
2983 feet	Santa Ysabel	52.0 miles.
3654 feet	Wynola	55.2 miles.
4219 feet	Julian	58.8 miles.
2717 feet	Banner	62.3 miles.
3400 feet	Mesa Grande	52.0 miles.
3165 feet	Warner Hot Springs via Mesa Grande	65.7 miles.
	via Santa Ysabel	69.9 miles.
1992 feet	Ramona Tent Village	41.3 miles.
	Julian, via Eagle Peak	52.3 miles.
	Julian to Cuyamaca	9.1 miles.
<b>On Line of Los Angeles &amp; San Diego Beach Railway</b>		
20 feet	Old Town	3.3 miles.
25 feet	American Park	7.1 miles.
70 feet	Pacific Beach	8.4 miles.
16 feet	Braemar	9.5 miles.
100 feet	Bird Rock	11.0 miles.
95 feet	South La Jolla	12.1 miles.
100 feet	La Jolla	13.5 miles.
<b>On National City &amp; Otay Railway</b>		
MAIN LINE		
20 feet	National City	5.8 miles.
20 feet	Sweetwater Junction	7.7 miles.
75 feet	Chula Vista	9.1 miles.
60 feet	Otay	12.4 miles.
32 feet	Nestor	14.5 miles.
70 feet	Tia Juana, Cal.	18.7 miles.
80 feet	Tia Juana Hot Springs	19.8 miles.
65 feet	Tia Juana, Mexico	19.5 miles.
SWEETWATER BRANCH		
62 feet	Bonita	10.6 miles.
87 feet	Sunnyside	12.4 miles.
200 feet	Sweetwater Dam	14.3 miles.
250 feet	La Presa	15.9 miles.



San Diego, Cuyamaca &  
Los Angeles & San Diego Beach

Showing Railways

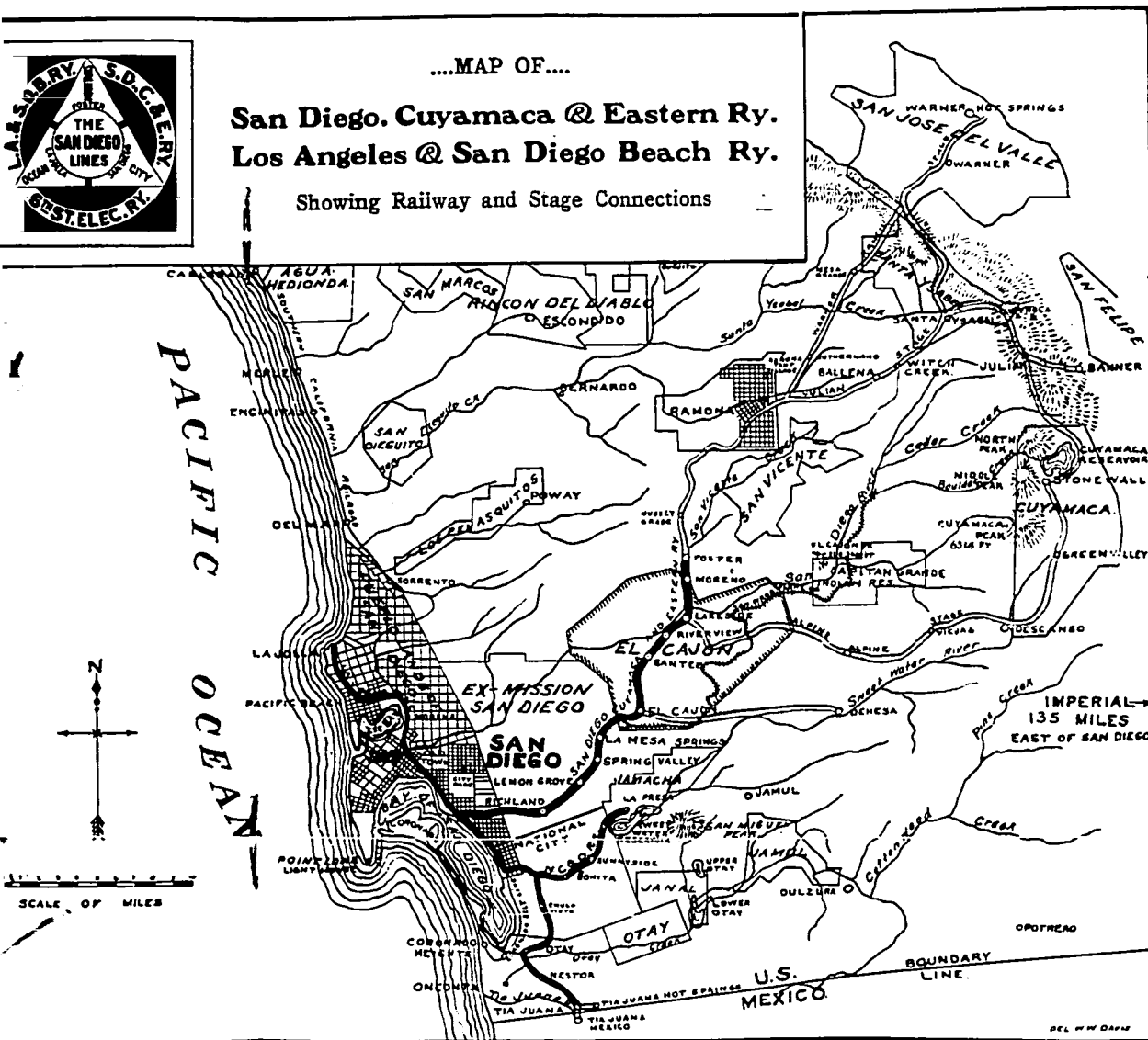




....MAP OF....

**San Diego, Cuyamaca @ Eastern Ry.  
Los Angeles @ San Diego Beach Ry.**

Showing Railway and Stage Connections



DEL. W. W. DAVIS

Horton's neighbors, he not only built a luxurious hotel for those days, but located it on D street, between Third and Fourth, almost a mile away from the water side and half a mile from the town of San Diego. This action was the cause of many shrugs of the shoulders when the pioneers discussed the hotel proposition. The builder, however, lived to see his far sighted wisdom confirmed in a thousand ways, for immediately houses began to spring up all around the hotel and this continued until San Diego had outgrown, not only this hotel, but many others completed later. A couple of years ago Mr. Horton witnessed the famous caravansary, which bore his name, torn down. From all appearances, he will live to see the erection and completion on that same spot, of the modern, reinforced concrete, fire proof, \$1,000,000 U. S. Grant Hotel, being built by one of San Diego's prominent citizens, Mr. U. S. Grant, Jr., son of the famous General and President.

The story of Father Horton's hotel illustrates the growth of San Diego from but a few tents and shacks to the present city of handsome business houses and beautiful residences. The business portion of the city follows the line of the Bay for a couple of miles and extends back towards the surrounding hills over a large level area. The hills are nearly all



Fitch Photo SOUTHERN CALIFORNIA AUTOMOBILE RACING BEACH  
PACIFIC BEACH

covered with residences, both large and small, new and old, for San Diegans have never, even from the beginning, failed to appreciate the grand and matchless vista of marine scenery to be obtained only from San Diego's hills.

Another enterprise, which has had much to do with San Diego's growth was the exploitation of Coronado Beach on a remarkable peninsula, by a group of San Diego capitalists about 1885.

Coronado Beach was at that time a low lying piece of land covered with chaparral, manzanita bushes and sage brush. In order to make this place attractive to tourists, these gentlemen constructed, at a cost of \$1,000,000, the famous Hotel del Coronado. Since that time thousands of people from all parts of America and foreign lands have been entertained within its portals.

The impetus given to the growth of San Diego by the coming and going of visitors to Hotel del Coronado, during all these years since 1885, none will deny. For some years Coronado was within the corporate limits of San Diego city, but it has since been separated for political reasons and now has its own city government.

#### PRESENT

San Diego now has a population of 35,000. The city is seventeen miles distant from the extreme southwest corner of the United States, where the Mexican boundary intersects the shore line of the Pacific Ocean. Los Angeles is 125 miles to the northwest. The elevation of San Diego above the sea



Fitch Photo

AMERICAN PARK

level at the court on which are located from 30 to 100 feet.

The year 1900 Diego's history, indeed, amounting to buildings have been past few years ago Bond issues for have carried at others are in contour boulevards, extensive streets, parks, etc., distributing system acquired at a cost of \$650,000. Mounting the San Diego Florida California Mountain abundant water supply.

