

# Colony News

## Latest from Fair Oaks

Pullman Palace Car Company, Office of General Ticket Agent.  
Chicago, May 25, 1897.

Mr. A. W. Shaffer, care of Howard & Wilson Pub. Co.—  
Dear Sir:—I enclose letter from Mr. Hawthorne, late of Chicago, now of Fair Oaks, for your perusal. Mr. Hawthorne is entirely reliable, and I have no question that his statement is eminently fair and just. If agreeable, would suggest that it be published in the F. F. & F. Please return when you are through with it.  
Yours truly, W. I. Midler.  
General Ticket Agent.

Fair Oaks, Cal., May 16, 1897.—W. I. Midler, Chicago.—Dear Sir:—We lost no time in starting for Fair Oaks, arriving here at dusk. The change from winter to summer was to us wonderfully marked. After crossing the mountains through forty miles of snow sheds, and snow, snow everywhere, we suddenly emerged into a warm beautiful country with fruit trees in blossom and the fields covered with flowers.

Fair Oaks was at its best (or was within a week after our arrival when the leaves appeared on the oak trees) and I think none of us ever looked upon a fairer picture than the view spread out before us the Sunday morning following our arrival.

The beauty of Fair Oaks has not been overdrawn, but one must see it in April, when everything is green. Now all of the green grass is gone, and, while flowers still bloom in the fields and woods, they look strangely out of place with the faded grass all about them. One drawback to Fair Oaks is the Broncho grass, which seems to be indigenous to this locality and, I suppose, the state. It looks like oats, and as it dries the heads become hard and the long spines, sharp as needles, which catch onto one's clothes, work their way through them and down into shoes and stockings, to the great discomfort of us poor "tenderfoot" Chicagoans.

In fact everything, nearly, would dry up were it not for the water piped in by the Company. It is the water added to its natural advantages that makes Fair Oaks. Without the water you and I would better stay in Chicago and shiver a little with the cold. But the water is here, and the supply is liberal and seems as if it might be unfailing. I am told that it is piped to Orangevale into a large reservoir, which is open, of course, and the water is, therefore, warm. Many boil it before using, and others have filters, but the majority, I think, drink it as it comes from the pipes. We all long for a good drink of cold Lake Michigan water. The butcher of this place, we are told, will build an ice house this week and put in 200 tons of ice. This, if true, will give great relief.

I have been trying to get over to your ranch before writing, but walking in this country is very difficult, and a horse and buggy seems to be a necessity for getting about, and as we have nothing of the kind we seldom get very far away from our five-acre ranch, which is on the top of a high hill, and your ranch is some distance off upon another high hill.

We were told that the land here was gently rolling, but it is so hilly that teams (loaded) have difficulty in climbing the steep places. The wood-haulers use four, six and eight horses.

Our lot, which is very close to the town site, and on North avenue, is so steep that teams are obliged at present to travel over other property from the rear of our ranch to reach us.

We have started a garden, and have about 150 chickens, ducks and geese. We put up a building, 16x24, and added a shed for kitchen and storage purposes. The main building is planned for a barn (nearly everybody here does this), with two rooms upstairs and two below. We have nothing between us and the outside world but shingles and siding, and for the present we need nothing more. Our furniture did not arrive until about eight days ago, but we borrowed enough to make a start with in our ranch life, after boarding at the hotel for two and a half weeks. Everything is very crude and we miss Chicago accommodations.

Nevertheless, while there is lack of accommodations, much has been accomplished in the short time work has been going on here. The railroad has not yet been started, but it seems to be as much of a necessity for the company as for the colonists. The company promises to start it soon and claim to have good backing.

Some of the trees planted look well, but some died from lack of water last year before the pipes had been laid.  
S. T. Hawthorne.

### Complete Program--Special Train Party to Fair Oaks

We take pleasure in presenting the program of our special train party to Fair Oaks, which will leave Chicago on the evening of June 29 at 10:30, and in extending to all our interested readers and their friends a cordial invitation to become a member and their friends a cordial invitation to become a member of the party.

The program, as you will see, is all that can be desired, and will give advantages which later trains will not afford. These

advantages are as follows: We start first, and thus get ahead of the great crowds which will flock to the Christian Endeavor Convention on the last two or three days. We thus get the first pick of the Wagner special tourist cars, the berth in which is \$6.00 for double berth. For those who wish, however, to pay the additional \$9.50, or \$15.50 per berth, we will be pleased to supply the regular Wagner Palace cars.

Being our own special train, in charge of experienced passenger conductors, we avoid the crowding which those who put up with ordinary accommodations will have to submit to. We will go by the most attractive route, and, as we have our own train, can stop at places of interest. We will leave nothing undone which may add to the pleasure of the trip.

