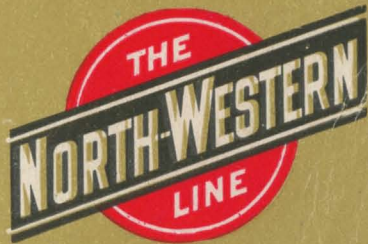
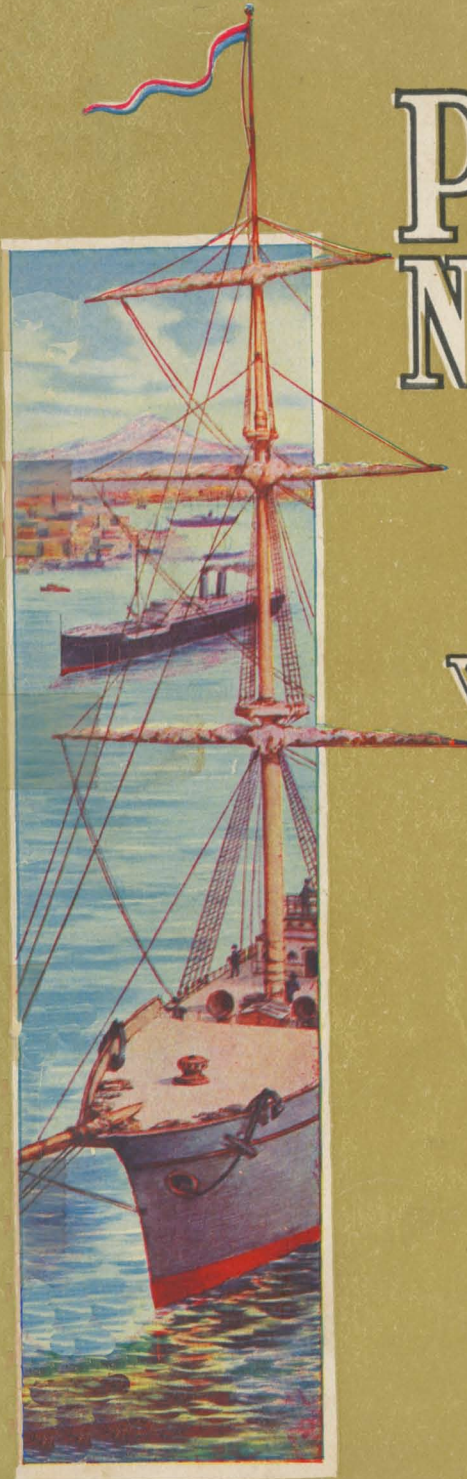
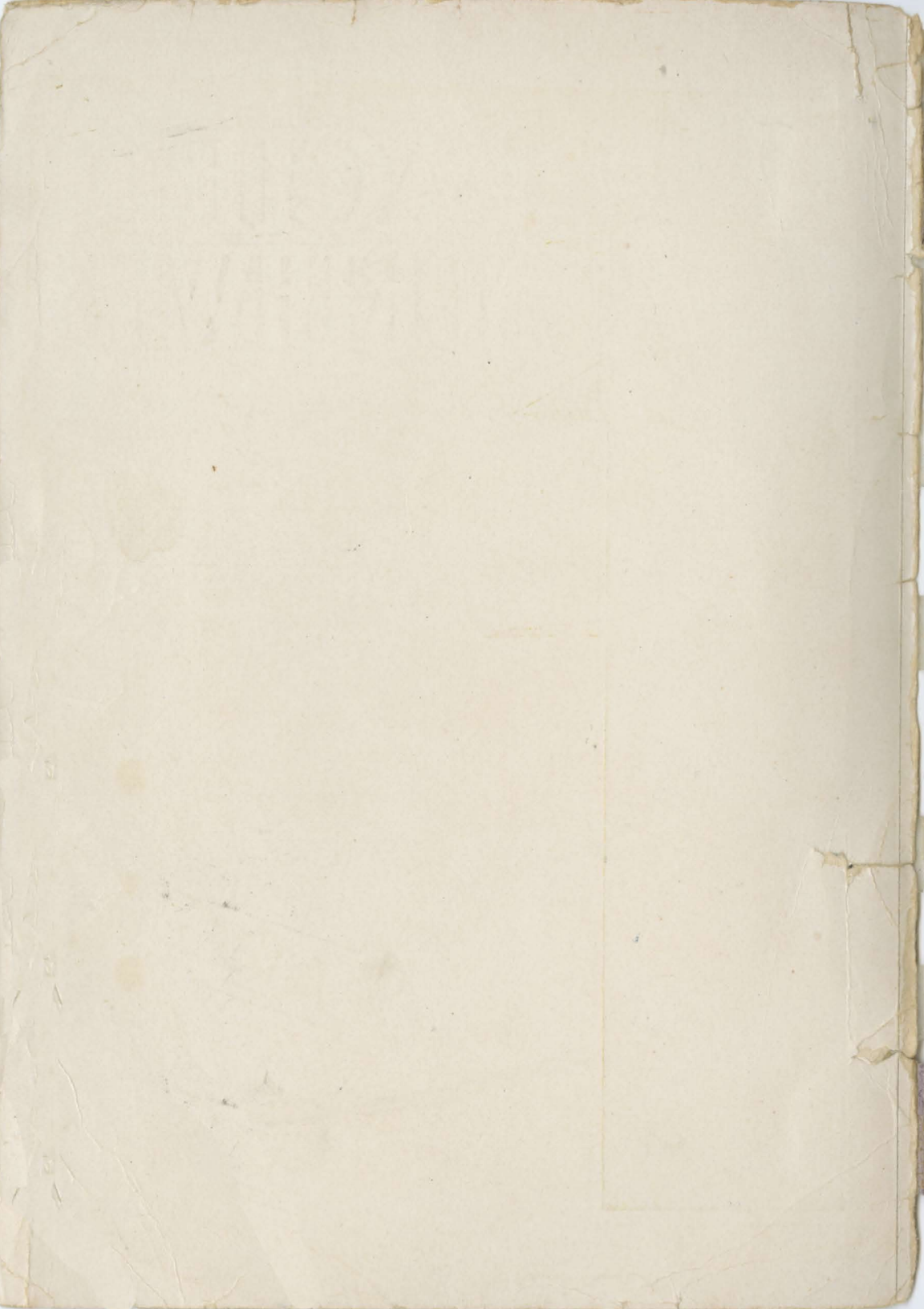


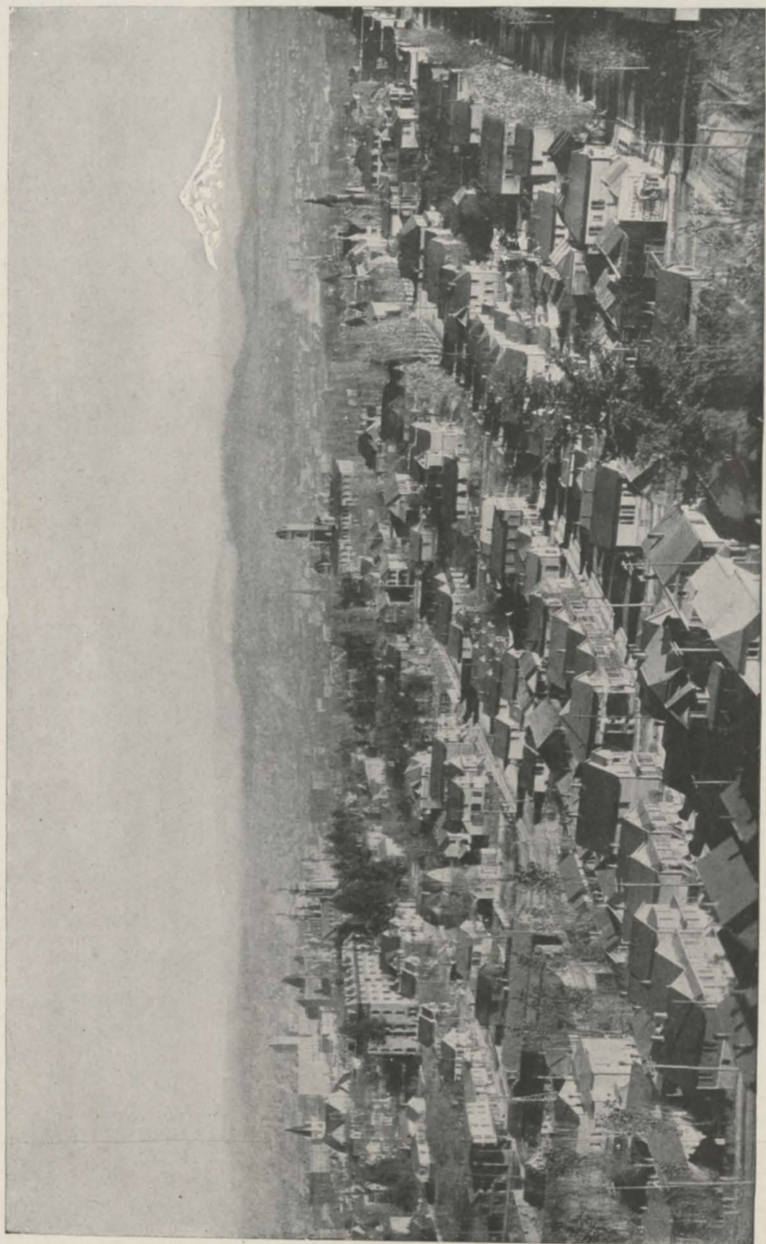
THE PACIFIC NORTHWEST

OREGON
WASHINGTON
IDAHO.





The Pacific Northwest



A BIRD'S-EYE VIEW OF PORTLAND, ORE.