Prominent structures or in course of erection the \$60,000 City Hall, Sefton Block, Isis Grant Block, Pick New American National Hotel, new Union Church, new Russ Hearn Sanitarium, New Armory, Fleet Building, Hon Price Block and a



Fitch Photo

Works, new Gas Building, new City Mill, Agnew Sanita



2182 BEACH

mall, new and from the beach and matchless only from San

d much to do h was the ex- Beach and its by a group of about 1885.

at that time a d covered with bushes and sage make this place these gentlemen of \$1,000,000, onado. Since people from all reign lands have n its portals. o the growth of ng and going of onado, during 1885, none will s. Coronado was its of San Diego en separated for ow has its own

ENT a population of seventeen miles reme southwest state, where the spects the shore in. Los Angeles northwest. The o above the sea

level at the court house is about thirty feet. The hills on which are located most of the residences, range from 50 to 100 feet.

The year 1906 marked the greatest in San Diego's history, in the value of buildings erected, amounting to \$2,760,000. Many handsome buildings have been constructed within the past few years and others are now building. Bond issues for many public improvements have carried at elections within the city and others are in contemplation for the building of boulevards, extension of water service, sewers, streets, parks, etc. San Diego owns the water distributing system within the city, which was acquired at a cost to the property owners of \$650,000. Mountain water is purchased from the San Diego Flume Company and Southern California Mountain Water Company, and an abundant water supply is assured.

Prominent structures already constructed or in course of erection within the city, include the \$60,000 City Hall, \$80,000 Carnegie Library, Sefton Block, Isis Theatre, Marston Building, Grant Block, Pickwick Theatre, Charfee Block, New American National Bank Building, U. S. Grant Hotel, new Union Building, Elks Hall, new Methodist Church, new Russ High School, Scate Normal School, Hearne Sanitarium, Overbaugh Block, Steele Block, New Armory, Fletcher-Salmons Block, German Societies Building, Home Telephone, Fox-Heller Building, Price Block and additions, enlarged Gas and Electric



Fitch Photo

SURE AT ROCKY POINT, LA JOLLA

Works, new Gas Holder, Ingie Block, Auditorium Building, new Cuyamaca Railway Shop, Benson Saw Mill, Agnew Sanitarium, County Court House.

San Diego possesses eight banks, 15 hotels, 23 churches, 16 public grammar schools, well equipped fire department, 75 miles of graded streets, 35 miles



Fitch Photo

BIRD ROCK

concrete sidewalks, 6 miles of paved streets, (the paving of D street from Twelfth street to the Bay is under way and Fifth street from A to University avenue, C street from Fourth to India street and Seventh from D to the Bay, are in contemplation.)

The transportation companies serving the public in and around San Diego include the Santa Fe System, San Diego, Cuyamaca & Eastern Railway, Los Angeles & San Diego Beach Railway, National City & Otay Railway, San Diego Electric Railway, San Diego & Coronado Ferry Company, Coronado Railroad, South Park & Eastside Railway, Pacific Coast Steamship Company, Lower California Development Company, American-Hawaiian Steamship Line and the San Diego-Long Beach Day Line. Numerous independent steamers and sailing vessels, besides warships of all nations, visit San Diego annually, thereby utilizing the only safe harbor south of San Francisco.

#### FUTURE

The fame of San Diego's matchless climate and harbor is spreading to such an extent throughout the east that many places heretofore oblivious to San Diego's existence, are now sending inquiries daily to San Diego through the railway representatives in the east, by letter and through personal inquiry of visitors to San Diego.

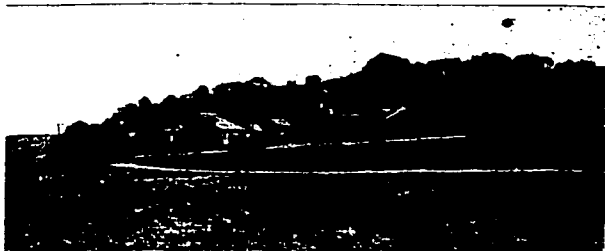
The formation in San Diego of a six million dollar corporation by the Spreckels during the fall of 1906 for the purpose of constructing a railroad from San



Diego, through Imperial Valley to Yuma, Arizona, is one of the important results of a year big with prosperity for San Diego. The prospect of immediate construction of a railroad over this route caused a flurry in real estate in San Diego and much valuable property has changed hands. The effect of an eastern railway upon San Diego's future is well understood by residents, and strangers will have no difficulty in realizing its importance locally, and a rapid increase in population and business is predicted by the most conservative.

These manifestations of interest in conditions affecting this city are very gratifying to San Diego's residents and all other people who have been active in the upbuilding of the community. San Diego may not be as large in population and business transactions as some other California cities, but it does possess some of the best gifts that Nature could bestow. San Diego is ready to challenge any one to name a spot anywhere in the world more greatly favored with a combination of climatic and marine conditions, and yet at the same time so accessible for the people of the United States. San Diego is growing—its slogan is "Population 50,000 within the next two years"—and now is the time for all people

to come to San Diego and help make history, for Southern California is destined to become the Winter Play Ground of the United States.



Fitch Photo

BLUFF COLONY, LA JOLLA, FACING OCEAN

San Diego is demonstrating its ability to take care of any demand which visitors, its inhabitants and commerce may make upon it, and has room to spare. The Bay of San Diego, upon which the Government has and is now spending thousands of dollars, is capable of furnishing miles of sites for wharves and piers to take care of an unlimited amount of ocean commerce. The water over the bar at the entrance to the harbor is deep enough to allow the largest vessels afloat to come into the harbor heavily laden. It is confidently expected that upon completion of the Panama Canal, San Diego's position, as the nearest American Port to the Canal, will naturally cause a great many vessels, passing through the Canal and bound for the North Pacific Ports, to call at San Diego, for commercial and other reasons.

It is believed the same conditions will be true with regard to the operation of the Isthmus of Tehuantepec Railway in Mexico, which formally opened for traffic late in January, 1907. One of the American-Hawaiian Steamship Company's fleet of large steamers is scheduled to call at San Diego about every two weeks and a large tonnage will pass through this port.

All these features combine to increase San Diego's population, commerce, influence, attractiveness as a residence city, and other co-related conditions.



Fitch Photo

LA JOLLA'S PANDUS CAVES

The peer of fourteen miles nor Los Angeles & San conducted excursions important points. The caves are prof attractions. People speculating as to cave to the west tunnel, consequent At low tide it is als mouth. The other and can be visited tides and by peo condition is not ob

Portion of La

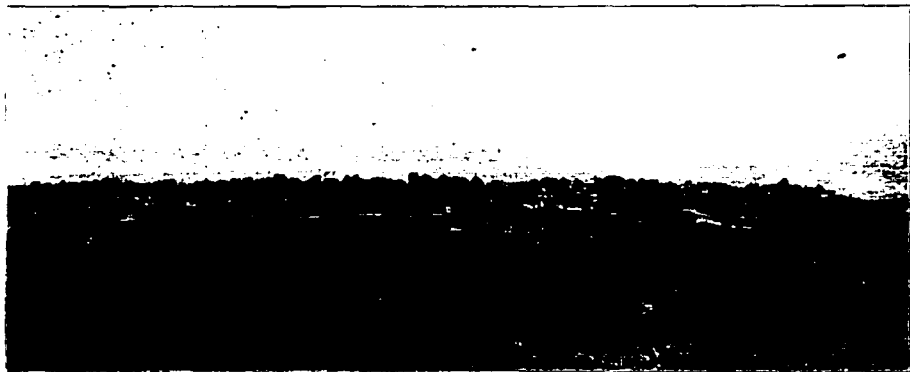
for their personal by the bright light walls of the cave, Devil's Slide. An about the phantom Thorpe. Copies of Jolla. It is well illu nir of La Jolla. unique Rocky Be shells are found on erly the people slid climbed up again a of about one hund beach one of great further to the north beach, probably a

story, for South-  
the Winter Play

#### LA JOLLA

The peer of natural seaside resorts. Located fourteen miles north of San Diego, on the line of the Los Angeles & San Diego Beach Railway. Personally conducted excursions are run daily to La Jolla, and important points of interest are shown to visitors. The caves are probably the most famous of La Jolla's attractions. People climb in them and on top of them, speculating as to their origin and extent. The first cave to the west is accessible at all times through a tunnel, consequently it is the most frequently visited. At low tide it is also possible to enter this cave thru the mouth. The other caves, however, face deep water and can be visited with safety only at extremely low tides and by people in bathing suits. This latter condition is not obligatory on visitors, but is suggested

this beach will be encountered high bluffs and rocky beaches, which prove a source of much interest to students of beach formations. During the summer months the beach line is explored for several miles north and south of La Jolla by those attending the summer Biological School, conducted by professors from the University of California and many Eastern Universities, including Yale and Harvard. La Jolla's surf line is made up of entirely different features at every step, no two places alike. The most important of these formations include Gold Fish Point, from which countless gold fish may be seen swimming through the water; Emerald Cove, with its improvised stairway, natural bridge and three entrance cavern; a delightful and absolutely safe bathing cove, Alligator Head, also with its natural bridge and caverns; Rocky Point, and