By going with us you will also gain the advantage of a special reception always accorded the first train along the route and also the special entertainment provided in the program. This we are sure will greatly add to the enjoyment of the trip.

The superior advantages which Fair Oaks offers to those who are interested in California as a future home have been fully set forth to you. This party is designed to give you and your friends and others interested an opportunity to verify our statements, at moderate cost, or, if you conclude to buy at practically no cost.

Great progress is being made at Fair Oaks. We believe, we have often stated, that it will be the banner town and the most prosperous settlement in California. You will do well to make an investment there at the present time and thus grow up with the country.

### ITINERARY.

The train will constitute the second section of the Pacific Express No. 3, over the North-Western Route, and will leave Chicago over the Chicago & North-Western road, from the depot, corner Kinzie and Wells streets, at 10:30 p. m., Tuesday, June 29.

At Denver a stop of an hour and a half or more will be made giving time to see the principal parts of the city.

From Denver through to Sacramento, the scenery is the grandest imaginable, equalling, in fact, anything in the world. We have selected this route for this reason. At Colorado Springs, Grand old Pike's Peak shoves his snow-clad head above the clouds. Beyond Pueblo we run into that marvelous rift in the mountains, the Royal Gorge, where a few moments stop will be made giving an opportunity to get out and gaze in awe-stricken wonder at this sublime piece of Nature's handiwork. From there on, the ever-changing scene of mountain, rocks, plain and canyon defies description, and the eye becomes wearied and the brain tired with the sublime picture.

At Leadville, and over the Tennessee Pass, the train reaches an altitude of 10,418 feet above the sea level. At Salt Lake City, the wondrous city carved out of the desert by Brigham Young and his followers—the home of the Mormons—a stop of two hours will be made. Sufficiently long to visit those wonders of the world, the Mormon temple and tabernacle and other features of attraction found in the city. From Salt Lake City to Ogden we skirt the famous Salt Lake, thence over the beautiful Sierra Nevada Mountains on to the Pacific Slope and California. Down the Western Slope stops will be made at Auburn and Newcastle, where brief receptions will be tendered the party by the citizens and an opportunity given to sample some of the early fruits and beautiful flowers of California.

### AT SACRAMENTO.

After supper an hour or so will be given to a stroll on some of the principal streets, under escort of a Committee of the Chamber of Commerce. These streets will be decorated and illuminated for the occasion. Visits will be made to some of the beautiful stores and markets of the Capital City, after which a formal reception will be tendered at the Capitol by the State County and City officials, with an address of welcome by Governor Budd.

Sunday, July 4th, the party will be taken in charge by the Sacramento Christian Endeavor Union and different church societies and escorted to the various churches as they may prefer. Dinner will be served at 1:00 o'clock and at 2:00 o'clock all aboard by tallyho to Fair Oaks.

In the evening an open-air service will be held on the bank of the historic American River, with preaching by the Rev. Mr. Sheldon, the pastor at Fair Oaks.

On Monday evening a reception will be tendered the party by the citizens at Fair Oaks and Orangevale, and an opportunity afforded to get acquainted.

At Fair Oaks the party as a whole will break up. Conveyances will be provided at any time for those who wish to return to the city or go forward to San Francisco to attend the Christian Endeavor Convention. The latter begins on the 7th of July. Those who wish to stay longer can remain in camp, or at Fair Oaks Hotel, as long as they choose to do so. Camping out will be an enjoyable experience at this time of the year, as there is no danger of rain or dampness to make it disagreeable.

Many cheap-rate excursions will be run from San Francisco to all interior places, giving ample opportunities to thoroughly inspect this, the "Heart," the most beautiful and productive part of the Golden State.

Parties making connections with special trains must insist that their tickets read via the following route west of connect-

ing station: Chicago to Omaha via C. & N.-W. R'y.; Omaha to Julesburg via U. P. R'y.; Julesburg to Denver via U. P. D. & G. R'y.; Denver to Grand Junction via D. & R. G. R. R.; Grand Junction to Ogden via R. G. W. R'y.; Ogden to San Francisco via So. Pac. R'y.

Compare your tickets with above route before getting on train. After reaching junction point be sure and get on the Farm, Field and Fireside Special. It will be decorated with banners so it can be plainly distinguished. Station agent will advise you as to time train will arrive.