The Pacific Northwest



THE
PACIFIC NORTHWEST

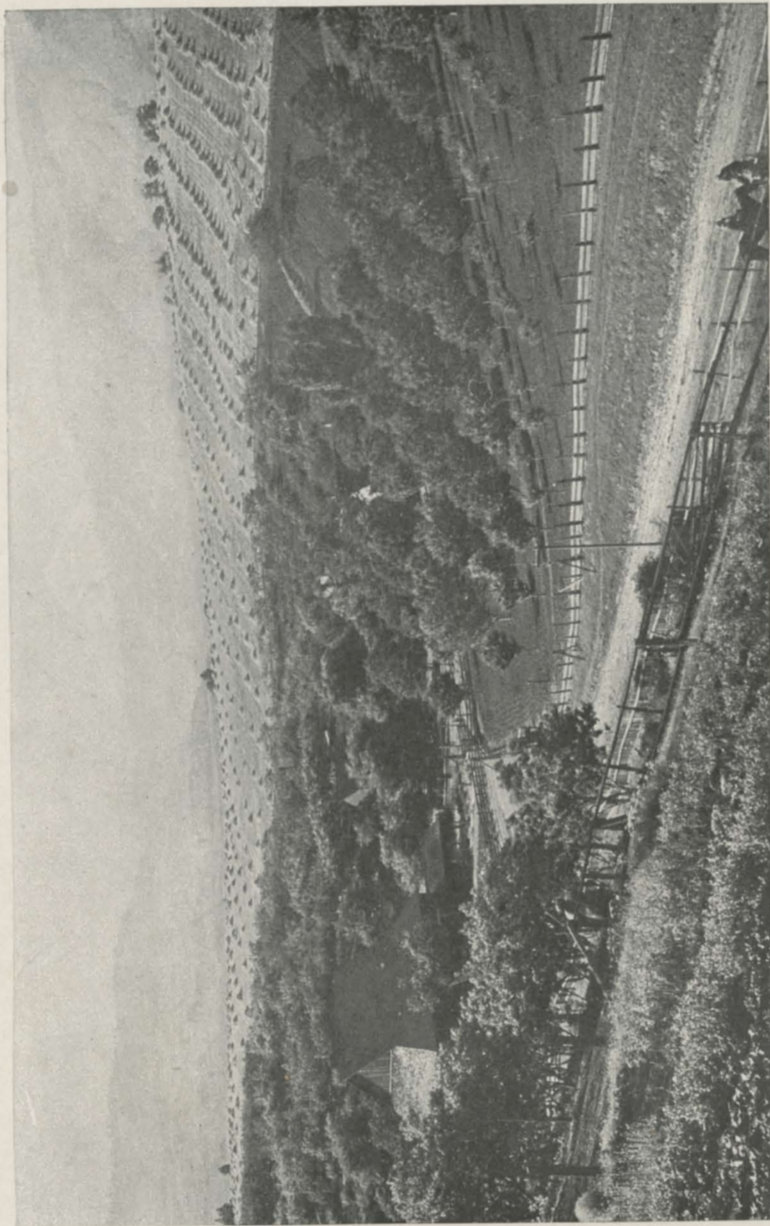
A DESCRIPTION OF THE NATURAL RESOURCES,
SCENIC FEATURES AND COMMERCIAL
ADVANTAGES OF

OREGON, WASHINGTON
AND IDAHO

SIXTH EDITION

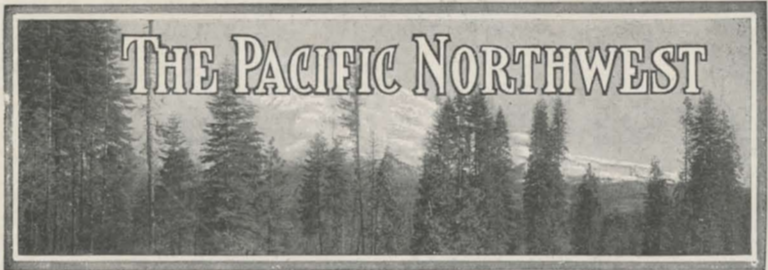
Issued by The
Chicago & North Western Railway,
Passenger Department,
Chicago, Ill.,
1909.

The Pacific Northwest



A RANCH IN SIGHT OF MOUNT HOOD.

The Pacific Northwest



INTRODUCTORY.

Land of the West! though passing brief the record of thine age,
Thou hast a name that fast dims all on History's wide page.
Let all the blasts of Fame ring out—thine shall be loudest far,
Let others boast their satellites—thou hast the planet star!



THE PACIFIC NORTHWEST is a region of beautiful mountains, charming waterfalls, broad rivers and fruitful valleys. Fishing and hunting trips, exhilarating drives, mountain climbing, and scenic river excursions here command the time of the pleasure-seeker, and the charm of perfect climate, rich soils and peerless natural resources attracts the attention of all who want to establish a home in a new field of endeavor.

Everything that will grow in the temperate zone will grow here and with a prodigality such that it produces three-pound apples, bumper crops of wheat, vast quantities of hops, prunes and berries, and great trees that reach a height of 300 feet or more.

To the east, beyond the Cascade Mountains, the climate is similar to that of Maryland or the famous valley of Virginia, colder in winter and warmer in summer than that of the western section, but pleasant and healthful everywhere—a climate promotive of growth and vigor, health, energy and success.

The Pacific Northwest

The mountain tops, ever in view, are always snow covered, and while the heat prostrations and sunstroke of midsummer work havoc in eastern cities, people in this northwestern country work all day in comfort and at night draw their blankets closely around their shoulders, thankful for the rest that they enjoy. These mountains, too, intercept the moisture-laden winds sweeping in from the Pacific, sending the moisture back as warm rain.

It is no unusual thing for roses from one's own lawn to deck the Christmas table, while late in February or March, dogwood and the magnolias come into flower.



MULTNOMAH FALLS, COLUMBIA RIVER.

Rains occur between October and May. Snow falls irregularly, sometimes to a considerable depth, but owing to the "Chinook" winds, lasts but a short time. This snowfall has much to do with the big crops of wheat for which the country is noted.

Winter plowing is a common practice. Farmers can plow and sow practically every month in the year.

The dry season, so called, coming at harvest time, enables the farmer to save his grain without loss or damage and free from the anxiety which prevails in other parts of the country.

There are no crop failures.

The Pacific Northwest

As to the soil of this fertile region, it is largely of volcanic origin, and from the surface down as far as exploration has gone, is of the same character and quality. No artificial fertilization is ever needed and fields that have been cropped for many years still pour forth every season the same bounteous harvests. Repeated crops of wheat are produced from one sowing; and all over these fine wheat lands a second crop from a sowing is common and three or even four crops not impossible. The fineness of the soil, and the amount of humus or decomposed organic matter in it, has much to do with its absorption and retention of moisture. The soil never bakes, and under cultivation keeps moisture near the surface. Crops mature even if no rains fall after sowing. The soil absorbs the rains readily, so that it does not become saturated after a rainy period and remain muddy. One of the first notable results of this is the excellent character of the roads.

It is claimed for the fruit and vegetables grown here, that while in size they resemble the semi-tropic varieties, they possess that fine superiority of flavor only found in the smaller fruit grown in the east. Because the orchards are younger, added to the unusual conditions of climate and the expert and unceasing care given them, fruit and vegetables grow practically free from defect.

The shipping quality of Oregon and Washington fruit renders it very valuable and carries its fame to the farthest corners of the earth. The big juicy cherries sent east in perfect condition are a delicious surprise. The berries, too, bear travel well, and one of the most profitable branches of horticulture is the raising of winter apples.

The estimated value of Oregon's fruits last year is \$3,500,000. Apples lead in



OREGON STRAWBERRIES.



The Pacific Northwest



A PACIFIC NORTHWEST ORCHARD IN BLOOM.

The Pacific Northwest

this with a value of \$1,350,000; pears, \$300,000; peaches, \$210,000; prunes, \$850,000; cherries, \$165,000; grapes, \$65,000; strawberries, \$375,000; all other fruits, \$185,000.

Some of the greatest fruit-growing country in the world is contained in the Willamette and Hood River Valleys in northwestern Oregon, in the Rogue River Valley in southwestern Oregon, the Grande Ronde Valley in the northeastern part of the state, the Yakima and Wenatchee valleys in central Washington, and the Palouse country in southeastern Washington and western Idaho.

Winter apples are one of the greatest crops and are very profitable. An instance of the value of a carefully cultivated apple orchard is indicated in the case of Mr. J. L. Dumas, near Dayton, in southeastern Washington. A few miles below Dayton, near the Oregon



STREAM OF HOOD RIVER.

The Pacific Northwest

state line, Mr. Dumas planted some years ago fifty acres of commercial apples and at a time when few apples were raised in this region.

Mr. Dumas was principal of the schools at Dayton, and was not a horticulturist, but he had faith in the success of his project, bought an adjoining orchard of fifty acres, and, in 1907, closed a contract for the entire crop of 100 acres, which, when harvested, filled fifty-four cars or 33,922 boxes of standard size. The average price paid, f. o. b. Dayton, was \$1.48, or a total of \$50,-247.50. Early in April, 1908, the owner predicted that his crop for that year would be 25 per cent. larger than for the year previous.

Thousands of acres have been turned into "apple ranches," where the Newton Pippin, Spitzenberg, the Ben Davis, the Jonathan and other good shippers renowned for quality and quantity are produced. Many other thousands of acres are being bought, planted to fruit trees, and developed, and many owners are becoming wealthy from the product of their orchards.

Usually the fruit is sold in the orchards, the bulk of the product being shipped abroad. Over 200 carloads of apples and 100 carloads



From Country Life in America.

CHERRY TREES IN BLOOM.

The Pacific Northwest



Copyright, 1903, by D. M. A. Gifford, Dal 03, 170.

SCENE NEAR THE DALLES, MT. HOOD IN BACKGROUND.

of other fruit—chiefly pears and plums—are shipped from the Rogue River district annually, 200 carloads from Union County, 100 carloads from the Cove district and a large product from the Grande Ronde Valley and the territory tributary to Lewiston, Idaho, while from the Yakima Valley, in the irrigated district, with more than 2,000,000 acres of irrigable lands, hundreds of carloads of apples and peaches are shipped annually. The Hood River Valley apple crop is over 60,000 boxes a year, valued at from \$2.00 to \$3.15 per box. Yet the industry is comparatively new there and the district, nestling in the eastern foothills of the Cascades, at the base of the famous peak that gives river and valley their name, is not large.

Growers report receipts of from \$500 to \$800 per acre annual revenue from apples.

The profits from these valuable crops depend almost entirely upon the amount of labor put on the trees and the careful attention the grower bestows on the details of picking the fruit and properly packing it for market.

Eastern people can scarcely realize the size and number of apples a single tree will bear. At the fruit fair at Spokane, a year or two since, one tree was described as six feet around the trunk, the first limb being forty feet from the ground, and with a circumference of four feet. This tree has produced in one year 40 bushels of marketable fruit.

The orchards enjoy a length of life not common in the east.

The Pacific Northwest

An instance of this is an old orchard set out by Chief Red Wolf of the Nez Perces, in 1836, which is still producing paying crops.

✕ The fruit is shipped to all parts of the world, to the various cities of the United States, to England, Europe, China, Japan, the Philippines, and Siberia, finding a ready market in London, Paris, St. Petersburg and Berlin, where it brings the highest prices. Washington sent apples to the Pan-American Exposition at Buffalo, which received a gold medal for size and excellence. At the Chicago World's Fair Oregon won sixteen medals on fruit and took the award for the largest apples and the largest cherries, while Washington showed the largest pears. Oregon received as awards for its fruit exhibit at the World's Fair in St. Louis, in 1904, two grand prizes (the only grand prizes given for fruit), seven gold medals, eighty-four silver medals and thirty-four bronze medals. This is certain testimony of the wonderful production of Oregon in fruit culture.