Portion of La Jolla located on Plateau, 100 feet elevation. Picture was taken from side of Mt. Soledad, looking west. View on opposite page shows the west side of plateau facing the ocean.

for their personal comfort. The White Lady, formed by the bright light at the entrance and outlined by the walls of the cave, is found in the fourth cave from the Devil's Slide. An interesting story has been written about the phantom White Lady by Mrs. Rose Harrwick Thorpe. Copies of the book may be procured at La Jolla. It is well illustrated, and can be kept as a souvenir of La Jolla. The Devil's Slide is a highway to unique Rocky Beach. Many of the finest abalone shells are found on the rocks here at low tides. Formerly the people slid down the face of this cliff and then climbed up again as best they could. Now, a stairway of about one hundred steps makes the visit to this beach one of greater personal comfort. Long Beach, further to the north, is a long, smooth, white, sandy beach, probably a mile in length. At either end of

the marine gardens line the under, with a great variety of growth, both large and small, hardy and delicate. Witches' Cauldron, always made fascinating and beautiful by the play of the restless surf, especially so at high tide and stormy weather, as heavy breakers are rolling in one after the other, when the water dashes mercilessly above the rocks. Many an on-looker has gone away from this spot greatly discomfited from the fact that he ventured close to the edge, a huge wave came in without any warning and suddenly spent all its energy against the rocks, throwing the water high in the air and all over the people standing near. Of course, this furnishes much amusement to the wiser spectator, standing at a safe distance. A little further will be found Pink Shell Beach, the children's play beach, South Bathing Beach; Ruins of Cathedral Rock,

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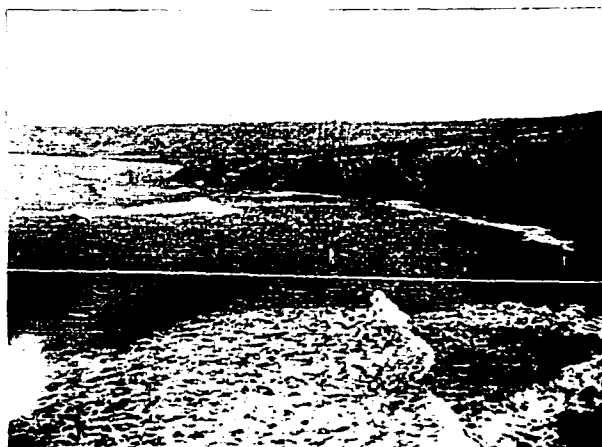
*Each Photo*

SURE AT WITCHES' CAULDRON

which, until last year, withstood the action of the waves surging back and forth on the beach. This Cathedral Rock was simply a hollow pile of rock with entrances on the ocean side and the land side. The water has rushed through the rock as long as any one remembers, but finally the action of the water wore away one of the columns supporting it, and the interesting rock crumbled to a shapeless pile. Sutters Beach, with its nooks, crannies, and caves, forms a popular picnic beach. Whistling Beach derives its name from the peculiar whistling sound made by the sand as one walks along the beach. From Mt. Saledad, immediately in the rear of La Jolla, is to be obtained one of the most remarkable and beautiful vistas of San Diego scenery. It is not really a mountain, as it is only 821 feet above the sea level, but the elevation is sufficient for the climber to command an unbroken view of land, mountain and ocean. On clear days the mountains north of Los Angeles, Riverside and Redlands may be seen, some of them probably 150 miles away. In addition, the Santa Catalina, San Clemente and Coronado Islands are plainly distinguishable out in the ocean.



THE WHITE LADY CAVE



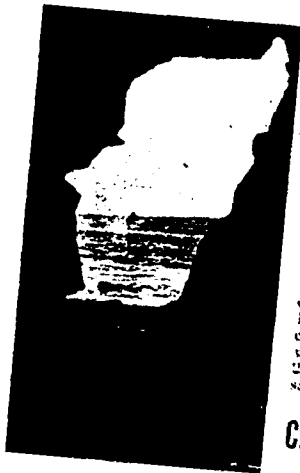
*Each Photo*

BELIEFS AND SURE BETWEEN CAVES AND LONG BEACH



*Ent-A Photo* LA JOLLA BATH HOUSE AND PUBLIC ENTERTAINMENT COMPANY (INC.)

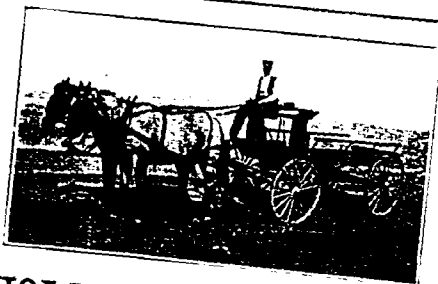
Surf bathing. Warm sea water plunge baths. Private tub baths. Bowling alleys and pool room. Up-to-date ice cream parlor and lunch room. See the marine garden in glass-bottom boats. Fishing launches. Elegant line of post cards. Tugersoll's candies.



**Chief  
Attraction  
at La Jolla  
is the Caves**

Regardless of tide or time you can enter the caves at La Jolla through the tunnel "17 feet" - dry, safe, easy and gas lighted. It leads to the largest cave, a mammoth vault, 10 feet high, 200 long and thousands of years old.

**C. E. REDDING,  
PROPRIETOR**



**HOLSTON'S TRANSFER**  
Handles Baggage and  
Merchandise  
Meets All Trains  
La Jolla, Cal.

Sunset Phone 161  
Home Phone 374

63

...LOOK UP...

**MRS. A. P. MILLS**

**Real Estate  
Insurance...**  
Furnished Cottages.

Both Phones: La Jolla 11, Home 11

La Jolla. - California

**M. C. CLOSE'S**



**Shell and Curio Store**  
Finest Stock of Shells  
in the State

Opposite Depot La Jolla, Cal.

64

DI  
**LAUNCH RIDE**  
Daily excursions  
and other boats  
at reasonable rates  
the water is  
pleasures of  
in San Diego  
Eastern city.

**LIGHT HOUSES**  
New revolving  
Old light in  
United States  
water), about  
of logs which  
not be seen  
at the base  
obscured.

**LOS BANOS**  
A modern  
water plant,  
3 to 10 feet  
temperature  
flowing into  
overflow, is  
fresh. The  
cleaned once  
water tub  
shower. Men  
their own at  
tors, have  
people avail  
enjoy the  
amidst such  
ings.

Located  
opposite La  
**MISSION BUILDING**  
In Mission  
A very popular  
drive from S  
**MISSION CLIFF**  
Terminus  
line. Over  
sion may be

**MAP** San Diego,  
Los Angeles  
National City  
roads through  
page 45.

**MOUNTAIN RESORT**  
Information e  
**NATIONAL CITY**  
A village pl  
of San Diego  
of San Diego



DIRECTORY—Continued

LAUNCH RIDES

Daily excursions on the Bay by the "Dolphin" and other launches. Parties may engage launches at reasonable rates at any of the boat houses along the water front. Many people thus enjoy the pleasures of the Bay. Moonlight launch parties in San Diego are what Trolley parties are in Eastern cities.

LIGHT HOUSES

New revolving light, south end of Point Loma. Old light house on top of ridge, highest in the United States, (over 450 feet above surface of water), abandoned on account of the frequency of fogs which hung so low that the light could not be seen from ships. The new Lighthouse, at the base of Point Loma is very seldom so obscured.

LOS BANOS

A modern and well kept bath house with hot water plunge 60 x 90 feet, and ranging from 3 to 10 feet in depth. The water is heated to a temperature of 84 degrees and is constantly flowing into the pool. This, together with the overflow, keeps the water always moving and fresh. The tank is emptied and thoroughly cleaned once a week. There are 36 hot and cold water tub bath rooms, each provided with a shower. Many devices popular with swimmers for their own amusement, as well as that of spectators, have been provided, and large numbers of people avail themselves of the opportunity to enjoy the water sport throughout the winter amidst such pleasant and comfortable surroundings.

Located at corner of D and Arctic streets, opposite La Jolla and Santa Fe depots.

