

THE  
**SANTA FE**  
ROUTE



KANSAS CITY TO

SAN FRANCISCO

AND DIRECT TO

**San Diego and Los Angeles,**

And the region of the Finest Climate in the World.

**Southern Kansas,**

**Colorado,**

**New Mexico,**

**Arizona,**

**California.**



FOR PARTICULARS, ADDRESS

**W. F. WHITE,** Gen'l Pass. and Ticket Agent,

**TOPEKA, KANSAS.**

THE  
**GREAT MIDDLE**  
ROUTE

Las Vegas Hot Springs,  
Manitou, Santa Fé,  
San Diego,  
Los Angeles,  
Pacific Coast Resorts,  
San Francisco.

Charming Scenery,

Regular Climate,

Mexican Towns,

Indian Villages.

"THE MOST ATTRACTIVE JOURNEY POSSIBLE  
IN AMERICAN TRAVEL."

For Express Train.

LEAVING KANSAS CITY AT 10.15 A. M.

THROUGH WITHOUT CHANGE.

DIARY.—Continued.

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**Third Day.**—3.40 a. m.—Albuquerque; junction with Atlantic & Pacific line for all points in Southern California and for San Francisco direct; through Pullman cars placed in their proper places in trains for California, Old Mexico, and also to all points in Southern and Western Arizona and Southern California, via Deming and Benson, without disturbing passengers; during the night have passed Apache Canyon and the beautiful Glorieta Range (day-light on return trip) and the Pueblo and Mexican settlements in the Rio Grande Valley. Lamy, junction for branch to old city of Santa Fe, was passed about midnight (stopping over at Las Vegas one train, it is reached at 1.40 p. m.) This little side-trip of seventeen miles is considered one of the most enjoyable in this country. 8.59 a. m.—Coolidge, N. M.—Here, during breakfast hour, baggage of through Pullman passengers is changed by porters from one car to corresponding sections in another, and the passenger makes the only change required of him without trouble, and often without knowing it. 1.54 p. m.—Holbrook; dinner. 8.00 p. m.—Williams; supper.

**Fourth Day.**—7.50 a.m.—The Needles; breakfast; crossing of Colorado River; during evening have passed (4.29 p. m.) that hideous crack in the face of the world called Canyon Diablo, and entered, about Flagstaff, the magnificent pine forest, through the shadows of which the train glides swiftly for nearly half the night. For the rest it has been that wide and treeless Arizona, across which is breaking the first dawn of civilization, a country of peaks and valleys, with wide pasture lands and occasional patches of sterility, and of which a vastness which makes the eyes ache is the prominent recollection. Here at The Needles begins, more or less interspersed with better country and diversified by mountain views which have no similitudes in any other region, the Desert—cacti, concrete, lava and silence—a picture as unique and long remembered as one where beauty is the only feature. 3.25 p. m.—Barstow; dinner. 6.00 p.m.—Mojave; supper; at Mojave the Southern Pacific Road takes up the Pullman coaches and places them at Oakland Pier at 10.40 the following morning. Barstow, and the Union Depot there, is the junction with the California Southern, through cars direct to San Diego, via Colton, and to Los Angeles, San Bernardino, Riverside, Pasadena, Sierra Madre Villa, Santa Monica. This is the nearest and most direct line from the MISSOURI RIVER TO ALL POINTS IN SOUTHERN CALIFORNIA. These, very briefly, are a few of the features of the journey to the Pacific Coast by the Great Middle Route. THIS IS THE NEW SHORT LINE TO SOUTHERN CALIFORNIA DIRECT. LOW-RATE FIRST-CLASS EXCURSIONS, AND LOW-RATE FREE SLEEPING CAR EXCURSIONS EVERY TWO WEEKS. SEE ROSTER OF AGENTS.

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AN inspection of this miniature Folder will give the intending tourist a fair idea of the journey To Southern California and San Francisco and Return by the Santa Fe Route, an opportunity for which will be offered the Delegates to the Convention of the National Educational Association, by the organization of A Personally-Conducted Excursion Thither and Return, at the close of the Convention to be held at Topeka, July 9-16, 1886.

## ❁ DIARY. ❁

**First Day.**—Leave Kansas City at 10.15 a. m.; Valley of the Kaw, 11.56 a. m.—Lawrence, the “historic city,” and victim of the greatest tragedy of the late war; large dam and extensive manufactures; seat of Kansas State University. 1.15 p. m.—Topeka; home and original starting point of the Santa Fe Route; State capital; extensive yards and machine shops; population about 30,000; dinner. Afternoon—Fields, farms and orchards of Central Kansas; Osage coal-measures; civilization about fifteen years old. 3.50 p. m.—Emporia; population about 12,000; very wealthy in proportion to size; centre of richest agricultural and stock country in the United States; State Normal School. 5.15 p. m.—Florence; junction of line to El Dorado and rich southern counties. 6.45 p. m.—Newton; supper; heart of the now famous Cottonwood Valley, not long since an Indian-haunted wilderness, where even they and the buffaloes were considered badly off; junction of line to Wichita and southwestern counties of what is considered “old” Kansas.

**Second Day.**—7.40 a. m.—La Junta, Colorado; breakfast; junction, via Pueblo, for Denver, Colorado Springs, Manitou, Leadville, and the Gunnison country, Salt Lake City, Ogden, and all points in Northern Utah; have traversed during the night the great grazing region of Southwestern Kansas, and are now about 570 miles west of Kansas City. 12.25 p. m.—Pass through tunnel at Raton Pass and enter New Mexico. This is the ancient gateway of the “Santa Fe Trail,” 7,622 feet high, and as nearly as it may be located, the crest of the continent. 1.35 p. m.—Raton; dinner; during the afternoon, pass through mountain scenery, Mexican settlements, coal-measures of New Mexico, and enter the wide, green meadows called “vegas.” 7.30 p. m.—Town of Las Vegas; supper; train from here to Las Vegas Hot Springs; pleasure grounds, medicinal baths, cottages, and a good hotel—extensively visited by through and other travelers for baths, rest, and mountain scenery.