The fruit exhibits at the Alaska-Yukon-Pacific Exposition at Seattle this year will probably be the most remarkable ever seen.

Fine crops of peaches are produced in the Yakima and Wenatchee valleys, the Grande Ronde, Walla Walla and Willamette valleys and the Palouse country, and both the Hood River and the



CASTLE ROCK, ON THE COLUMBIA RIVER.

The Pacific Northwest

Rogue River Valleys produce peaches, pears and prunes and the finest of Royal Ann and Lambert cherries. Ashland, in the Rogue River district, ships alone over 90,000 boxes of peaches annually.



OREGON APPLES.

Orchards in good bearing condition produce from 300 to 400 boxes of peaches per acre, the average price being about 60 cents per box. An eight-year-old Crawford peach tree on the farm of W. W. Cardwell, near Roseburg, recently produced 45 boxes of peaches, which sold for 30 cents a box, or \$13.50.

The Bartlett, Anjou, Winter Nellis and Comice pears grow to perfection. At the Jackson County exhibit at the Lewis and Clark Exposition, Portland, fourteen pears of the Comice variety, raised by F. H. Hopkins of Central Point, weighed sixteen pounds and two ounces.

Strawberries, too, are an important product, the Hood River district shipping 60,000 crates per year, of the finest quality, the producers realizing from \$300 to \$800 per acre for their fruit. Excellent berries are raised also in the Willamette Valley, in the region tributary to The Dalles and in the Grande Ronde Valley; 90,000 crates were raised in the Puyallup, Wash., district in 1907, the fruit-raising industry in the valleys of the Puyallup and White Rivers being full of promise.

The prune crop of Oregon is about 40,000,000 pounds, a large part of which is grown in the Willamette Valley. An acre of prune orchard in Oregon will produce from 8 to 10 tons of fruit, worth from \$10 to \$12 per ton. In Washington, the region north from Vancouver, on the Columbia River, to Olympia, is a most famous prune-growing district, and the famous Palouse country, of which Colfax, in the eastern part of the state, is the center, is also

The Pacific Northwest



SNOQUALMIE FALLS. NEAR SEATTLE.

The Pacific Northwest

noted for their successful culture. At Elberton, in the Palouse country, is located the largest fruit dryer in the world.

The cultivation of prunes is an industry by itself. The soil and climate of the entire region have proven especially favorable to the culture of this fruit, so favorable, in fact, that many prune orchards have been paid for by the price of the first crop, and in this connection it must be remembered that they begin to bear at the third year. Less than 1,500 acres of trees in Clarke County, Wash., have produced 250 carloads of fifteen tons each, and in Umatilla County, Ore., one grower has realized an average of \$500 per acre from five-year-old trees.

North Idaho is a natural fruit-growing region, too, apples forming one of the staple agricultural products, while Idaho prunes are already favorably known in the eastern markets. Grape culture is largely followed in several of these fruit-growing districts with wonderful results. The grape is grown to unusual perfection in the region tributary to Lewiston, Idaho.

PROFITS TO THE FRUIT-GROWER.

In few lines of business are the returns so great, and not the least surprising feature in connection with this is the fact that its growers are representative of almost every profession and occupation.



A BALDWIN-APPLE ORCHARD



GATHERING PRUNES.

Owning orchards in the principal fruit-producing districts may be found lawyers, physicians, dentists, editors, chemists, engineers, insurance men, school teachers, machinists, carpenters, brick masons, stone-cutters, printers, railroad men, section men, dairymen, cattlemen, nurserymen, college men and men in nearly all lines of business. These men are not only growing fruit, but growing it most successfully and profitably. In fact, it is safe to say that nine out of ten fruit-growers here have followed some other profession for a good part of their lives.

It would seem that this should prove, or at least indicate, that the fruit-growing field is open to everyone who is seeking change of climate or business. To many, no doubt, the question will occur, can the man of small means engage in fruit growing? To this query the best answer is found in the story of a former letter-carrier employed in Portland, who ten years ago, with a few hundred dollars, purchased land at Hood River. Being industrious he cleared the land and set out trees, taking other employment when necessary for the support of his family. To-day he has 30 acres of nine-year-old orchard, which netted him last season, \$598.50 per acre.

Individual instances are cited from all parts of the three states showing what can be done by the grower under favorable circumstances. One apple-raiser, in the Hood River district, gathered 200 bushels of apples per acre from his six-year-old trees, for which

The Pacific Northwest

\$300 per acre was realized, and another orchard in the same region produced apples on five acres which realized \$280 per acre, and in the Yakima Valley one grower sold fruit from eighty acres of irrigated land valued at \$14,000, and another, from nine acres of orchard, sold 4,400 boxes of apples, realizing \$4,200.

Hood River Newtons sell in London for 22s. 6d. (or \$5.43) per box, and retail dealers in New York have paid as high as \$5 or \$6 for the choicest Oregon apples.

Walla Walla, Wash., is a noted fruit-growing center, and has a record of 600 bushels of apples to the acre; while from one tree in Whitman County 60 bushels of marketable fruit were gathered. Walla Walla took the first prize on apples at the Paris Exposition against all the world.

Strawberries are equally profitable to raise. A few instances

of income from berry culture in the Hood River district are as follows:—J. W. Martin, \$372 from one acre; G. W. Woodworth, \$2,160.80 from four acres; E. E. Lyons,



PICKING STRAWBERRIES,
HOOD RIVER, OREGON.

\$1,105.35 from three acres. The berries are of superior size, color and texture, and lose little in canning or preserving.



A CRATE OF OREGON STRAWBERRIES.

The Pacific Northwest

Oregon cherries are fast supplanting imported varieties as confections and for other purposes, and this means the development of a considerable industry. One grower from the Hood River district holds the record of having gathered 2,600 pounds of cherries from one tree, the crop netting him \$1,950 per acre clear, and a carload of Oregon cherries last year sold in Boston for \$3,000. At Vancouver, Wash., on the Columbia River north of Portland, 2,600 pounds were sold from one tree, indicating that their successful cultivation is confined to no particular locality. Many tons are shipped at top prices, and they are not yet raised in sufficient quantities to fill the demand.

One of the first requirements of the fruit industry is that the land shall be divided up into comparatively small units, with the result that the rich farms of the Pacific Northwest are becoming the centers of a closely woven social life, where schools, churches and neighbors are near at hand, and the disadvantages of the isolated farm are lost sight of.



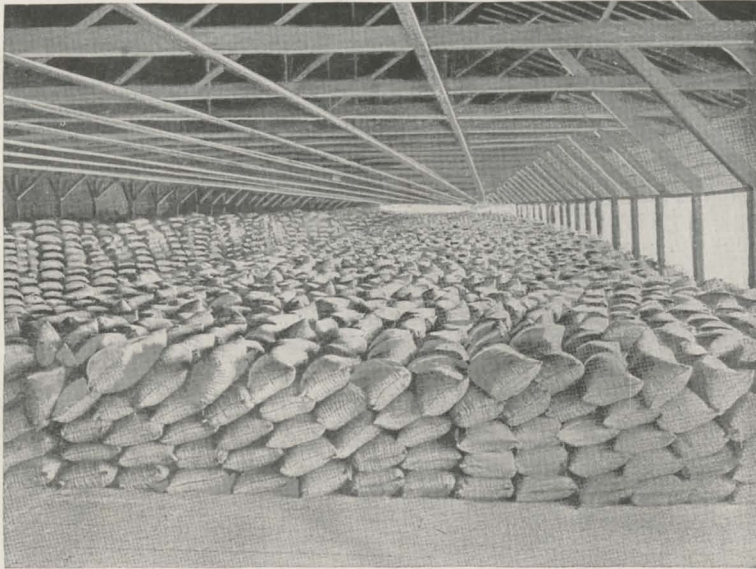
IDAHO PRUNES.

On the hill slopes there is very little danger of frost. Peaches are raised in the valleys, and with an intelligent selection of varieties and soil exposure, an orchard is a very reliable source of revenue.

GRAIN RAISING.

To the eastern farmer, the simple narration of facts about grain growing in Washington and Oregon sounds like a romance. From 40 to 60 bushels of wheat, 60 to 100 bushels of oats, and 50 to 90 bushels of barley to the acre are quite a common yield. At harvest

The Pacific Northwest



CONSIGNMENT OF WHEAT FOR THE FAR EAST.

time there are no storms in this almost mystic land, so but few granaries or storehouses are needed. Chinch bugs, weevils and other scourges are unknown, and threshed and sacked grain is left in the field until ready to ship. The reaping, threshing and sacking is all performed in one operation by the modern harvesting machine, drawn by twenty or more horses, which, taking their leisurely way through these vast fields, leave a trail of well-rounded grain bags in their wake.

Farms are paid for in this grain-growing district with a single year's product and money left over.

The flags of eleven nations—England, France, Russia, Germany, Italy, Norway, the United States, Holland, Austria, Chile, Denmark—fly on the grain fleet in North Pacific harbors.

For the ten months beginning January 1 and ending October 31, 1907, there were exported from Portland and Puget Sound ports (including Seattle, Tacoma and other points) a total of 8,893,480 bushels of wheat, and a total of 3,561,726 barrels of flour. The exact figures are:



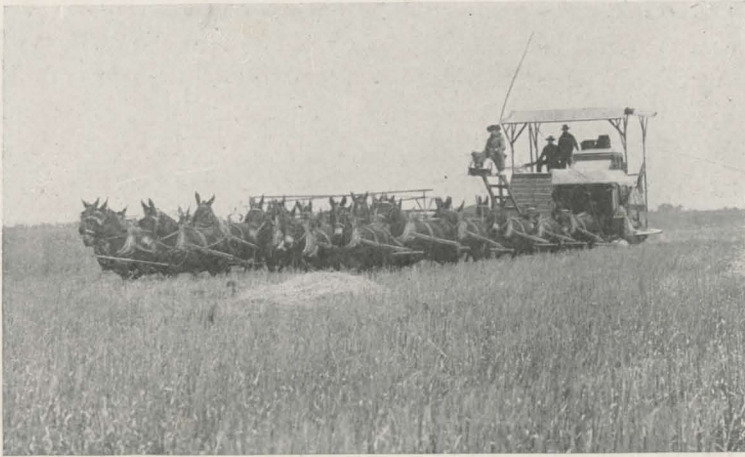
The Pacific Northwest



A SHEEP RANCH IN THE PACIFIC NORTHWEST.



The Pacific Northwest



HARVESTING IN THE INLAND EMPIRE.

Portland, 5,380,050 bushels wheat; 1,168,886 barrels flour.

Seattle, Tacoma and other Sound ports, 3,513,430 bushels wheat; 2,392,840 barrels flour.

The rapid growth of this export trade is strongly indicated in the fact that for the year 1908 these figures had so far increased that the exports of wheat from Portland alone were 13,411,581 bushels, and 858,845 barrels of flour.