MISSION BUILDINGS AND ORCHARD

In Mission Valley, three miles above Old Town. A very popular and interesting morning carriage drive from San Diego.

MISSION CLIFF PAVILION

Terminus of University Heights street car line. Overlooks Mission Valley. The old Mission may be seen about two miles up the valley.

MAP

San Diego, Cuyamaca & Eastern Railway, Los Angeles & San Diego Beach Railway, and National City & Otay Railway, showing stage roads through San Diego's back country, on page 48.

MOUNTAIN RESORTS

Information elsewhere in this guide.

NATIONAL CITY

A village pleasantly situated between the shore of San Diego Bay and the hills, four miles south of San Diego. The principal industries are,

La Jolla Merchandise Co.

(G. M. BOOKER)

La Jolla

Curios,  
Shells,  
Paints,  
Hardware,  
Fancy Groceries,  
Stationery,  
Delicatessen Department.

DO YOU REALIZE:

**That** La Jolla is the only summer and winter resort on the coast of California which has picturesque rocks as well as sandy beaches?

**That** La Jolla is ten degrees warmer in winter and ten degrees cooler in summer than any other resort on the Pacific coast?

**That** building lots are in feverish demand, and choice locations are at a premium?

**That** La Jolla has a great future and your time to invest is—NOW?

**That** I am in a position which enables me to give you exclusive opportunity to procure desirable building sites?

Mary H. Fitzhugh,

Real Estate, Furnished and Unfurnished Cottages. . . .

Office and Residence Opposite Booker's Store. Both Phones

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Store  
hells

la, Cal.

## Attractive and Clean Furnished Cottages

to rent from \$12 per month up

## Sightly Lots for Homes or Investment

from \$200 up, at

La Jolla,

the "Ideal Home Spot."

## WALTER S. LIEBÈR

The Live Real Estate Man

La Jolla, - California

You can find everything pertaining to a first class drug store at

## Setchel's Pharmacy, La Jolla.

Goods right. Prices right. Drugs, Toilet Articles, Souvenirs, Stationery, Soda Water, and Cigars. Prescriptions filled by a registered pharmacist of twenty-five years' experience. You are welcome to use the phone and make yourself generally at home.

### SETCHEL'S PHARMACY,

Home Phone 142 La Jolla, Cal. Sunset Main 21  
Make our store your meeting place when in La Jolla.

The new proprietors of the

## Ocean View Hotel

(old Seaside Inn) are prepared to furnish single meals, or board, with clean and pleasant rooms, at reasonable rates, either by the day or week. Come and see us. Opposite depot

Home Phone 13

La Jolla, California

67

### NATIONAL CITY—Continued

lemon packing, the manufacture of citric acid, oil of lemon, komel, melade and other by-products of the lemon, orange and pomelo, also the making of olive oil. Reached by the Santa Fe and National City & Otay Railways.

### OCEAN BEACH

On the ocean side of Point Loma, near the mouth of False Bay. Stage meets trains of Los Angeles & San Diego Beach Railway at Selwyn Station. A very picturesque spot with rocky surf line.

### OLD MEXICO, (Tia Juana)

Seventeen miles south of San Diego. Reached by National City & Otay Railway.

### OLD MISSION

Described in "San Diego, Past, Present and Future."

### OLD TOWN AND HISTORIC RUINS

On line of the Los Angeles & San Diego Beach Railway, 3.3 miles from San Diego. It is an interesting point as the small beginning of the present city of San Diego. Aside from this, its reputation has spread to all people who have read Helen Hunt Jackson's "Ramona." A short stop is made at the Plaza to enable passengers to visit Ramona's home, which occupies the south side of the quadrangle. One finds there the spot where the Mission Indian heroine lived, loved and suffered. Near there stands the old adobe church (now enclosed with wood) in which the marriage of Ramona was solemnized. The old Mission bells, which now hang silently beside the little church, are the oldest in the State and were brought there and placed in position by the early Spanish settlers. At Old Town are to be seen the two oldest palm trees in California. Nearly a century and a half old, these palms today mark the last resting place of some of the early Mission Fathers.

### OSTRICH FARM

Terminus of the University Heights car line, adjoining the Mission Cliff Pavilion. Here is the home of about fifty grown ostriches and sixty to seventy young birds ranging from a few days to nine and ten months old. The ostriches mature in three years and have an average life of 35 years. Some birds have attained an age of 60 years. Mr. Bently, the owner of the ostrich farm, has had some of his birds for 20 years, having raised them on the San Luis Rey river, in this County. In 1892 he exhibited his birds in Riverside. Many ostriches hatched on the San Diego farm have been sold to the Los Angeles farms, and are today being exhibited there as some of the finest plumed birds on the coast. The San Diego farm employs a number of persons constantly preparing ostrich feathers, plumes and boas for sale.

68



# Green Drago Camp

MRS. ANNA HEL



WHEN

# Mc.

## Hardware

when you are in need  
We make a specialty of  
**Good Coffee.** Our business morning from San Diego line of Groceries at the  
Twelve years' experience puts us in a position that line. We make San Diego hardware merchant to pay freight or train trial.

# H. N.

The Man Who

manufacture of citric acid, melade and other by-product orange and pomelo, also the Reached by the Santa Fe Otay Railways.

of Point Loma, near the Stage meets trains of Los Beach Railway at Selwyn picturesque spot with rocky

th of San Diego. Reached Otay Railway.

Diego, Past, Present and

**RUINS**  
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**Green Dragon Camp** La Jolla, California  
 Rooms with board, by day, week or month  
 For further information address

MRS. ANNA HELD HEINRICH, Proprietor



WHEN IN LA JOLLA

—GO TO—

**McKie's**  
 Hardware & Grocery Store

when you are in need of Groceries or Hardware. We make a specialty of **First Class Butter** and **Good Coffee**. Our butter comes out fresh every morning from San Diego. We have a complete line of Groceries at the **Right Prices**. Twelve years' experience in the Hardware business puts us in a position to fill your wants in that line. We make the same prices as the San Diego hardware merchants and you don't have to pay freight or transfer charges. Give us a trial.

**H. N. McKie,**  
 The Man Who Treats You Right.

## Souvenir Post Cards

Showing typical San Diego and Mexican Scenes, 2 for 5c 25c per Dozen. Immense Stock to select from. New big View Book of San Diego with relief map of City and Bay, showing Coronado and Point Loma. Price 25c. Views, Souvenirs, Cameras, Films, Etc.

At **LORING'S BOOK and TOY STORE**  
 New Maps of City and County. 752 5th St., San Diego.

**Electric Laundry**



Domestic or Full Gloss Finish

No Rasp Edges

The Laundry that Knows HOW

**NELSON SNYDER, Prop.**

BOTH PHONES

16th and I Streets San Diego, Cal.

**Morse & Allen**  
 Transfer Company

Baggage Transfer and Heavy Hauling

REMOVED TO  
 1440 E St. San Diego

Phones: Sunset 241, Home 1241



## Strahlmann-Mayer Drug Co.

have the largest stock of Drugs, Chemicals, and Druggists' Sundries in the city. The Prescription Department is up to date, and only graduates of pharmacy will compound your prescription.

Try Chilean Asthma Cure. Relief guaranteed. Sample package 25c, 5 packages for \$1.00

Phones: Sunset 424, Home 1424

4th and D Sts. San Diego, Cal.



## JAMES A. WILSON & CO.

La Jolla

# Real Estate and Insurance

Ranches, Mines, Residence Property for Sale. Taxes Paid, Property Cared for, Furnished Cottages for Sale or Rent. Money Loaned on Real Estate.

71

# Pure, Clean, Fresh Milk

Fit for the Baby  
and the Invalid

## Jersey Milk Co.

2384 H St San Diego, Cal.

PHONES: Home 2034, Sunset 834

## Maison Doree Restaurant

CLAUDE LE CARBOULEC, Prop.

Meals at All Hours. Wines  
and Liquors. Tea and Coffee

French, Mexican and American

... Dishes to Order...

Tia Juana, = Mexico

72

### PACIFIC BEACH

A suburb of False Bay and of San Diego, natural advantage, locality and improving and Winter homes around and accommodate Beach promenade, bicycle racing track. The beach is an excellent

### POINT LOMA

See description

### POST OFFICE

Corner Seventh

Hours are

General Delivery

Sunday.

Registry Office

Stamp Window

Money Order

Sunday.

General Delivery

only.

Carriers' Work

only.

At Marston's

At Ferris & F

At Denver

and Logan

At Rench &

At Rench &

### RAILWAY EX

La Jolla

Sweetwater

or Foster in

side or Foster

Lakeside or

day: Tia Juana

in half a day

a day: Tia Juana

### RAMONA TENT

A popular

Situated in

the mountain

Cuyamaca &

tion at Post

season.

