

the water is *boiling* hot." We do not vouch for the truth of this story, and we are not certain that Langford will swear to it.

The mountain rim of the Yellowstone Lake rises from 1,500 to 4,000 feet above its surface, and, except in two directions, is unbroken. To the west and southwest are breaks in the chain, through one of which appear the outlines of a conspicuous conical peak, 10,500 feet in height. In the mountain system which surrounds the lake are born the tributaries, almost the principal sources, of three of the largest rivers on the continent. Four of the most important tributaries of the Missouri—namely, the Big Horn, the Yellowstone, the Madison and the Gallatin, have their springs here. Flowing first north, then east, they strike the Missouri, which, in its turn, flows southeasterly to the Mississippi Valley, where its waters are blended with the stately stream that empties its tides at least 3,500 miles below into the Gulf of Mexico. The Snake River, whose sources are actually interlaced with those of the Madison and the Yellowstone, turns westward, and traverses nearly a thousand miles of territory before it joins the Columbia on its way to the Pacific Ocean. Again, the Green River, rising but a few miles from the sources of the others, seeks the Colorado of the South, which, after innumerable windings through deserts, and a roaring passage of hundreds of miles in the abysses of canyons surpassing even those of the Yellowstone in grandeur, depth, and gloom, reaches the gulf of California. Penetrating to the lofty recesses where these springs rise, the explorer stands, as it were, astride of the grandest water-shed in the world. A pebble dropped into one spring touches a water-nerve of the Pacific; a pebble cast into another touches a similar nerve of the Atlantic Ocean. It is a thought to cause the wings of the spirit of a man in such a place to expand like an eagle's. (See large illustrations, Nos. 35 and 36.)

No. 27 ANNEX. Ocean Steamships.—The steamers of the Occidental and Oriental Line, between San Francisco and Yokohama, leave San Francisco about the 15th of each month. The passage rates are:

Payable in U. S. Gold Coin.	*First Class or Cabin.	European Steerage.	Chinese Steerage.	Distance fr'm San Franci'o.
SAN FRANCISCO TO				Miles.
Yokohama, Japan,	\$250 00	\$ 85 00	\$53 00	4,764
Hiogo, "	270 00	100 00	5,104
Nagasaki, "	290 00	100 00	62 00	5,444
Shanghai, China,	300 00	100 00	65 00	5,964
Hongkong, "	300 00	100 00	53 00	6,384
Calcutta, India,	450 00	9,385

Children under 12 years of age, one-half rates; under five years, one-quarter rates: under one year, free.

Family Servants, (European) eating and sleeping in European steerage, one-half cabin rates; eating in cabin and sleeping in European steerage, three-quarters cabin rates; eating and sleeping in cabin, full cabin rates.

250 lbs. baggage allowed each adult, first-class or cabin passenger; 150 lbs. each, European steerage; 100 lbs. each, Chinese steerage: proportionate to children.

Round Trip Tickets, good for twelve months, will be sold at a reduction of 12½ per cent. from regular rates.

An allowance of 20 per cent. on return passage will be made to passengers who paid full fare to Japan or China, or *vice versa*, re-embarking within six months from date of landing, and an allowance of 10 per cent. to those who return within twelve months.

Families whose fare amounts to FOUR FULL PASSAGES will be allowed 7 per cent. reduction.

Exclusive use of staterooms can be secured by the payment of half-rate for extra births.

The Pacific Mail steamships leave San Francisco about the 1st of every month, for Yokohama and Honkong, and for Sidney and Aukland via Honolulu, at about the same time—1st of each month—and for New York, via Panama, about the 1st and 15th of each month. For Victoria, B. C., Port Townsend, Seattle and Tacoma, the 10th, 20th and 30th of each month.

The Oregon Steamship Co. send steamers to Portland from San Francisco every five days.

Other steamers for up and down the coast, leave at changeable intervals; about weekly, however.

No. 28 ANNEX. Col. Hudnut's Survey.

—On the west side of Promontory Point, the line known as Colonel Hudnut's survey of the Idaho and Oregon branch of the U. P. R., passes north to Pilot Springs; thence down Clear Creek or Raft River to Snake River, and along the southern bank of this stream to Old's Ferry; thence across the country to Umatilla, on the Columbia River. For the entire distance between Promontory and Raft River, the country is uninviting, though not barren. From thence the route passes through a country abounding in fertile valleys and bold mountains—the latter well-wooded. There is plenty of wood and other materials for building the proposed road along the whole length of the line. To the mouth of Raft River from Promontory is about 100 miles. The scenery along the line is varied, from smiling, fertile valleys to lofty, snow-clad mountains. We will speak only of the general characteristics of the route and of one or two points of remarkable interest. The main feature of the Snake or Shoshone River is its majestic cataracts. The stream, sometimes called Lewis River, is the South Fork of the Columbia, and was discovered by Lewis and Clark, who ventured westward of the Rocky Mountains in 1804. It rises in the Rocky Mountains, near Fremont's Peak, in the Wind River Range, which divides Idaho and Wyoming Territories. The head waters of the stream are Gros Ventre, John Craig's and Salt Creeks on the south, with the outlets of Lyon's and Barret's lakes on the north. The general course of the river from its source to Big Bend is northwest. At this point Henry's Fork, a large stream flowing from the the north, empties its waters into the main river. Thence the course is southwesterly until the first falls are reached—about 400 miles from the river's source. These are called the AMERICAN FALLS and are very fine, but do not present so sublime an appearance as will be seen about 100 miles further down the river, where the waters leave the elevated plains of Idaho by a series of cascades, known as the SHOSHONE FALLS, from 30 to 60 feet high, closing the scene in one grand leap of 210 feet perpendicular. The width of the river at the point of taking the last leap is about 700 feet. The form of the falls is circular—somewhat like those of the Niagara. Before the river reaches the cascades it runs between lofty walls, which close in around it until but a narrow gorge is left for the passage of the water