THE INLAND EMPIRE.

The most important grain-growing district of the three states is embraced in what is known as the Inland Empire, a large area reaching as far north as Spokane, as far south as Union and La Grande, east to Lewiston, and west to Heppner and the Cascades of the Columbia, and including varied altitudes and widely divergent features of climate.

The cost of grain production here is very low, the soil is very fertile and seems, although repeatedly cropped, to be inexhaustible. The wheat actually weighs from 59 to 65 pounds per bushel, or from 1 to 6 pounds above standard No. 1 grade, and an acre of grain can be produced for from \$5 to \$7, and often yields a profit of from \$25 to \$30 per acre.

The Pacific Northwest

This Inland Empire, peculiarly adapted to the raising of small grain, has carried the name of Walla Walla to the grain markets of the world, and wherever wheat is bought and sold, the name of this prosperous little city is known. Pendleton, Palouse, Lewiston, Moscow, La Grande, The Dalles, Heppner, Union, Colfax and other Inland Empire cities are also big wheat buying and shipping centers. Considerable wheat is raised also in the Willamette and Yakima valleys and in various other parts. The Inland Empire produces from 40,000,000 to 50,000,000 bushels of wheat each harvest, Walla Walla County alone producing a tenth of this amount.

Wheat is not the only grain which should receive mention. Oats do remarkably well in the Pacific Northwest, and on the dyked and drained lands the returns run from 60 to 100 bushels per acre. In fact, it is stated that on the tide flats of the Swinowish, Skagit and Nooksack rivers, flowing into Puget Sound, 150 bushels of oats is no uncommon yield on land properly dyked or drained. Barley is also a satisfactory crop and a considerable quantity is raised and fed out. The flax industry is also an unqualified success, although only in its initial stages at present. It is said that three tons or



A WHEAT FIELD IN THE BIG BEND COUNTRY

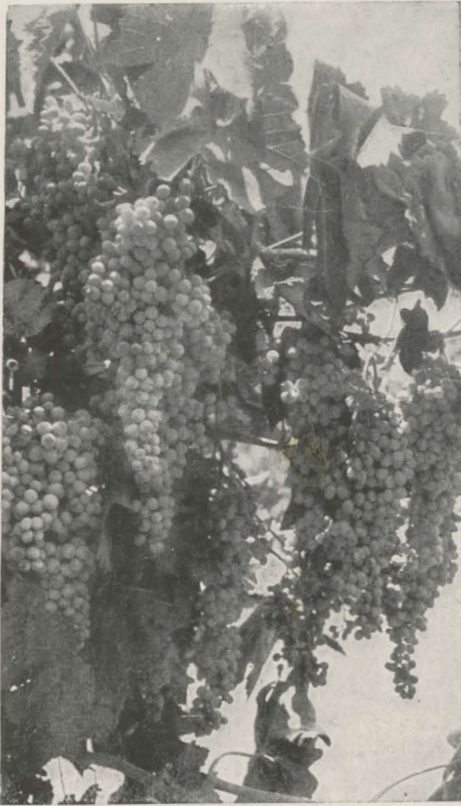
The Pacific Northwest

more can be raised to the acre, worth from \$12.50 to \$15 per ton. This industry is particularly successful in the Clearwater Valley, in northern Idaho.

General farming is practiced to a very great extent and the raising of alfalfa on lands adapted to this profitable crop is engaging the attention of many, it being an especially profitable product in irrigated and sub-irrigated lands.

VEGETABLES, HOPS AND SUGAR BEETS.

Vegetables, like the fruits mentioned, grow to such size that it might be supposed that they were all qualifying for country fairs, and while attaining to unusual size, they, like the fruits, seem to lose nothing of excellence in texture or flavor.



A VINEYARD SCENE.

Potatoes that weigh from $4\frac{1}{2}$ to $7\frac{1}{2}$ pounds each are not unusual. A grower, near Heppner, has raised several tons of potatoes that weigh from 1 to 5 pounds each. Oregon raised 5,004,205 bushels of potatoes for the year 1907. The market for vegetables is excellent. Mining towns, lumber camps, outgoing ships, the Alaskan trade, foreign exports and growing cities all create a steady demand for fresh vegetables, poultry and eggs.

Another important industry is the raising of hops. Washington and Oregon hops "top the market" everywhere, and Oregon raises half the hops produced in the



The Pacific Northwest



HOPS GROWING ON THE NORTH PACIFIC COAST.

United States. In one year the crop was 158,655 bales, worth \$3,487,250, and in the Willamette Valley alone, about one-fifth of the entire production of hops, and nearly one-half of all consumed in the country, are produced. Large hop-growing interests are also found in the valleys west of the Cascades in western Washington, culminating at Auburn and Puyallup, where, owing to the nature of the soil, the yield is uniformly heavy.

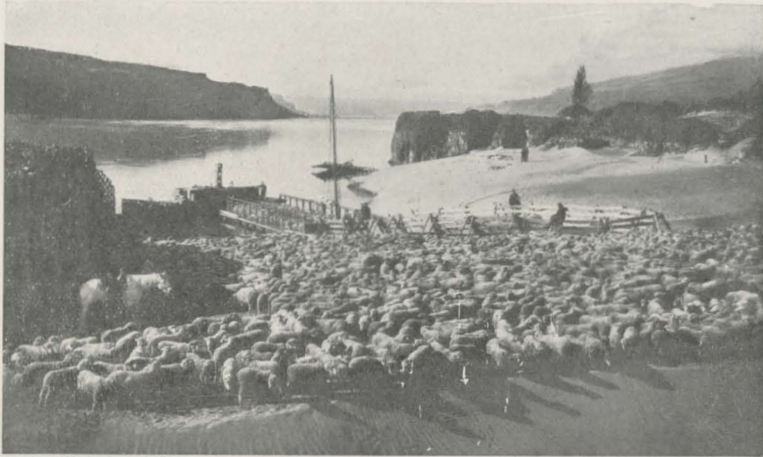
Many sections of both Washington and Oregon are well adapted to sugar-beet culture, and it is being taken up with enthusiasm. The beets show an unusually high per cent. (14 to 20 per cent.) of sugar, and at this rate the value per acre is, of course, high, in many instances netting the growers from \$25 to \$55 per acre.

LIVE STOCK

Washington and Oregon have always been called "good cattle country." Over 988,695 domestic cattle were credited last year to Oregon alone, and more than 3,600,000 sheep, 296,000 horses and 309,000 hogs; total value, \$72,635,487. In fact, Oregon and Idaho stand well to the front as sheep-producing states, dating back for their beginning to a flock driven in by the Jesuit Fathers many years ago.



The Pacific Northwest



Copyright 1890 by Benj. A. Giffard.

FERRYING SHEEP ACROSS THE COLUMBIA RIVER AT THE DALLES, OREGON.

The great grazing grounds of the Columbia, the wild pastures which in bygone days fed great buffalo herds, lie in the region east of the Cascades, where the soil, deep and rich, produces wheat, alfalfa and tame grasses, and the orchards bring forth their fruit where but a few years ago the Indian ponies grazed and the antelope fed. Here are fifty species of indigenous grasses, including the famous bunch-grass, covering millions of acres of range, watered by the finest of mountain streams. It is the realization of a stock-grower's dreams. Little or no housing, sheltering, feeding or care is needed, and cattle, horses and sheep literally raise themselves. The mildness of the climate and freedom from storms, the rich and abundant bunch-grass and the heavy yield of cereals, alfalfa and hay, make of eastern and middle Washington and Oregon, one of the most admirable grazing and stock-raising countries of the whole West. Cattle and horses seldom require feeding in winter, and sheep require but three weeks to three months feeding.

The stock-raiser finds himself favored in more points than one. The heavy, natural growth of bunch-grass is very nutritious and feeds cattle most of the year. There is a certainty, too, of finding a good market, either at home, where the cities, manufacturing

The Pacific Northwest

centers, lumber camps and mining towns all offer good markets, or by shipping east. As for dairy products, Washington is growing so fast that she requires all that she produces, except what is used in caring for the Alaskan trade.

TIMBER.

The timber wealth of the two states is simply wonderful. Oregon alone has standing merchantable timber equal to more than 300,000,000,000 feet of lumber, board measure, and is the heaviest timbered state in the Union. In Washington it is estimated that 47,000 square miles, or 70 per cent. of the state's area, is wooded. Cedar, hemlock, spruce, pine, fir—tall, straight, thick and strong—masts for the navies of the world, bridge stuff, railroad ties, framework for houses and mills—all knot-free and easily worked, much of it of most prodigious size, waits the ax of the lumber-



HOP PICKING, WILLAMETTE VALLEY.

man. While much of this lumber is coniferous, there is also a vast amount of oak, and what are usually known as "cabinet woods," including maple, ash, myrtle, laurel, dogwood, wild cherry and alder. The foreign trade in lumber steadily increases, China, Japan and South Africa taking the bulk of the shipments.

The size of the trees in the Pacific Northwest is such as to seem almost unbelievable. Many of these great conifers reach a height

The Pacific Northwest



A TYPICAL DAIRY SCENE IN OREGON.

of 300 feet, and whole townships average 100,000 feet of lumber per acre. The beautiful Douglas fir, outranking all other trees both in numbers and in value, often grows 200 feet tall and straight, without a limb. Cedars grow from 150 to 250 feet high and from 15 to 45 feet in circumference, and solid timbers from 100 to 120 feet long and from 20 to 26 inches square are shipped to all parts of the globe. The total annual product of Oregon and Washington is estimated to be 1,000,000,000 feet. From Portland 175,000,000 feet are shipped by water and 200,000,000 feet by rail each year, and from Puget Sound ports 350,000,000 feet are shipped by water and nearly as much by rail.

The Government has taken wise measures looking to the preservation of these great forests. Several important forest reserves have been established in Oregon, Washington, Idaho, Montana and Wyoming. One, known as the Pacific Forest Reserve, lies in Yakima, Pierce, Kittitas and Lewis counties, Washington, covering 1,500 square miles. Its highest point is Mount Rainier, also known as Mount Tacoma, 14,526 feet high. The reserve contains many curious evidences of volcanic action, Mount Rainier itself being a dead volcano, named by Vancouver for Admiral Rainier of the Royal Navy.

A project to have the glacier-fed streams flowing from this

The Pacific Northwest

mountain through the Puyallup River develop electric power for light and heat is under consideration. If it proves fully successful, Seattle and Tacoma, and other Puget Sound towns and cities, will be lighted and heated at a very low cost.

MINERAL WEALTH.

In addition to the wealth in sight in grain fields, orchards, dairies, fisheries, standing timber, and the factories which turn out over \$80,000,000 worth of goods annually, the mineral wealth of the Pacific Northwest is of great value.