The following is a condensed time-table of the route from Chicago to Sacramento:

Chicago, C. & N. W.	Tuesday, June 29	10:30 pm
West Chicago, C. & N. W.	Tuesday, June 29	11:25 pm
Geneva, C. & N. W.	Tuesday, June 29	11:36 pm
DeKalb, C. & N. W.	Wednesday, June 30	12:15 am
Clinton, C. & N. W.	Wednesday, June 30	2:45 am
Cedar Rapids, C. & N. W.	Wednesday, June 30	5:40 am
Belle Plaine, C. & N. W.	Wednesday, June 30	6:50 am
Marshalltown, C. & N. W.	Wednesday, June 30	7:52 am
Ames, C. & N. W.	Wednesday, June 30	9:10 am
Missouri Valley, C. & N. W.	Wednesday, June 30	1:55 pm
Council Bluffs, C. & N. W.	Wednesday, June 30	2:35 pm
Ch. Pac. Trans., C. & N. W.	Wednesday, June 30	2:45 pm
Omaha, C. & N. W.	Wednesday, June 30	3:30 pm
Columbus, U. P.	Wednesday, June 30	6:15 pm
Grand Island, U. P.	Wednesday, June 30	8:06 pm
Julesburg, U. P.	Thursday, July 1	1:15 am
Denver, U. P. D. & G.	Thursday, July 1	7:30 am
Denver, D. & R. G.	Thursday, July 1	8:45 am
Colorado Springs, D. & R. G.	Thursday, July 1	11:15 am
Pueblo, D. & R. G.	Thursday, July 1	12:25 pm
Pueblo, D. & R. G.	Thursday, July 1	12:45 pm
Canon City, altitude 5,349 ft., D. & R. G.	Thursday, July 1	2:00 pm
Salt Lake, altitude 7,050 ft., D. & R. G.	Thursday, July 1	4:13 pm
Leadville, altitude 10,200 ft., D. & R. G.	Thursday, July 1	6:39 pm
Leadville, D. & R. G.	Thursday, July 1	6:59 pm
Tennessee Pass, altitude 10,413 ft., D. & R. G.	Thursday, July 1	7:28 pm
Red Cliff, D. & R. G.	Thursday, July 1	8:04 pm
Eagle River Canyon, D. & R. G.	Thursday, July 1	9:33 pm
Gypsum, D. & R. G.	Thursday, July 1	9:33 pm
Canon of the Grand River, D. & R. G.	Thursday, July 1	10:38 pm
Glenwood Springs, altitude 5,758 ft., D. & R. G.	Thursday, July 1	10:38 pm
Grand Junction, altitude 4,604 ft., D. & R. G.	Friday, July 2	1:30 am
Helper, altitude 5,840 ft., D. & R. G.	Friday, July 2	7:45 am
Salt Lake City, altitude 4,225 ft., D. & R. G.	Friday, July 2	12:15 pm
Salt Lake City, D. & R. G.	Friday, July 2	12:25 pm
Ogden, altitude 4,292 ft., D. & R. G.	Friday, July 2	1:25 pm
Ogden, D. & R. G.	Friday, July 2	1:10 pm
Auburn, So. Pac.	Saturday, July 3	8:15 pm
New Castle, So. Pac.	Saturday, July 3	8:30 pm
Sacramento, So. Pac.	Saturday, July 3	4:50 pm

**WESTERN CONNECTIONS.**

Passengers from points west of Chicago can make connections with any of the following trains, joining our special train from Chicago at

St. Louis, Wabash	Tuesday, June 29	9:00 pm
Kansas City, Wabash	Tuesday, June 29	9:20 pm
Brunswick, Wabash	Wednesday, June 30	12:04 am
Omaha, Wabash	Wednesday, June 30	11:35 am
Connecting with special train at 3:30 pm.		
St. Paul, C. St. P. M. & O.	Tuesday, June 29	7:40 pm
Minneapolis, C. St. P. M. & O.	Tuesday, June 29	8:15 pm
Worthington, C. St. P. M. & O.	Wednesday, June 30	2:41 am
Sioux City, S. O. & P.	Wednesday, June 30	5:50 am
Omaha, S. O. & P.	Wednesday, June 30	9:05 am
Connecting with special train at 3:30 pm.		
Rock Island, C. R. I. & P.	Wednesday, June 30	3:00 am
Davenport, C. R. I. & P.	Wednesday, June 30	3:15 am
West Liberty, C. R. I. & P.	Wednesday, June 30	4:21 am
Grinnell, C. R. I. & P.	Wednesday, June 30	6:38 am
Des Moines, C. R. I. & P.	Wednesday, June 30	8:25 am
Omaha, C. R. I. & P.	Wednesday, June 30	1:35 pm
Connecting with special train at 3:30 pm.		
Burlington, Burl. Route	Wednesday, June 30	6:05 am
Mt. Pleasant, Burl. Route	Wednesday, June 30	7:05 am
Ottumwa, Burl. Route	Wednesday, June 30	8:40 am
Oscola, Burl. Route	Wednesday, June 30	11:18 am
Creston, Burl. Route	Wednesday, June 30	12:25 am
Council Bluffs, Burl. Route	Wednesday, June 30	4:00 pm
Omaha, Burl. Route	Wednesday, June 30	4:35 pm
Denver, Burl. Route	Thursday, July 1	7:35 am
Connecting with special train at 8:45 am.		