San,  
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alid

k Co.

San Diego, Cal.

Sunset 834

Doree

rant

LEC, Prop.

rs. Wines  
and Coffee

American  
Order...

Mexico

#### PACIFIC BEACH

A suburb of San Diego, overlooking Mission or False Bay and the ocean. Many business men of San Diego are beginning to appreciate the natural advantages of Pacific Beach as a residence locality and are spending considerable money improving and preparing tracts for Summer and Winter homes. Hotel Balboa is open the year around and offers comfortable and satisfactory accommodations. The ocean beach at Pacific Beach promises some day to become an automobile racing beach, the same as Daytona, Florida. The beach is wide, hard and level, and will offer an excellent straight-away course.

#### POINT LOMA

See description on page 80

#### POST OFFICE

Corner Seventh and F streets.

HOURS ARE AS FOLLOWS:

General Delivery, 8 a. m. to 6 p. m., except Sunday.

Registry Office, 8 a. m. to 6 p. m., except Sunday.

Stamp Window, 8 a. m. to 6 p. m., except Sunday.

Money Order Window, 9 a. m. to 3 p. m., except Sunday.

General Delivery, 9 a. m. to 10 a. m., Sunday only.

Carriers' Window, 9 a. m. to 10 a. m., Sunday only.

##### Sub-Station No. 1

At Marston's store, corner Fifth and C streets.

##### Sub-Station No. 2

At Ferris & Ferris', Cor. Fifth and H streets.

##### Sub-Station No. 3

At Denver Cash Market, corner Twenty-fifth and Logan avenue.

##### Sub-Station No. 4

At Rench & Son, Fifth and University avenue.

#### RAILWAY EXCURSION TRIPS

La Jolla in half a day or all day; La Jolla and Sweetwater Dam in a day; El Cajon, Lakeside or Foster in half a day or all day; El Cajon, Lakeside or Foster and La Jolla in a day; El Cajon, Lakeside or Foster and Sweetwater Dam in a day; Tia Juana in a half a day; Sweetwater Dam in half a day; Tia Juana and Sweetwater Dam in a day; Tia Juana and La Jolla in a day.

#### RAMONA TENT VILLAGE

A popular Summer camp with city conveniences. Situated in a grove of fine old live oaks among the mountains. Reached by the San Diego, Cuyamaca & Eastern Railway and stage connection at Foster daily, except Sunday during the season.



INTERIOR OF MEXICAN BAZAAR, TIJUANA, MEXICO

## Mexican Bazaar

TIA JUANA, MEXICO

Depository of Mexican Souvenirs. Filigree Work and Drawn Work.

Gene Panama Hats, Fine Mexican Cigars and Cigarettes, Souvenir Buttons, Mexican Carved Leather Goods, Pottery, Indian and Mexican Art Goods, Mexican and Indian Blankets (Serapes)

Specialty of Japanese Art Goods  
Pongse Silks, Laces and Embroidery

Lowest Prices

Alexander Savin  
Tia Juana, Mexico

THE

Cussless  
Waitless  
Out-of-orderless  
Girl-less  
Telephone is the

BEST.

Call up

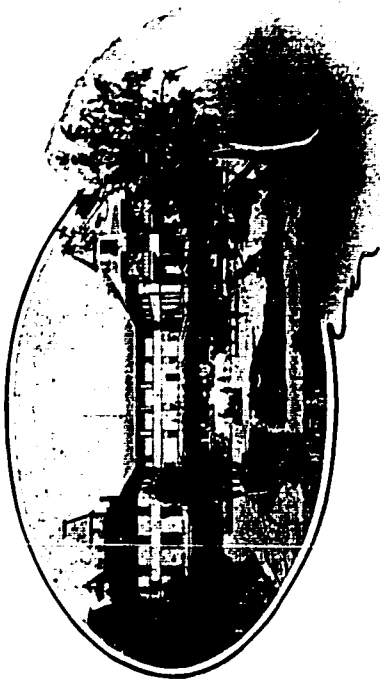
The Home Telephone Co.  
No. 2100

And have one put in—NOW.

## Paradise Valley Medical and Sur- gical Sanitarium

IS beautifully located in an ideal climate, and is thoroughly equipped with all forms of electricity. Various baths, including electric light, electric thermal, Nauheim and other baths; also massage, manual and mechanical movements, vibrations, sun parlors, out door gymnasium, and scientifically prescribed dietary. It is unsurpassed by any Sanitarium in California.

Sanitarium carriage meets trains at National Avenue, National City. Write for Circular. : :  
Tele: Sunset, National 61; Home, 625



75

### RUSS HIGH SCHOOL

Located at Thirteenth and A streets. Occupies the crown of a hill overlooking the city and surroundings. The new structure now in course of erection is of striking design and will replace the outgrown frame building, which has served as a high School for many years.

### SAILING

Sailing crafts of all shapes and sizes from the swallow (built on the plan of a shingle) to the stately ocean going ships, furnish the greatest and most popular water sport to be enjoyed on San Diego Bay. Two local Yacht clubs, the Chula Vista and San Diego, cause the sportsman spirit to abound in friendly rivalry. Racing and cruises occur almost weekly and much interest in the sport is manifested. Yacht races for the possession of the Sir Thomas Lipton Cup (donated by the famous International Cup Racer) takes place annually, off the Coronado shore, and all Clubs in Southern California engage in the contest.

### SCENIC VIEW PLACES in the City:

**Lookout Point, City Park**—At the head of Seventh street, opposite Elm street. Best general view of the City, Bay, Coronado, Ocean, Point Loma, National City and mountains. Easy walking distance from Fifth and D streets or take Upper Fifth street cars.

**Golden Hill**—Terminus D street car line.  
**Florence Heights**—Take either First or Fifth street cars. Some of San Diego's finest residences will be seen on the way to these three scenic points.  
**Point Loma**—Reached by launch or carriage.  
**Mt. Soledad**—Los Angeles & San Diego Beach Railway to La Jolla, and carriage to mountain.

### SPANISH NAMES

Del Mar, of the sea or ocean; Chollas Valley, commonly called cactus; Dulzura, sweetness, pleasure; Santa Ysabel, Saint Elizabeth; San Marcos, Saint Marcos; San Luis Rey, Saint Louis King; Bernardo, Bernard, a brave man; Cuyamaca, gay, gallant, fine; Descanso, rest, quiet, repose, stillness; Escondido, hidden, concealed; Laguna, lake uneven marshy country; Pala, a wooden shovel, fire shovel; Point (Punta) Loma, point, summit; Wynola, a very small bird from India; Japutul, a small round basket (Indian); Tia Juana, Aunt Jane; La Jolla (Hoya) jewel, gift; La Mesa, the table, flat or level surface; El Coron, the bay chest; Chula Vista, pretty sight or view; La Playa, the shore, strand, beach; Oneonta, little evergreen oaks; La Presa, the capture, strand, dike; Jamul, side saddle (Indian); San Miguel, Saint Michael; San Diego, Saint James; Dehesa, portion of land, full of tree; San Pasqual, Saint Pasqual; Otay, a place full of rushes; Poway, sigh, crave, longing for.

76

# T. J. K

## The La Jo

Meets all train:

HOME PHONE 232.

When in La Jo

## Phoenix :

## Ba

and g

ISAAC.

Sunset Phone 224

# WARNE

## The Waters that

A charming spot situated

Springs of boiling f  
rocks in the hills best  
The Springs will  
Kidney and Blood  
They will cure 100 pe  
ial poison cases, Ecze  
lysis they help and in

Rates, \$9.5

...New Dining

The waters of these  
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F. S. SANDFOR

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D streets or take

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three scenic points.  
unch or carriage.  
San Diego Beach  
age to mountain.

an; Chollas Valley.  
Julzura, sweet ness.  
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is Rey, Saint Louis  
brave man; Cuya-  
scanso, rest, quiet,  
hidden, concealed.  
country; Pala, a  
unt (Punta) Loma,  
ry small bird from  
l basket (Indian);  
olla (Hova) jewel.  
level surface; El  
Vista, pretty sight  
e, strand, beach;  
La Presa, the cap-  
saddle (Indian);  
San Diego, Saint  
d, full of tree; San  
place full of rushes

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The Waters that Cure When Others Have Failed

A charming spot situated in the San Jacinto Mountains, at an elevation  
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They will cure 100 per cent of Rheumatism and Mercuri-  
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The waters of these Springs are injurious to consump-  
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Knows values, advises his clients of best places to  
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New American National Bank Bldg.