Washington has thousands of square miles of coal, the deposits being probably the oldest known to geologists, and late prospecting gives ground for the belief that Oregon is underlain by similar beds. Both states have gold, silver, copper, lead and iron, and both abound in granite and marble. Some of the islands of the Aleutian Chain have heavy deposits of carbonate of iron, which are practically pure and worth from \$15 to \$20 per ton, the world's supply of which has heretofore come from Bavaria.

Oregon has, in the Cascade Range less than 150 miles from Portland, one of the few producing quicksilver mines in the United



AN OREGON GOLD MINE.

The Pacific Northwest

States, and cobalt, nickel, platinum, bismuth and other comparatively rare metals are found in considerable quantities.

The greatest mineral belt is found in eastern Oregon, in a region of which Baker City is the center. The first mining was done in Oregon about 57 years ago, immediately after the discovery of gold in California, the same precious metal having been found in southern Oregon first and later in every part of the state except the northwestern. The placer mines, since 1850, have yielded many millions of dollars, the total gold output of the state since that year being estimated at \$32,000,000. Last year, it is estimated, the gold yield was 158,000 ounces, valued at about \$264,000.



A PACIFIC COAST FOREST.

The Cœur d'Alene district of northern Idaho is also rich in minerals, and so far as exploration has gone, there seems to be no limit to the production.

FISHERIES.

If Washington and Oregon did not possess their thousands of fertile acres of fruit and grain, their timber and their natural wealth, the yearly harvest from the sea would still be worth enough to make them rich.

The greatest salmon fisheries in the world are here along the Columbia, where, year after year, early in the spring, the salmon begin to move, leaving the ocean in accordance with the impulse which comes only once in their lives, back to the fresh water that was their birthplace, to end their lives in some mountain torrent, perhaps hundreds of miles from the ocean.

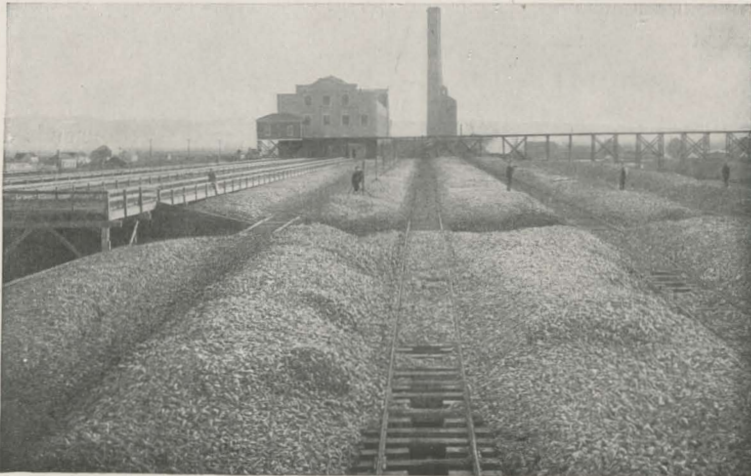
It is a glorious sight to see the salmon entering the Columbia. On one day there is not a fin in sight, and twenty-four hours later

The Pacific Northwest

one might almost cross the river on their backs, as George Francis Train declared he did, some years ago. In myriads they come, pushing, fighting for first place, springing up falls and ascending rapids—the feats they perform in reaching their destination seem incredible. Those which escape the trap, fish wheel, gill net and other devices for their capture, swim steadily up stream (fasting always after entering fresh water) until they reach that locality which appeals to them as proper for spawning. Here the paired-off fish make a sort of nest, scooping out a shallow place and scraping pebbles about it so that the precious eggs may not wash down stream. Once hatched, everything able to catch them feasts upon them, but in spite of all they go each year in millions to the sea, while the old ones die, once the eggs are cared for.

This sea-harvest furnishes employment to thousands of people. Just as far up the river as the catch makes it profitable, there are great canneries, and nets, traps and fish wheels of all sorts are busy with the harvest. At the mouth of the Columbia, the season runs as late as August.

The mature fish occasionally weigh 100 pounds, while weights of from 50 to 75 pounds are by no means uncommon. And on the Lower Columbia as many as ten tons of fish have been caught



AN IDAHO BEET SUGAR FACTORY, SHOWING 36,000 TONS OF BEETS ON THE DUMP

The Pacific Northwest



SALMON FISHING, LOWER COLUMBIA RIVER.

at a single seining. Grilse (young salmon) have been known to increase 8 to 10 pounds in one year's sojourn in salt water.

As early as 1866, the canning industry was established; from then until now the value of the salmon fisheries has developed rapidly. The Columbia River pack for 1907 was valued at \$3,000,000. No country can afford to let an industry like this be lost, and accordingly the Government has established hatcheries at various points, and the state governments of both Oregon and Washington have supplemented these, until there are something like two score hatcheries in the two states.

The federal government has spent millions of dollars in the building of docks and wheels and dams at The Dalles in the furtherance of the industry, forming an interesting engineering feat.

Down the Columbia River, near the bar, Astoria, one of the most famous of the cities of the country, taking its name after John Jacob Astor of New York, who, over one hundred years ago, here established a trading post, has what is perhaps the largest salmon canning industry in the world, within its corporate limits. The fisheries of the Puget Sound district, Wallapa Harbor and Gray's Harbor districts are also of growing importance.

The Pacific Northwest

Salmon are not the only fish taken. There are shad beyond number, and of good size and excellent flavor. Sturgeon also are cured and shipped all over the world. Halibut and cod feed on the banks along the coast, and the halibut are iced and shipped in refrigerator cars to the east when it would be impossible, on account of the cold, for the Atlantic fishermen to procure them. Oysters and crabs are plenty and are consumed by millions.

Nor is the fishing confined to that for commercial uses only. The angler will nowhere find waters more alluring to the sportsman than the fine trout streams that abound in widely varying parts of the whole region. In fact, Colonel Donan, an authority on the subject, once wrote: "To the angler, the Columbia River offers infinite variety. He can catch speckled trout in a thousand head-water streams, six-hundred-pound sturgeon in the main river, and sixty-foot whales off the mouth."



MOSIER FALLS. COLUMBIA RIVER.



THE COLUMBIA RIVER.

It is difficult for one who has never seen the Columbia to realize its size. It is said that it flows at the rate of over one and a half million cubic feet of water per second. It reaches, near its mouth, a width of seventeen miles. For over a hundred miles it is open to ocean-going vessels of the deepest draft and it is the main artery for water traffic for a region which is imperial in the extent of its resources and the size of its territory.

It drains a basin nearly 245,000 square miles in extent, with almost all climates and products known to man. From its source among the Northern Rockies to where it merges with broad and stately sweep into the Pacific, it flows through a land so rich in minerals, timber and agricultural resources as to make actual statements of facts concerning

it seem highly exaggerated.

Its upper waters sluice mining camps innumerable, furnish water power and carry millions of logs, which, converted into lumber, find their way to almost every country in the world. Its lower waters teem with salmon in season, and a great fleet of both steam and sailing craft traffic upon it and its tributaries. The products of the country, wheat, lumber, flour, wool, salmon, hides, hops, apples and other products of forest and mine, orchard and ranch, are found throughout the world's wide markets.



HERCULES' PILLARS, COLUMBIA RIVER.

The Pacific Northwest

John Muir says of it, "The Columbia, viewed from the sea to the mountains, is like a rugged, broad-topped, picturesque old oak, about six hundred miles long and measured across the spread of its upper branches, nearly a thousand miles wide; the main limbs are gnarled and swollen with lakes and lake-like expansions, while innumerable smaller lakes shine like fruit among the smaller branches."

No more beautiful sight can be seen than the great ships, laden with lumber and grain, moving grandly down the magnificent stretch of water and out upon the "oblivion of that sea" which spans almost one-third of the earth's circumference. To this land from which they sail, they assure a permanent and rich market for everything it can produce.

Originally known as the "Oregon," it was, in 1793, renamed by Captain Clark, an American sailing master who entered its mouth and called it the "Columbia," after the ship he sailed in.

In 1804, the sources of the Columbia were discovered by Lewis and Clark, who found its southern springs opposite the source of the Missouri, and followed its general course to the sea. It discharges a tremendous amount of water, more than either the Mississippi or St. Lawrence, and for more than one hundred and twenty-five miles, the tide is felt; as far as the Cascades in fact, where, at enormous expense, the Government has put in locks, thus permitting vessels to go through. Nor has expenditure been spared elsewhere in striving to make the great river navigable and safe. The bar at its mouth, once a barrier to traffic, has been removed by the construction of an enormous jetty, which maintains at all times a great depth of water.



BRIDAL VEIL FALLS, COLUMBIA RIVER.

The Pacific Northwest

For two hundred miles is the boundary between Oregon and Washington. The route of the Chicago-Portland Special

miles or more, the Columbia River Overland Limited and of the Chicago, Union Pacific and



THE UNION STATION, PORTLAND.

North-Western Line from Chicago traverses the southern shore of the river for almost this entire distance.

Leaving Umatilla, the first sight of Mount Hood greets the eye, and from this to the Dalles the river begins to narrow, and between walls of basaltic rocks tumbles and foams over a succession of falls, the largest of which has a height of thirty feet.

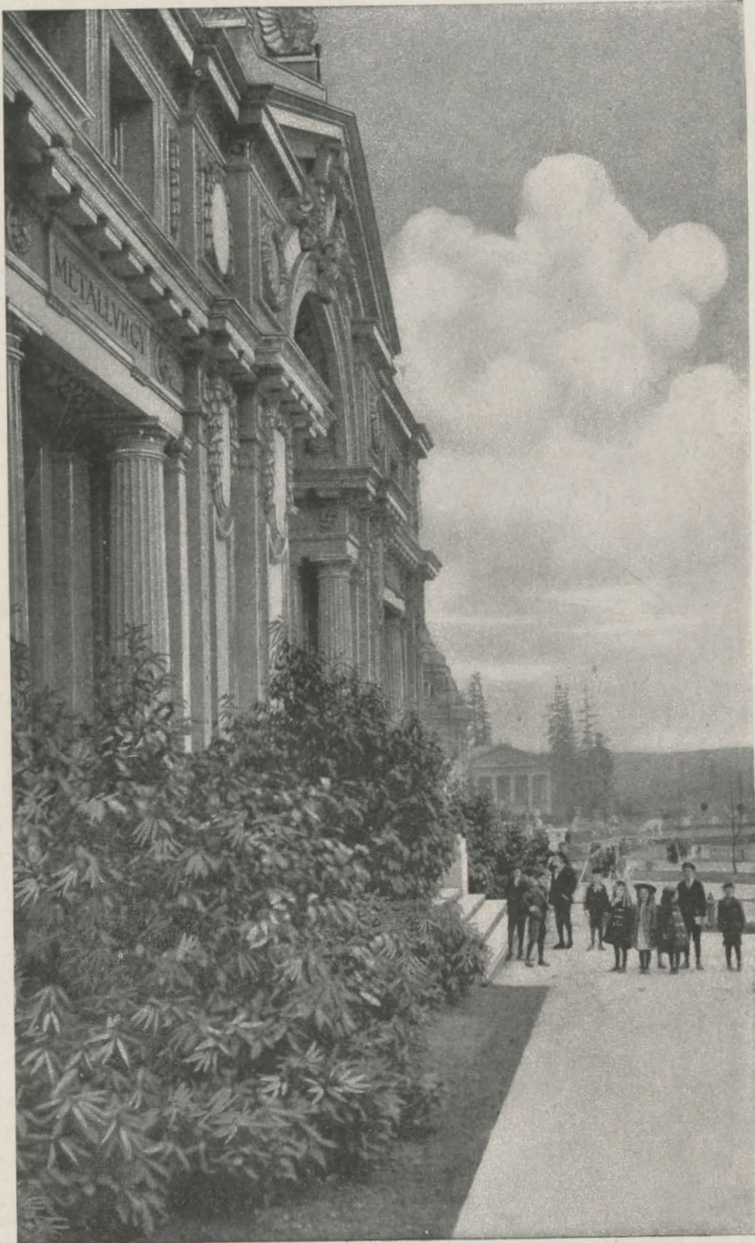
Beyond this gorge, after leaving the town of Hood River, at the mouth of the stream of that name, is a series of incomparable views. On either side tower huge precipices of rock, and more than twenty cascades, half hidden by the foliage which marks the verdure-clad walls of rock along the river's shore. The most notable of these are Multnomah Falls (800 feet) and Bridal Veil Falls. Dense forests cover the slopes of the hills.