**EASTERN CONNECTIONS.**

Special cars will leave Buffalo at 6:30 a. m. Tuesday, June

20, on Western Express train No. 23, over the Michigan Central Road, stopping a few minutes at Niagara Falls View Station at 7:45 a. m., and arriving at Chicago at 9:05 p. m. at the Michigan Central depot, where passengers will be transferred in special Parmelee coaches to the North-Western station, and duly installed in the cars reserved for them in our special train.

Special conductors will attend to the wants and comfort of our party from Buffalo to Chicago. Passengers from points east of Buffalo may take regular sleepers to that point and connect with our cars, which may be identified by special banners attached thereto.

Be sure and have your ticket read via the Michigan Central Road from Buffalo to Chicago, and west of Chicago via the "North-Western Route." For time tables, Eastern connections, etc., of these cars, write or call at our Eastern Office, Samuel Wilson & Son, Beard Building, 120 Liberty Street, New York City. One hundred and fifty pounds of baggage will be allowed on each ticket.

**EXPENSES.**

The price of a first-class ticket from Chicago to San Francisco, with privilege of stop-over, is only \$25.00, the regular price being \$52.50. The cost of a berth in one of our tourist sleepers is \$6.00 each way. Two can occupy a berth if desired.

Rates from other points may be obtained by asking your local agent for Christian Endeavor Excursion Rates via above route.

**MEALS.**

Meals at the different stations along the route in some instances will be 50 cents, and others 75 cents. We suggest a lunch basket as the most convenient and economical. Coffee and hot water can be secured at lunch stations. Hotel at Sacramento is \$1.25 per day; first class meals, 25 cents each. At Fair Oaks Hotel, transient board will not exceed a dollar a day, and less to those in camp. At San Francisco the expenses will depend upon the hotel or boarding house. The best plan will be to secure rooms and take meals at restaurants. In this way the expenses need not exceed \$1.50 per day. Those wishing to secure rooms in San Francisco in advance, had better take time by the forelock and confer with our Western Manager, Edwin K. Alsip, at Sacramento, Cal., who will attend to their wishes.

**WILL YOU JOIN US?**

In order that we may engage sufficient cars and make arrangements in California for the ample accommodation of this special party, we must know at once if you can join us.

**A PALACE CAR.**

While our tourist cars will give entire satisfaction, some have expressed a desire for a Palace car. If there are enough so inclined and willing to pay the difference, we will engage such a car. The price per berth will be \$15.50 each way from Chicago. We shall be glad to hear at as early a date as possible from all who are willing to pay for such accommodations, so that we can estimate the size of the company and engage the cars needed, in advance, so as to get the best. No one need hesitate to take a tourist car, however. The berths are just as clean and fitted up with the same class of linen, mattresses, etc., as the Palace cars, and the uniformed colored porters will be in attendance and will give the same careful attention as is given in the higher priced accommodations.

**RETURNING.**

East-bound rates will be the same as west-bound rates, except that rate via north Pacific Coast points will be \$7.50 higher in all cases than rates via direct routes, except that on tickets returning via steamer lines between San Francisco and Portland or Puget Sound points the rate will be \$6.00 higher than via direct routes, subject to the following restrictions:

Tickets will be sold for return passage July 12 to 17, inclusive; also Mondays and Thursdays thereafter as follows, viz.: July 19, 22, 26, 29, August 2, 5 and 9, 1897. Final return limit will in no case exceed August 15, 1897.

The return trip must begin on date ticket is bought, and all tickets are limited to continuous train passage to destination, except stop-overs are allowed in California, on deposit of ticket with local agent, with the understanding that the agent at the California point from which the passenger departs for his home journey shall issue in exchange a continuous train ticket thence to destination.

Stop-overs will also be allowed on return trip via Portland or Puget Sound points as follows: At points north of Redding on Shasta Route; all points on O. R. & N.; at Banff and west on Canadian Pacific; at Livingston and west on Northern Pacific; at Havre and west on Great Northern; at Shoshone Falls and west on Oregon Short Line; with the proviso that such tickets shall be deposited with the local agent at the last point of stop-over enroute, and thence, after indorsement on back of contract by agent, shall be good for continuous train passage to destination within the final limit of August 15, 1897.

**TOTAL FARE FREE.**

Upon the purchase of ten acres or more of land from us in Fair Oaks, the railroad fare for one person will be applied as part payment upon the land, so that the trip, aside from the other expenses, will be free. On the purchase of a 5-acre tract, one-half of the railroad fare will be applied. This special offer applies to the members of this party only, and will not be extended to others, nor the offer repeated.