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# Daily Trips to Point Loma

Easiest, pleasantest, quickest route is taking Coronado Ferry car at Fifth and D Sts., San Diego, at 8:48 a. m. or 1:08 p. m. connecting with Point Loma Ferry and conveyances waiting other side of bay for Point Loma Bungalow and Tent village and the great International Theosophical Center. Round trip from Dock to Tent village 70c. Tickets and time cards on the Ferry and at all principal Drug and Stationery Stores. Morning boat connects at Tent Village with trip to Light House, afternoon boat with Wireless Station and Loma View Drive.

For Particulars, - Sunset Phone, Main 35

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A TRIAL INSURES A RETURN. SPECIAL  
RATES TO PARTIES AND BOARDERS

Dinner from 11.30 a.m. to 2 p.m.

Prospect Street, La Jolla, Cal.

## POINT LOMA

The headland to the west of San Diego Bay and City called Point Loma, is a landmark of no mean proportions. It stretches north like a giant arm protecting the Bay, City and Coronado nesting at its base. The safety of the Bay as an anchorage for the ships of the world is due, to a great extent, to this majestic promontory which braves the winds and storms or smiles in the sunshine, as conditions may require. North Island, overlapping Point Loma, forms the Silver Gate of California and gives to San Diego the right to boast of a perfectly land-locked harbor.

A trip to Point Loma is one which will profit much to the traveler, as well as the tourist seeking a beautiful vista of mountain, ocean, hills, valley, islands, bay and peninsula. Tally-Ho, carriages, automobiles and launches may be secured for this excursion without any trouble, and a day spent there will be filled with pleasant and interesting experiences. A majority of the visitors so overland for it enables them to visit the Light House at the extreme point without transfer.

From Loma heights, above Fort Rosecrans, one has a view unsurpassed. Eastward lies the peninsula of Coronado, a narrow thread of golden sand running southward to the head of the Bay, beyond which are the table mountain and the rugged Serra Madres in Mexico. Off the coast of Mexico are the Coronado Islands, among them the famous Gomez Cano, and on a clear day northward the islands of San Clemente, St. James, Baker, and of Santa Catalina, over 100 miles distant, are plainly visible. Across the Bay may be seen the towers, towers and towers of San Diego, covering the slopes and terraces of this beautifully located city, beyond which the sea and gradually rise to mesa and mountain.

Along the edge of this headland extending westward to the Pacific and southward to the Government line is an area of land comprising 120 acres, where is located the International Center of Theosophy, the headquarters of the International Brotherhood and Theosophical Society of which Katherine Tegeny is the leader and official head throughout the world.

Prominent among the buildings of the Raja Yoga Academy, opened in October, 1904, is its unique architecture, surmounted by an immense dome of aquamarine glass and surrounded by a wide balcony, commanding an unrivaled view of ocean, bay, mesa and mountain. Near it stands the Avatar Temple, built by Katherine Tegeny in memory of Helena Petrovna Blavatsky and William Douglas Inge. Eastward, beyond large modern groves, are the six industrial buildings. West and north of the academy are a number of imposing private homes, as well as smaller buildings and bungalows used as studios for music, the arts and crafts.

Beyond the Raja Yoga Academy hall is a group of buildings, located in rows and surrounded by flower gardens. These comprise the Raja Yoga School and the Children's International Loma Home, founded by Katherine Tegeny in 1903. While in both school and home many combine and institute children are being educated, there is an equally large number in the rapidly growing new departments of health. Education from all over the world are visiting Point Loma to observe the unique system known as "Raja Yoga," a system which not only includes provisions that the word calls educational, but aims to move the soul, the mind and physical culture a prominent place in its curriculum, the basis of all being character building.

Both Raja Yoga School and Loma Home, as well as the Raja Yoga Academy, are international in scope and character; children and students from nearly all parts of the world being enrolled.

South of the Raja Yoga School is an immense Greek Theatre, erected in 1901 by Katherine Tegeny. This theatre, which as was the custom in ancient Greece, within a natural cavern, has marvellous acoustical properties. It is the first purely Greek theatre to be erected in American soil.

Tickets of admission to the grounds of the International Center of Theosophy may be secured at the Point Loma Bungalow and Tent Village opposite the entrance. "Tent Village" is of itself one of the unique points of interest to tourists, occupying a most beautiful location on Loma heights. During one all the advantages of a trip to the south coast of the United States, together with a refined home atmosphere, can be seen and enjoyed in one trip, simply and conveniently close to nature.



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The only Exclusive  
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SAN DIEGO,

A sincere advice to all th  
from any kind of ailment:  
to experiment no more w  
have proven unproductive  
that have for years broug  
cure. Stop taking remedi  
done you more harm than  
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who give it a fair trial, an  
one individual, while tho  
by it. I am speaking of  
Treatment, which you can  
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pronounced incurable, have be  
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make up your mind with firm d  
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those living elsewhere, for refer  
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brings about wonderful cures.  
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disease. Countless chronic case  
suffered incurable, have been  
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giving health, strength and the  
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M. A. LESEM'S

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The only Exclusive Kneipp Institution on  
the Pacific Coast  
**SAN DIEGO, CALIFORNIA**

A sincere advice to all the sick and those suffering from any kind of ailment: **Make a firm resolution to experiment no more with those treatments that have proven unproductive of good results—methods that have for years brought you neither relief nor cure. Stop taking remedies which heretofore have done you more harm than good. Turn your attention to another method which unflinchingly helps all who give it a fair trial, and which has never harmed one individual, while thousands have been benefited by it.** I am speaking of the world-renowned **Kneipp Treatment**, which you can receive at this famous institution; the only one on the Pacific coast devoted to the Kneipp system exclusively. The results achieved with this method are truly marvelous; and in the many years during which I have been administering the treatments I have been so uniformly successful that my reputation and reliability for doing all that I promise is established.

Hundreds of sufferers, many of them hopeless, having been pronounced incurable, have been restored to perfect health under my treatment and cure, and you who are now suffering, make up your mind with firm determination, to get well. Follow the example of those who have been fortunate in achieving a cure by means of the treatment in my institution. I will gladly furnish the names of many residing in this city, and also those living elsewhere, for reference and for confirmation of all I claim. With my treatment disease is overcome; health and strength are entirely restored. Do not hesitate. Call and convince yourself that our system of applying the treatments brings about wonderful cures. It will cost you nothing for consultation. I am happy to give you my time and all information you may desire. I successfully treat every kind of disease. Countless chronic cases of many years' duration, considered incurable, have been radically cured by me. My method of treating invalids tends to build up the system, eliminate all diseased matter and invigorates all the vital organs, giving health, strength and the joy of living to all who take the cure. Upon application a booklet will be furnished, giving details as to methods of treatment.

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San Diego, Cal.

83

## GAME LAWS

Hunt deer, August 1st to October 15th.  
Hunt no deer, October 15th to August 1st.  
Hunt valley quail, ducks, ibis, plover, curlew, rail, October 15th to February 15th.  
Hunt no valley quail, ducks, ibis, plover, curlew, rail, February 15th to October 15th.  
Hunt doves July 1st to February 15th.  
Hunt no doves, February 15th to July 1st.  
Hunt mountain quail, grouse, sagehen, September 1st to February 15th.  
Hunt no mountain quail, grouse, sagehen, February 15th to September 1st.  
Hunt snipe, October 15th to March 1st.  
Hunt no snipe, March 31st to October 15th.  
Number allowed one hunter a day—Ducks, 50; quail, dove, grouse, curlew, ibis, plover, rail and snipe, 25 each; deer (male) two during season.  
Unlawful at all times to buy, sell, offer for sale, barter or trade, any quail, dove, grouse, sagehen, snipe, ibis, plover, pheasant, rail or any deer meat or deer skins.

Unlawful at all times to kill meadow larks, mocking birds, female deer and spotted fawn, and to shoot half an hour before sunrise or half an hour after sunset.

Penalty for violations of Game Laws—Fines range \$25 to \$500, and imprisonment. Smallest fine for killing does, fawn, antelope or mountain sheep, \$50.00

## STAGE LINES

**Alpine Stage Line**  
Connects at Lakeside with S. D., C. & E. Ry. trains, daily except Sunday.

SCHEDULE					
Distance from Lakeside	STATIONS	Single trip fare from San Diego (including R. R. fare)	TIME TABLE		
Miles			Eastbound	Westbound	
0.0	LAKE SIDE		Lv. 10:15 A.M.	Ar. 2:30 P.M.	
11.9	Valley Center	\$1.50	" 1:00 P.M.	Lv. 12:00 N.P.	
16.8	Viejas	1.75	" 2:00 P.M.	" 11:00 A.M.	
23.2	Descanso	2.25	" 3:45 P.M.	" 9:00 A.M.	
34.9	CUYAMACA	3.00	" 5:55 P.M.	" 6:50 A.M.	