One of the most notable features of the scenery along this stretch of the road is the large number of peculiar rock formations such as the Pillars of Hercules, St. Peter's Dome and Rooster Rock, the latter marking the western end of the gorge of the river.

Beyond this latter point the train covers a stretch of almost open country, and crossing the Willamette River is soon in the Union Station at Portland.



The Pacific Northwest



SCENE AT THE ALASKA-YUKON-PACIFIC EXPOSITION, SEATTLE, 1909.

The Pacific Northwest

THE CITIES OF THE PACIFIC NORTHWEST.

It is good to live where things are conducted on so large a scale, where the ploughing is done by a fifty-horse-power steam plow, which turns a furrow thirty feet wide; and the harvesting by a machine, which, with thirty to thirty-six horses or a steam engine as its motive power, threshes and sacks the grain without handling; while as for hay harvest, improved mowers, rakers, gatherers and lifters, proclaim the day of the pitchfork forever over.

It is but natural that the eastern farmer should sell his well-worn acres, taking his family to this broader country, where his sons and daughters may have a better chance than he has ever had himself; where strawberries yield from \$300 to \$600 per acre, where prune-growers dry 5,000 pounds of prunes to the acre, where grain, lumber, the mines, fruit farms, hop yards, fisheries and a dozen other industries are on a scale the size of which can only be realized by seeing them.

The material resources of farm and field, forest and mine, to which brief allusion has been made, wonderful in extent and unheard of in wealth, have made possible the installation and rapid growth of a strong and virile civilization and the development of numerous growing towns and cities. Many of these latter are not only local centers of trade, but ports where the maritime commerce of the



SHIPPING IN PORTLAND HARBOR.



The Pacific Northwest



A TROUT STREAM NEAR SEATTLE.

world is represented and railway terminals from which long trains go forth bearing the products of this northwestern empire to points both far and near.

These commercial centers are cities noted for their beauty. Lovely rivers flow at their feet, magnificent mountains, snow-clad and imposing, tower above them, and great inland seas give them ready access to the ocean on whose bosom their commerce reaches to the ports of the whole world.

The industrial progress in the last decade has been marvelous. Last year Oregon factories turned out \$85,000,000 worth of goods. There is no such thing as enforced idleness; everyone has work who wants it. Farms, mines, orchards, factories, fisheries, each may choose the work he prefers, each enjoy the luxury of pay day.

In such cities as Portland, Tacoma, Seattle, Spokane, and numerous smaller cities and towns men are wanted: men to work in the mills and factories, on the docks or on shipboard; men with capital and energy and brains to conduct the rapidly increasing business interests of these strong young communities, whose faces turn ever from the rich resources at their feet, across the Pacific to the growing markets of the far East, and again to the markets in the Central and Eastern States.

The Pacific Northwest

Portland, with her great fresh-water harbor, sought by the largest vessels of all nations, is a city of 255,000 population with an annual business representing over \$300,000,000 bank clearings, bank deposits of \$56,016,940, foreign exports and imports of \$21,000,000, and a jobbing trade of \$200,000,000. Regular steamer lines for San Francisco, Nagasaki and Hongkong leave her wharves, and her river boats reach all important points navigable on the Columbia and its tributaries. Enormous docks and warehouses give evidence of the heavy export and import trade that has made this one of the most important ports in America, and given to the city the name of being one of the most prosperous in the country.

Sea-going vessels receive and discharge freight at the city docks, carrying grain, flour, machinery and manufactures to China, Africa, Japan; lumber to Mexico and South America and to Asiatic countries, merchandise and supplies to Alaska. Trainloads of all imaginable products move in and out over the trunk lines of which the city is a terminus, and as the tributary country develops and our business relations with the Orient grow, Portland's commercial importance will increase.

Her fresh-water harbor cleans the hulls of barnacles and other accumulations, thus saving much time and expense to ship-owners. The city is a great distributing point for the whole Northwest.

While Portland does not claim a prominent position as a manufacturing center, it has made considerable progress in this direction also, one very important industry being the manufacture of



THE BLACK RIVER, NEAR SEATTLE.

The Pacific Northwest

furniture, in which the beautiful native woods are used. Another is the converting of hemp into cordage, the supply of hemp coming from the Philippines. There is a home market for the cordage on the great log rafts, among the ships which crowd the harbor, and for the vast grain crop which must be sacked and tied. A large business is also done in wood-working and iron-working industries and in the manufacture of clothing.

As a manufacturing center, Portland possesses the advantage of remarkably cheap and ample water power. Thirteen miles south of the city the Willamette River makes a fall of forty-two feet, furnishing a water power running from 35,000 horse power at extreme low water to 100,000 horse power at high water. Some of this power is used at the Falls, running woolen, flour and paper mills, while another portion of it is transmitted to Portland, where it is used in lighting the city and operating its factories.

Portland is a city of great beauty. Beautifully located on the Willamette River, it is surrounded by magnificent verdure-clad mountains, whose summits are covered with never-melting snows, towering into the blue of a sky as clear as crystal.

No mention of Portland is complete, unless Mount Hood, "the pride of Oregon," is spoken of. It stands on the very crest of the Cascades, some twenty miles south of the Columbia, its peak rising between eleven and twelve thousand feet above the sea. Other mountains in view from the heights of the city are Mount St. Helens, north seventy miles, which is 9,700 feet high; Mount Adams, eighty miles northeast, 9,500 feet high; Mount Jefferson, about 9,000 feet high, and Mount Rainier, 110 miles north of the city, 14,400 feet high. The city is swept by soft airs from the Pacific, and its climate is equable and healthful.

The climate, in fact, is one of the city's most notable features, the mean annual temperature is 52 degrees (much the same as Paris or Vienna), and so evenly distributed, that, summer and winter, the flowers bloom and the yards in Portland's residence districts are sweet with roses and gardens in January. So luxuriant is the growth in this rare climate that roses and sweet peas clamber to the second-story windows, and dainty ferns grow to the height of a man.

Portland is Oregon's metropolis, and as a modern city, in equipment, buildings and streets, public utilities and advanced

The Pacific Northwest

citizenship, stands high in the scale. The city is well built and metropolitan in appearance, with well paved and lighted streets and substantial business blocks. Few cities have greater wealth in proportion to population.

The schools are of the highest character, the church edifices handsome and well cared for, the public libraries, hospitals, courthouse, custom house, hotels and theatres such as any city can well be proud of.

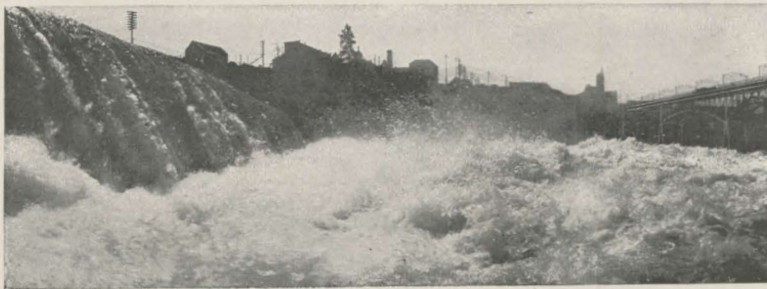
To the city's fine natural drainage, and to its bountiful and pure water supply, secured from glacier-fed streams on beautiful Mount Hood, is due the unusually low death rate, which is only about one-half that of eastern cities.

The visitor to Portland will find many pleasant excursions can be made down the Willamette and along the Columbia to Astoria, at its mouth, and up the Columbia to The Dalles.

Down the Willamette fifty miles, reached both by river and by rail, is Salem, the state capital. The Willamette valley is one of the most productive in the world. It has been settled for many years, and its farms and ranches join each other closely all the way between the two cities.

Ample railway and river transportation connects Oregon City, Dayton, Woodburn, McMinnville, Dalles, Corvallis, Albany, Eugene and many other prosperous towns south of Portland.

North from Portland, through the prune-growing district of Clarke County and across the southwestern corner of Washington, the railways lead to the rapidly developing trading centers and growing country tributary to the busy towns on the shores of



THE FALLS AT SPOKANE.



The Pacific Northwest



STREET SCENE, SPOKANE.

Willapa Bay and of Gray's Harbor, and north through Olympia to Tacoma, Seattle, Vancouver and Victoria, on Puget Sound. From Astoria by steamer to Ilwaco and thence by rail to Nahcotta one may reach Seaview, Long Beach, North Beach, Breakers and Ocean Park, seaside pleasure resorts situated on one of the finest ocean beaches in the world, being an unbroken stretch of snow-white sand, smooth and firm as a dancing floor, nearly thirty miles long, with a glorious surf rolling in upon it; a marvelous chain of fresh-water lakes stretching its entire length within half a mile of the sea, and a range of lofty mountains, forest-clad, as a background to it all.

SPOKANE.

The metropolis of eastern Washington is the aggressive and stirring city of Spokane, the center of a region rich beyond telling, in grain, live stock, wool raising and fruit growing. The fertile reaches of the Upper Columbia, the Big Bend country, the region known as the Spokane Plain, the wheat-growing districts of a large part of the Inland Empire and the mining camps of Coeur d'Alene, Colville, Chelan, and other mining districts of eastern Washington and northern Idaho, all are tributary to Spokane.

