

**TO CALIFORNIA  
OVER  
THE SANTA FE TRAIL**

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To California over the Santa Fe Trail by C. A. Higgins

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**C. A. HIGGINS**

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*To California over the  
Santa Fe trail*

Charles A. Higgins

## ANNOUNCEMENT.

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**T**HIS book is wholly devoted to a description of Western scenes.

It is a trustworthy descriptive book of travel, unencumbered with statistics or itineraries. It is hoped, however, that a perusal of its pages will create a desire to visit the scenes described. The reader who wishes to know something specifically about the cost and other details of such a journey is respectfully requested to consult a representative of the Santa Fe Lines. A list of agents is given on reverse side.

Excursion tickets for the round trip to California over the Santa Fe are on sale at all times of the year in principal offices throughout the country. The fares are low, and liberal provisions are made for stop-overs and final-return limit, allowing ample time for a prolonged stay at the many points of interest en route.

The trains of the Santa Fe are confidently recommended to a discriminating traveling public as unsurpassed in the important items of speed, safety, and luxurious equipment. The dining-car and dining-room service is unrivaled. The employes are uniformly courteous.

W. J. BLACK,

Passenger Traffic Manager,  
The Atchison, Topeka & Santa Fe Railway.

CHICAGO, January 27, 1915.



# TO CALIFORNIA

*Over the Santa Fé Trail*

by C. A. Higgins

Illustrations by

J. T. McCutcheon, Carl N. Wertz, John W.  
Norton and James Allen McCracken



Passenger Department, Santa Fe  
Chicago, 1915



### THE OLD SANTA FE TRAIL.

It wound through strange scarred hills, down canyons lone  
Where wild things screamed, with winds for company ;  
Its milestones were the bones of pioneers.  
Bronzed, haggard men, often with thirst a-moan,  
Lashed on their beasts of burden toward the sea :  
An epic quest it was of elder years,  
For fabled gardens or for good, red gold,  
The trail men strove in iron days of old.

To-day the steam god thunders through the vast,  
While dominant Saxons from the hurtling trains  
Smile at the aliens, Mexic, Indian,  
Who offer wares, keen-colored, like their past :  
Dread dramas of immitigable plains  
Rebuke the softness of the modern man ;  
No menace, now, the desert's mood of sand ;  
Still westward lies a green and golden land.

For, at the magic touch of water, blooms  
The wilderness, and where of yore the yoke  
Tortured the toilers into dateless tombs,  
Lo! brightsome fruits to feed a mighty folk.

— *Richard Burton in The Century*



I.

### EAST OF THE ROCKIES.

**T**HE California trains of the Santa Fe (except the California Fast Mail) leave Chicago either in early evening, or at a later hour, when most travelers are ready to retire to the seclusion of their berths. In either event the earliest stages of the journey offer little of interest to the tourist aside from the drainage canal, whose white rock-debris closely parallels the way for thirty miles.

The same natural conditions which made the Chicago River a favored route for the early explorers made possible the creation of this most remarkable of civic sanitary undertakings. The low watershed over which Marquette, Joliet, La Salle and their fellows dragged light canoes, from the head waters of the Chicago River to those flowing southwestward to the Mississippi, has been penetrated by the great canal. It is literally true, therefore, that the current of the Chicago River has been diverted from its natural direction into Lake Michigan, and now flows by way of its source, "uphill." The primary incentive for this stupendous under-



taking was the desire to divert the drainage of the city from its outflow into Lake Michigan, where it contaminated that noble water supply. Incidentally, however, as a result of the work, a capacious ship channel has been formed, connecting the basin of the Great Lakes with the Mississippi River.

While no commercial advantage has been taken of this new trade route as yet, river improvements now under way will remove the final obstacle to direct navigation between the lakes and the great river. This drainage canal is one of those rare achievements in which figures tell a dramatic story. The total cost of the enterprise from the beginning to the end approximates \$40,000,000. The canal was begun September 3, 1892, and in January of 1900 the water of Lake Michigan was turned into it to find a new way to the ocean. The length of the main channel is 28.5 miles, the depth of water 22 feet, the width from 162 feet to 290 feet, and the total amount of excavation 42,397,904 cubic yards. The present capacity is 300,000 cubic feet per minute, and this flow will be materially increased by the river improvements.

By day the adjacent country appears a level or mildly undulating region, rich in agricultural products, and relieved by bits of stream and woodland and by small villages, with here and there a considerable city, such as Joliet, and Streator and Galesburg, and important rivers, such as the Illinois, which is crossed near Chillicothe. It is greater than the whole of England and Wales, this State