GEO. W. McCAIN, Proprietor.

**Julian Stage Line**  
Connects at Foster with S. D., C. & E. Ry. trains daily except Sunday.

SCHEDULE					
Distance from Foster	STATIONS	Fare from San Diego including railroad tickets	TIME TABLE		
Miles			Single R. trip	Eastbound	Westbound
0.0	FOSTER		Lv. 10:30 A.M.	Ar. 1:30 P.M.	
13.1	Pamona	\$1.75 \$3.00	Ar. 1:15 P.M.	Lv. 11:15 A.M.	
20.9	Ballena	2.25 4.00	" 3:14 P.M.	Lv. 9:45 A.M.	
23.9	Witch Creek	2.50 4.50	" 3:55 P.M.	" 9:00 A.M.	
26.8	Santa Ysabel	2.75 5.00	" 4:30 P.M.	" 8:30 A.M.	
30.0	Wynola	3.00 5.50	" 5:30 P.M.	" 7:45 A.M.	
33.0	JULIAN	3.25 6.00	Ar. 6:30 P.M.	Lv. 7:00 A.M.	

JOS. FOSTER, Proprietor.

84



**Gran**

Up-to-Date Pl  
Stock Compan

Matinees Sat  
Seats Reserve

**Have you  
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Both Phone

Visitors Welc

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und | Westbound  
 7 A.M. Ar. 2:30 P.M.  
 9 P.M. Lv. 12:00 N.n  
 0 P.M. " 11:00 A.M.  
 5 P.M. " 9:00 A.M.  
 2 P.M. " 6:50 A.M.

IN, Proprietor.

v. trains daily except

TIME TABLE

und | Westbound  
 0 A.M. Ar. 1:20 P.M.  
 15 P.M. Lv. 11:15 A.M.  
 14 P.M. Lv. 9:45 A.M.  
 55 P.M. " 9:00 A.M.  
 30 P.M. " 8:30 A.M.  
 10 P.M. " 7:45 A.M.  
 7 P.M. Lv. 7:00 A.M.

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The Bread of Quality today is  
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 Double weight loaves 10 cents  
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87

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 Ramona and M  
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 Leaves Mes  
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 Fare—Ra  
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 one way, \$2

Santa Ysabel and  
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**STAGE LINES—Continued**  
**Ramona and Mesa Grande Stage Line**  
Connects with Foster and Julian Stage Line at  
Ramona, daily except Sunday. U. S. Mail hand-  
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Tri-weekly stage to Warner Hot Springs.  
Leaves Mesa Grande Tuesday, Thursday and Sat-  
day, 7:30 a. m.  
Fare—Ramona to Mesa Grande, one way, \$1.00;  
round trip, \$1.50; Ramona to Warner Hot Springs,  
one way, \$2.00; round trip, \$3.00.

**Santa Ysabel and Warner Hot Springs Stage Line**  
Connects with Foster and Julian Stage Tuesday,  
Thursday and Saturday, arriving Warner Hot  
Springs same day if desired. Fare, single trip,  
San Diego to Warner Hot Springs, \$3.75; round  
trip, \$6.50.  
W. H. PEIRCE, Prop.  
T. O. FEWELL, Prop.

**Tia Juana Stage Line**  
Connects at Tia Juana, Cal., with N. C. & O.  
Railway trains.

**Ensenada Stage Line**  
Leaves Tia Juana, Mexico, on regular schedule.

**Campo Stage Line**  
Leaves Ferris & Ferris' Fifth & H streets, San  
Diego, 6:00 a.m. Monday, Wednesday and Friday.

**Escondido Stage Line**  
Leaves Postoffice, Hazelbigg's Drug Store, Fifth  
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and D streets, 7:50 a.m., daily, except Sunday.

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Occupies a slightly location on University  
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ISIS—Fourth, between B and C.  
PICKWICK—Fourth street, between C and D.  
GRAND—Fifth street, between B and C.  
EMPIRE—Corner Fourth and F streets.

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The terminus of the National City & Otay  
Railway is on the American side of the line. The  
most accessible and one of the largest of the many  
monuments which mark the boundary line be-  
tween the United States and Mexico, is but a  
short walk from the depot. From the railway  
station extends the road to Tia Juana Hot Springs,  
noted for its sulphur water. Visitors are taken  
across the Tia Juana river in stages to the Mexican  
town of Tia Juana, and under personal guidance

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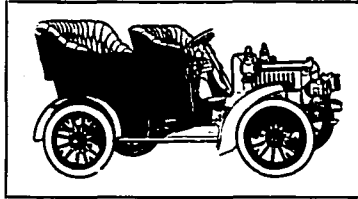
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**TIA JUANA, MEXICO—Continued**  
of an experienced and reliable agent, are shown the old church, custom house, various curio stores and other interesting features.

### TIME TABLES

On account of frequent changes in the time of trains on the transportation lines, it is impracticable to print time tables in this Guide without risk of error. **THE SAN DIEGO LINES** issue separate time table folders containing correct schedules which may be secured by asking the Excursion Agents. Schedules of other railways, steamship lines and electric cars may be had from same source.

### TORREY PINES (Near La Jolla)

Reached by Los Angeles & San Diego Beach Railway to La Jolla and seven mile carriage drive to the pines. A delightful natural park on the high bluffs alongside the sea with rugged and watery surroundings. A remarkable feature of this park is the presence of medium height pine trees so far south and near the ocean, also their form and variety, which is unlike other California pines. The drive through canyons, over hills, on top of cliffs and table lands, is one of the pleasant features of the trip.

### TRIPS BY RAIL

See Railway Excursions.

### UNIFORMED EXCURSION AGENTS

Employed by the Los Angeles & San Diego Beach Railway and the San Diego, Cuyamaca & Eastern Railway, are to be always at service of visitors. They furnish correct information concerning excursions, routes, rates, etc. Their motto: "No trouble to answer questions." Headquarters, four curb corners at Fifth and D streets.

### UNITED STATES CUSTOM HOUSE

Wharf and public landing, foot of H street.

### U. S. S. "PINTA"

Moored at P. C. S. S. Co. wharf. Home of San Diego Division of Naval Reserve. The "Pinta" was formerly an active Revenue Cutter in the service of the United States, and several years ago was presented to the City of San Diego by the Government as a home for the Naval Reserves. Departmental Reports after the Civil War make frequent mention of the "Pinta" performing valuable service in Cuban waters.

### YACHT CLUBS

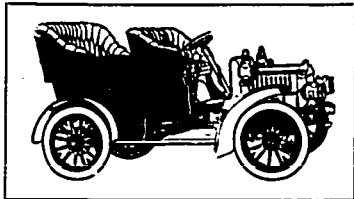
San Diego Rowing Club recently combined with the Corinthian Yacht Club, Club House on Pacific Coast S. S. wharf, foot of Fifth street.  
Chula Vista Yacht Club, Club House Chula Vista.

### Y. M. C. A.

Corner Eighth and C streets. Hours, 8 a.m. to 9 p.m.

92

CERTIFIED AB
<p><b>\$200,000.00</b></p> <p>FOR THE PROTECTION OF POLICY HOLDERS DEPOSITED WITH THE STATE</p>
<p>STEARNES &amp; SWEET, Attorneys</p>
<p>JAS. D. FORWARD, Sec'y and Treas.</p>
<p>JOHN F. FORWARD, President and Manager</p>
<p>INSURANCE</p>



## Kessler Machine & Supply Company

416-430 Sixth St.

Both Phones - 2015

Everything for the Automobile

## ...BRADT'S COFFEES...

are the recognized favorites. "Happy Medium" Brand, 25 cents. In one pound cartons. "H-B" Mocha and Java, 40c. in one pound tins.

Our Extracts and Spices are second to none

NEW AND SECOND HAND HOUSE-  
HOLD GOODS BOUGHT, SOLD,  
EXCHANGED & RENTED

## D.W. KING

Sunset Phone 595

856 5th St.

91

**TIA JUANA, MEXICO—Continued**  
of an experienced and reliable agent, are shown the old church, custom house, various curio stores and other interesting features.

### TIME TABLES

On account of frequent changes in the time of trains on the transportation lines, it is impracticable to print time tables in this Guide without risk of error. **THE SAN DIEGO LINES** issue separate time table folders containing correct schedules which may be secured by asking the Excursion Agents. Schedules of other railways, steamship lines and electric cars may be had from same source.