Situated at the falls of the Spokane River, the city possesses an invaluable water power, amounting to a maximum of over 350,000 horse power, and as a result of this highly valuable natural power,



The Pacific Northwest



flouring mills, lumber mills and other manufacturing establishments are springing up in great number. It has over 200 mills and manufacturing, and ships over 500,000 barrels of flour to the Orient per year.

It is one of the most important mining centers of the west.

South of Spokane, and dominating the grain and fruit growing regions of eastern Oregon, Washington and northern Idaho, is a group of busy, prosperous and typically western cities that includes Walla Walla, Colfax, Dayton, Oakesdale, Garfield and Elberton in Washington; Lewiston and Moscow in Idaho, and Pendleton, Union, Umatilla, Heppner and The Dalles in Oregon. They are all great shipping centers for the products of the farm, orchard and ranch, and all do a large jobbing trade with the tributary country.

The city has good schools, churches and other public institutions.

PUGET SOUND.

What Portland and the Columbia and Willamette are to Oregon, Puget Sound and those magic cities which line its shores are to Washington. Tacoma, Seattle, Bellingham, Everett, Olympia, are all growing and prosperous cities, and all enjoy the advantages that come from the possession of a vast natural harbor, ample to hold the whole world's shipping.

Puget Sound extends from the Strait of Juan de Fuca, southward to where the city of Olympia stands. Following its own windings, it is nearly 200 miles long, with an average width of from 5 to 15 miles. With its countless arms, it has a shore line of 1,600 miles, every mile of which, it is said, furnishes a harbor. The water is deep enough for the largest ocean-going vessels and there is anchorage everywhere, close in-shore. The sound is dotted with innumerable islands, ranging from mere picturesque dots of rock to tracts large enough for a county. Nearly two thousand ocean-going sail and steamships traverse its blue-green waters yearly.

What is known as "The Puget Sound Country" lies along the shores of this great inland sea, stretching to the Cascade Mountains on the east, and to the huge Olympic Range on the west. The phrase as generally used and understood, refers particularly to the

The Pacific Northwest

region between the Sound and the Cascades, a basin or valley about 120 miles long by 60 miles wide; a region of magnificent scenery, delightful climate, and infinite riches of resource. Its forests contain lumber enough to supply the needs of the world for a generation; its fisheries bring in annually millions of dollars; its coal mines are producing yearly millions of tons; and its soil yields to any reasonable tillage amazing crops of all the grains, grasses, fruits and vegetables of the temperate zone. Hops grow almost spontaneously and of the finest quality, and numerous varieties of small fruits and berries grow in profusion in the river valleys tributary to Tacoma, Seattle, Puyallup, Snohomish, Richmond, Kent and other towns.

Ten years ago there was no salmon cannery on Puget Sound, but to-day a combined capital of over \$7,000,000 is invested in the fisheries. This is only one instance of the marvelous growth of the region.

The shores of the great Sound are dotted with flourishing cities and towns. Olympia, the capital of the state at the southern point of the Sound, is at the head of navigation. Then come Tacoma, Seattle, Bellingham, Everett and Port Townsend, with many smaller cities.



TACOMA, WASH., AND MT. TACOMA.

TACOMA.

At the head of Commencement Bay, about seventy miles from where the Sound opens out into the Strait of Juan de Fuca, stands the city of Tacoma; a picturesque city, high on a bluff overlooking

The Pacific Northwest

the deep blue waters that rush in and out twice a day with the tides on which are borne to the gigantic wharves the choice products of China, Japan, and the far eastern countries, and from which are shipped to the Orient, lumber, grain, cotton and manufactures in ever-increasing quantities.

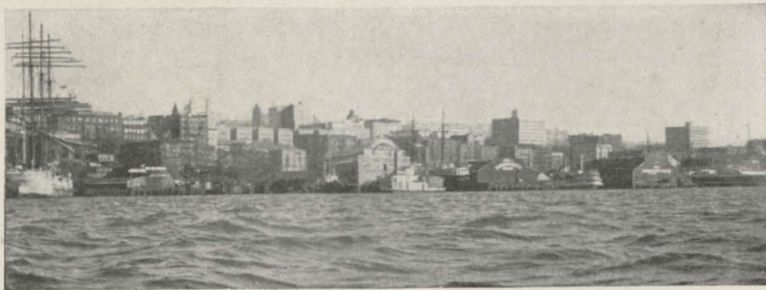
It is a rapidly growing city, pushing, aggressive and alert to all things looking to its business growth. At its docks the shipping of the world takes on and discharges valuable cargoes.

Its sawmills last year cut over 400,000,000 feet of lumber. Its great smelters handle the ores of the famous Treadwell mines of Alaska and of many other Alaskan mines and treat hundreds of thousands of tons of ore from British Columbia, eastern Washington, eastern Oregon and northern Idaho. Five of the largest flouring mills in Washington are located at Tacoma, and their output for last year was over 1,500,000 barrels.

Its manufactures and its foreign coastwise commerce are growing steadily. It is one of the principal wheat, coal and lumber shipping points of the Pacific Coast, and its people generally are progressive and prosperous.

SEATTLE.

About thirty miles north of Tacoma, on Elliott Bay, and about forty miles from where Puget Sound opens into the strait, sits Seattle, enthroned upon a hundred hills. It is the Pacific Coast terminal for several railways, and its growth has been one of the wonders of the modern world. In 1880 it had 3,533 people; and in 1900 the United States Census gave it 80,671, an increase of



SEATTLE WATER FRONT.

The Pacific Northwest



STREET SCENE, SEATTLE.

2,300 per cent in twenty years. Its present population is more than 300,000. In 1880 it was the market for 150,000 tons of coal; in 1900 for 900,000 tons. In 1880 it handled 25,000,000 feet of lumber; in 1900 the quantity had risen to 250,000,000 feet. In 1880 it imported 1,000,000 shingles; in 1900 it exported 450,000,000. Twenty-five hundred deep-sea vessels pass in and out of the Seattle harbor yearly. Just across the bay is the Puget Sound naval station, with the largest dry dock on the Pacific Coast, and, with one exception, the largest in the United States.

The city has forty wharves and docks, 100 miles of street railway, ten foreign consular offices, \$750,000 worth of public school buildings, a \$200,000 high school, the State University, seventy churches, several handsome theaters and fine hotels, daily papers that are equal to any in the West, eight parks, well-paved streets, gas and electric lights, and an abundance of pure water, clear as crystal. Its property valuation is \$80,000,000, its weekly bank clearings run from \$3,500,000 to \$6,000,000.

Its Alaska trade foots up many millions annually. Its foreign commerce extends to all nations, and is growing in all directions.

The Pacific Northwest

No city in the new world offers more opportunities to intelligent and enterprising young men in every profession and line of business effort.

North of Seattle are Bellingham (formerly known as Whatcom), Everett, Fairhaven and Port Townsend, all growing, pushing, western communities, increasing in population and wealth with the development of the natural resources surrounding them.



BIRD'S-EYE VIEW OF VANCOUVER.

VANCOUVER,

British Columbia, the terminus of the Canadian Pacific Railway, is one of the important seaports of the Northwest. It is also a very beautiful, and substantially built city, attracting many tourists who enjoy the delightful steamer excursions in this vicinity. One of the most popular trips is that between Vancouver and Victoria—sister cities of the same country.

VICTORIA

is another commanding port, beautifully situated and handsomely adorned by its public and business buildings, elegant residences and pleasure grounds.

A visit to Great Britain's North Pacific Naval Station, the noble Parliament Buildings, the splendid Government Museum, the Cathedrals, Beacon Hill Park, the Gorge and other places of interest in Victoria will ever be remembered with satisfaction.



The Pacific Northwest



THE CHICAGO & NORTH WESTERN RAILWAY

AND ITS CONNECTING LINES BETWEEN

CHICAGO AND THE PACIFIC NORTHWEST.

This great transcontinental route from Chicago to Portland presents many advantages as to train service and schedules. The route is across Illinois and Iowa to Council Bluffs and Omaha, thence through Nebraska, along the Platte River, and through Cheyenne, Rawlins and other Wyoming points to Granger; through Denver, Colorado Springs and Pueblo to Salt Lake City and Ogden, and over the Oregon Short Line and Oregon Railroad & Navigation Co. lines to Portland, or via St. Paul and Minneapolis and thence to Vancouver, Victoria, Seattle, Tacoma or Portland via the Northern Pacific, Great Northern or Canadian Pacific Rys.

The route of the daily fast electric-lighted Chicago-Portland Special, which makes the trip in only three days, and the China and Japan Fast Mail, is via Omaha, Cheyenne and Granger. Leaving Granger, the road leads through a mountainous district almost directly north to Bear Lake, following Bear River, after leaving the lake, until Soda Springs is reached. At McCammon is the junction point with the line from Ogden and Salt Lake City, up the Bear River Valley.

At Pocatello connection is made with the line north through Black Foot and Idaho Falls, across the Rockies to Butte and Helena and the new line through St. Anthony to Yellowstone Station, the new and direct western entrance to Yellowstone National Park.

Following the main line to Portland from Pocatello westward, the Snake River is reached at American Falls. Shoshone is some distance north of Shoshone Falls. Here Niagara has a competitor not lacking in grandeur. The Shoshone is said, in fact, to be one of the most beautiful waterfalls in the world. The volume of water is quite large, the rock formations are rugged and forbidding and the falls

The Pacific Northwest

and rapids make a picture well worth traversing the continent to see.

At Minidoka the branch line to Twin Falls connects with the main line. The development of irrigated lands tributary to these two points marks one of the most remarkable instances of substantial and rapid growth in the history of the west.

At Nampa is the junction point for Boise City, the center of the mining interests of southwestern Idaho.

Weiser is on the Snake River and on the state line between Oregon and Idaho. From Weiser, a branch line,

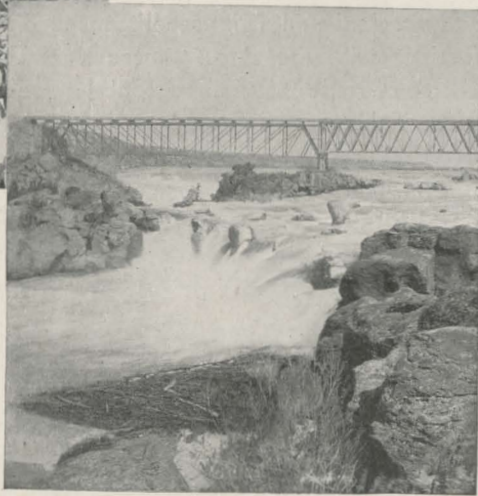


BELOW THE SHOSHONE FALLS,
IDAHO.

the Pacific & Idaho Northern Ry. leads to Council, en route to the Thunder Mountain mining district.

The route from Huntington, across the northeast corner of Oregon, leads to Umatilla on the Columbia, through Baker City, the great mining center of the State, and Pendleton.