### TORREY PIKES (Near La Jolla)

Reached by Los Angeles & San Diego Beach Railway to La Jolla and seven mile carriage drive to the pines. A delightful natural park on the high bluffs alongside the sea with rugged and water surroundings. A remarkable feature of this park is the presence of medium height pine trees so far south and near the ocean, also their form and variety, which is unlike other California pines. The drive through canyons, over hills, on top of cliffs and table lands, is one of the pleasant features of the trip.

### TRIPS BY RAIL

See Railway Excursions.

### UNIFORMED EXCURSION AGENTS

Employed by the Los Angeles & San Diego Beach Railway and the San Diego, Cuyamaca & Eastern Railway, are to be always at service of visitors. They furnish correct information concerning excursions, routes, rates, etc. Their motto: "No trouble to answer questions." Headquarters, four curb corners at Fifth and D streets.

### UNITED STATES CUSTOM HOUSE

Wharf and public landing, foot of H street.

### U. S. S. "PINTA"

Moored at P. C. S. S. Co. wharf. Home of San Diego Division of Naval Reserve. The "Pinta" was formerly an active Revenue Cutter in the service of the United States, and several years ago was presented to the City of San Diego by the Government as a home for the Naval Reserves. Departmental Reports after the Civil War make frequent mention of the "Pinta" performing valuable service in Cuban waters.

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Club House Chula

reets. Hours, 8 a.m.

CERTIFICATES OF TITLE ABSTRACTS	
<p><b>\$200,000.00</b></p> <p>FOR THE PROTECTION OF POLICY HOLDERS DEPOSITED WITH THE STATE</p>	<p>JAS. D. FORWARD, Sec'y and Treas.</p> <p>STEARN &amp; SWEET, Attorneys</p> <p>JOHN F. FORWARD, President and Manager</p> <p><b>UNION TITLE AND TRUST CO.</b> 803 FOURTH ST., COR. E. SAN DIEGO, CAL.</p> <p><b>AND TITLE INSURANCE AND TRUST CO.</b> OF LOS ANGELES, CAL.</p> <p>A JOINT CERTIFICATE BACKED BY A COMBINED CAPITAL AND SURPLUS OF <b>\$910,000.00</b></p>
SEARCHES POLICIES OF TITLE INSURANCE	



## Travel by Sea

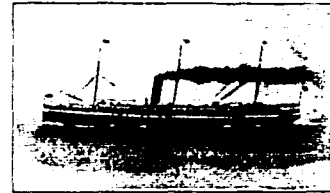
Express  
Service

Low Rates, including  
Berth and Meals

For Los Angeles, Santa  
Barbara & San Francisco

LEAVE SAN DIEGO:

Steamship Santa Rosa, Tuesdays, 8 p. m.  
Steamship State of California, Saturdays, 8 p. m.  
Arrive in San Francisco Thursday and Monday Afternoons.



Steamship "Santa Rosa," 2500 Tons, Length 326 Feet

The steamships "Santa Rosa" and "State of California" are not excelled in comfort, seaworthiness and speed by any vessel in the Pacific service. They are steam heated and electric lighted; the rooms and berths are clean and comfortable, and the cuisine as good as the best hotels.

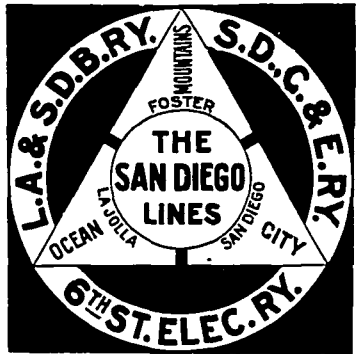
The Company's steamers leave San Francisco for all ports in California, Washington, British Columbia, Alaska and Mexico. Obtain folders and information at Ticket Offices.

San Diego Offices

J. DON DUNANN, C. P. & T. Agent  
1020 Fifth Street

S. T. JOHNSON, Agent  
Foot of 5th Street

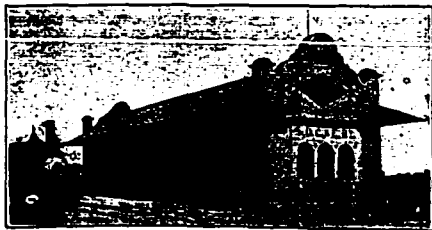
C. D. DUNANN, Gen. Pass. Agt., San Francisco



## Railway and Tourist Free Guide

To San Diego  
and Vicinity

EDITION No. 2...



## General Information

and MAP

..CONCERNING...

San Diego. La Jolla.  
Pacific Beach.  
Lakeside. El Cajon.  
Lemon Grove.  
La Mesa. Foster.  
Mountain Resorts.  
and Seashore

...ISSUED BY...

San Diego, Cuyamaca & Eastern Railway  
Los Angeles & San Diego Beach Railway

# SAN DIEGO MUTUAL LAND ASSOCIATION !

## Statement of its Objects, Purposes and Plan of Operations.

### Lands Given Away at San Diego, the Western Terminus of the Southern Trans-Continental Railroad---The Most Liberal Offer Ever Made to Settlers on the Pacific Coast.

[FROM THE SAN DIEGO BULLETIN OF APRIL 15TH.]

The San Diego Mutual Land Association, having the exclusive control of certain property upon the Northwest portion of the Bay of San Diego, near its entrance, at La Playa, Roseville, and vicinity, (where deeper water nearer the shore may be obtained than at any other point on the Bay, and where good fresh water may be easily secured,) offer the following inducements to those who may wish to avail themselves of the opportunity to settle at this locality, which on account of the great natural advantages to shipping must become the most prominent business point of this harbor, and eventually be made the terminus of the Southern Transcontinental Railroad.

The lands proposed to be donated are as valuable for improvement or mercantile uses as any upon the Bay, and being completely sheltered from the winds, offer to invalids additional inducements to settle thereon. Titles to all property under the control of the Association are perfect, having first been submitted to the Searcher of Records. Agreements will be entered into with parties upon the following conditions :

One lot 50 feet front by 100 feet in depth will be given to persons contracting to erect buildings costing from \$250 to \$500 within three months, and such additional time allowed as may be necessary when the cost of the building exceeds \$1,000. More than one lot will be given to persons, requiring the same for business purposes, contracting to erect buildings costing more than \$1,000, as shall be agreed upon, and such time allowed as may be necessary. One block 200 feet by 300 feet will be given to any party contracting to erect a first-class Hotel.

To parties wishing to start a foundry, machine shop, flour mill, woolen factory, or any kind of business employing several hands, and, to those wishing to erect buildings or warehouses of a substantial character, extraordinary inducements will be given.

To any one establishing a lumber yard at Roseville, Mr. Louis Rose offers the free use of sufficient land on the water front for such reasonable time as may be agreed upon.

Whenever one hundred buildings have been erected upon the land belonging to the Association, the balance of the property may be sold as well as donated, and the proceeds thereof expended in improvements, such as the erection of a Town Hall, Markets, School Houses, sinking of Artesian Wells, construction of wharves or such other public improvements as the Board of Trustees may deem of the greatest benefit to the members of the Association and for the general good.

At La Playa, the old landing of the hide diggers, (spoken of by Dana in his "Two years before the mast,") a substantial wharf, 172 feet long by 30 feet in width, has been constructed, having a depth of 16 feet of water at low tide ; and when the proposed T, 300 feet long by 100, shall have been added, the depth of water will be 21 feet, ample to accommodate the largest vessels of the merchant service. At Roseville, less than one mile from La Playa, the Association has the free use of a Stone Quarry ; and clay, suitable for the manufacture of brick, is to be found in the vicinity.

Louis Rose, the Sole Proprietor of the town site bearing his name, is the owner of several parcels of land at La Playa and vicinity. Besides donating property to the Association, he, as well as the other members thereof, are willing to dispose of a portion of their real estate at such reasonable prices as shall induce people to settle thereon, and speedily build up a large and prosperous city, as San Diego, the western terminus of the Southern Transcontinental Railroad, is destined to become. Those availing themselves of the free gifts of lands by this Association, will secure not only a comfortable home, but a valuable patrimony to descend to those who shall succeed them, and never will they have cause to regret the location made.

Application for land must be made personally to N. H. Dodson, Esq., Agent for the Association. For particular information, address by letter or otherwise, either of the Trustees or their Agent.

LOUIS ROSE, )  
THOS. WHALEY, ) TRUSTEES,  
JAMES MCCOY. )

THOS. P. SLADE, Esq., ATTORNEY FOR THE ASSOCIATION.