Beyond Baker City, the line lies through the Powder River Valley, a rich agricultural section, and after crossing a spur of the



AMERICAN FALLS, IDAHO.



The Pacific Northwest



Blue Mountains descends into Grande Ronde Valley in the foothills. Farther on the train enters the great wheat section tributary to Pendleton and Umatilla, and at Umatilla the first glimpse of the Columbia is obtained. For the greater part of the distance from here to Portland the river scenery taxes the power of the English language for a description that will convey its grandeur and beauty. Noble mountain peaks, white with perennial snow; waterfalls which for wild grandeur are not anywhere excelled, great peaks of isolated basalt, rugged stretches where the river descends through rocks and sheltered gorges, all these things combine to make a scene which does not for an instant cease to change its kaleidoscopic brilliancy.

In the choice of routes which presents itself via The North Western Line Chicago to St. Paul and Minneapolis, thence via the Northern Pacific, Great Northern or Canadian Pacific to the coast, there is also much of scenic interest.

Four handsome through trains each way daily between Chicago and St. Paul and Minneapolis, make direct connection in Union Stations with the three transcontinental lines named, affording a choice of routes via Yellowstone National Park, through the great grain fields of Minnesota and North Dakota or through the beautiful scenery of the Canadian Rockies to Puget Sound points, from which ample rail and steamer accommodations provide for travel between Vancouver, Seattle, Tacoma and points south.

From Portland, south, the line of the Southern Pacific, known as the Shasta Route, provides easy means of access to California points with choice of routes to San Francisco by rail or by ocean steamer, and between San Francisco and Los Angeles via the San Joaquin Valley route or the beautiful Coast Line.

Round-trip tickets at reduced rates are on sale providing a choice of the numerous routings indicated above, going via any one of the several routes described and returning via another. In order to take advantage of this choice to the fullest extent, be sure your tickets read via the Chicago & North Western Railway and its connecting lines.

The Pacific Northwest

TO HOMESEEKERS.

With the annihilation of distance by the railroads and with widely increasing familiarity with its resources, the Pacific Northwest is rapidly filling up with progressive homeseekers, active business men, and shrewd stockmen, miners and farmers who add yearly to its wealth and importance.

Its cities are extending their commerce to all parts of the earth. Its wharves are lined with shipping, its farms and orchards laden with a wealth of crops.

In Oregon there are nearly 20,000,000 of acres of Government land open to settlement, and in Washington 10,000,000 acres. The railways also offer land for sale at prices to induce settlers. Much of this land is covered with valuable timber, and when cleared is exhaustless in fertility, yielding bounteous crops of wheat, oats, barley, rye, hops, fruit and all the other farm and garden products of the most favored regions of the temperate zone.

Churches and schools, academies and colleges dot the valleys, and these states stand to-day very high in rank in point of the percentage of school enrollment and absence of illiteracy.

Throughout the three states, in the territory east of the Cascade Mountains, there are regions which depend upon irrigation for their fertility, and here fruits flourish wonderfully, as does everything else that is watered and tended. Associations of capitalists have gone systematically into the business of irrigation, building dams and forming natural reservoirs, from which the water is distributed to customers. Many settlers get their permanent water supply in this way, and large areas have thus been reclaimed and are the most permanently successful of farming lands, because the degree of moisture can be accurately controlled. Much reliable information concerning the Pacific Northwest can be secured by addressing the various Chambers of Commerce in the larger cities of the region or by making application to any of the representatives of the Chicago & North Western Ry. whose names appear on another page, and who will respond promptly to any inquiries received by them as to railway rates and schedules, checking of baggage, shipping of household goods or any other information desired by the prospective tourist or homeseeker.



THE PACIFIC NORTHWEST—MAP OF

POOLE BROS. CHICAGO. 7-21-00



OREGON, WASHINGTON AND IDAHO.

The Pacific Northwest

DAILY and PERSONALLY CONDUCTED TOURS TO PORTLAND, SAN FRANCISCO and LOS ANGELES.

One of the most popular features of the service via the Chicago, Union Pacific and North Western Line to and from the Pacific Coast is the series of daily and personally conducted excursions which are operated via this line between Chicago and Portland, San Francisco, and Los Angeles, in Pullman tourist sleeping cars.

These excursions enable passengers to avail themselves of sleeping car accommodations at very reasonable rates, the price for double berth being only \$7.00 Chicago to the Coast.

They are in charge of experienced men, carefully selected for this duty on account of their knowledge of the country traversed, and their experience in handling excursion business. The entire time of these conductors in charge of the party is devoted in securing the highest degree of comfort and convenience for passengers under their care.

Special care is bestowed by these representatives upon the formation of family parties or groups of friends who desire in this manner to make the journey. The members of such parties only enjoy the pleasure and congenial company en route, and many small economies and pleasant incidents are possible that could not be had where one travels alone.

The sleeping cars referred to go through to Portland, San Francisco and Los Angeles without change, with a choice of routes via the direct line through Omaha and Cheyenne, or through Omaha, Denver and Colorado Springs.

North Western-Union Pacific Tour Department.

CHICAGO, ILL.—212 Clark St., City Ticket Office,

S. A. HUTCHISON, Manager Tour Department

E. M. HAWLEY, Traveling Agent.

G. R. LEMMER, Traveling Agent.

LOS ANGELES, CAL.—605 South Spring St., - J. H. PEARMAN, Assistant Manager

BOSTON, MASS.—300 Washington St., - - - T. P. VAILLE, Traveling Agent

BUFFALO, N. Y.—301 Main St., Ellicott Square, - THOS. J. KAY, Traveling Agent

ST. LOUIS, MO.—311 North 9th St., - - - P. J. BRADY, Traveling Agent

The Pacific Northwest

AGENCIES THE NORTH WESTERN LINE.

- ANTIGO, WIS.—M. W. HOLLISTER, Traveling Agent.
 BOSTON, MASS.—300 Washington St.—J. E. BRITAIN, General Agent.
 BOONE, IOWA.—A. J. CHEESEMAN, Traveling Agent.
 BUFFALO, N. Y.—301 Main St., Ellicott Sq.—H. B. LOUCKS, Jr., General Agent.
 CEDAR RAPIDS, IOWA.—M. H. RIZER, Passenger and Ticket Agent.
 CHICAGO, ILL.—215 Jackson Blvd.—J. L. FERGUSON, Assistant General Passenger and Ticket Agent; CLINTON McCULLOUGH, Traveling Agent.
 212 Clark St., City Ticket Office—H. A. GROSS, General Agent Passenger Department; G. A. GRISWOLD, City Passenger Agent; E. D. PARMELEE, City Ticket Agent.
 Wells Street Passenger Station—R. B. WILSON, Agent.
 Passenger Station, corner Kedzie Avenue and Kinzie St.—G. T. FELTUS, Agent.
 Clybourn Junction Station—T. H. GEORGE, Agent.
 CINCINNATI, OHIO—436 Walnut St.—N. M. BREEZE, General Agent.
 CLEVELAND, OHIO—239 Superior Ave., N. W.—A. F. CLEVELAND, General Agent.
 COUNCIL BLUFFS, IA.—522 Broadway, City Ticket Office—J. C. MITCHELL, City Passenger and Freight Agent.
 DEADWOOD, S. D.—E. E. BENJAMIN, General Agent.
 DENVER, COLO.—801 Seventeenth St.—T. S. RATTLE, Gen. Agent; H. WHEELER, Assistant General Agent.
 DES MOINES, IOWA—602 Walnut St., City Ticket Office—C. F. MILEY, General Agent.
 DETROIT, MICH.—17 Campus Martius—W. H. GUERIN, Gen'l Agent Pass'r Dept.
 DULUTH, MINN.—302 West Superior Street, City Ticket Office—A. M. FENTON, District Freight and Passenger Agent; GEO. M. SMITH, General Agent.
 GREEN BAY, WIS.—E. B. DALY, Traveling Agent.
 HOUGHTON, MICH.—Douglas House Block—C. E. WEBB, General Agent.
 HURON, S. D.—B. F. FARRELL, Traveling Agent.
 KANSAS CITY, MO.—823 Main Street—JAMES J. LIVINGSTON, Traveling Agent.
 LINCOLN, NEB.—1024 "O" Street, City Ticket Office—ROBERT W. MCGINNIS, General Agent.
 LOS ANGELES, CAL.—605 South Spring Street—C. A. THURSTON, General Agent.
 MADISON, WIS.—A. L. FISHER, Traveling Agent.
 MANKATO, MINN.—H. J. WAGEN, Traveling Agent.
 MILWAUKEE, WIS.—99 Wisconsin Street, City Ticket Office—CHAS. THOMPSON, General Agent; F. M. SNAVELY, City Passenger Agent.
 MINNEAPOLIS, MINN.—600 Nicollet Ave., City Ticket Office—J. A. O'BRIEN, General Agent Passenger Department.
 NEW YORK CITY—461 Broadway—R. M. JOHNSON, General Agent.
 OMAHA, NEB.—1401-1403 Farnam Street, City Ticket Office—GEO. F. WEST, General Agent Passenger Department.
 1201 Farnam Street—S. F. MILLER, General Freight and Passenger Agent, Nebraska and Wyoming Divisions.
 PEORIA, ILL.—333 Main Street, City Ticket Office—F. L. STAYNER, General Agent.
 PHILADELPHIA, PA.—1020 Chestnut Street—ORNO M. BROWN, General Agent.
 PITTSBURGH, PA.—504 Smithfield Street—A. Q. TALLANT, General Agent.
 PORTLAND, ORE.—102 Third Street—R. V. HOLDER, General Agent.
 ST. LOUIS, MO.—311 North 9th Street—GEO. F. BRIGHAM, JR., General Agent.
 ST. PAUL, MINN.—396 Robert Street (Ryan Hotel), City Ticket Office—E. A. WHITAKER, City Ticket Agent.
 SALT LAKE CITY, UTAH—38 West Second South Street—C. A. WALKER, General Agent.
 SAN FRANCISCO, CAL.—878 Market St. (Flood Building)—R. R. RITCHIE, General Agent, Pacific Coast.
 SEATTLE, WASH.—720 Second Avenue—F. W. PARKER, General Agent.
 SIOUX CITY, IOWA.—Security Bank Bldg., City Ticket Office—M. M. BETZNER, General Agent.
 SPOKANE, WASH.—423 Riverside Avenue—H. S. COLLINS, General Agent.
 SUPERIOR, WIS.—815 Tower Avenue, City Ticket Office—G. H. KIRK, General Agent.
 TACOMA, WASH.—Donnelly Hotel—A. S. NASH, Traveling Agent.
 TORONTO, ONT.—2 East King Street—B. H. BENNETT, General Agent.
 WINONA, MINN.—A. C. JOHNSON, General Agent.

HIRAM R. McCULLOUGH,
Vice President.

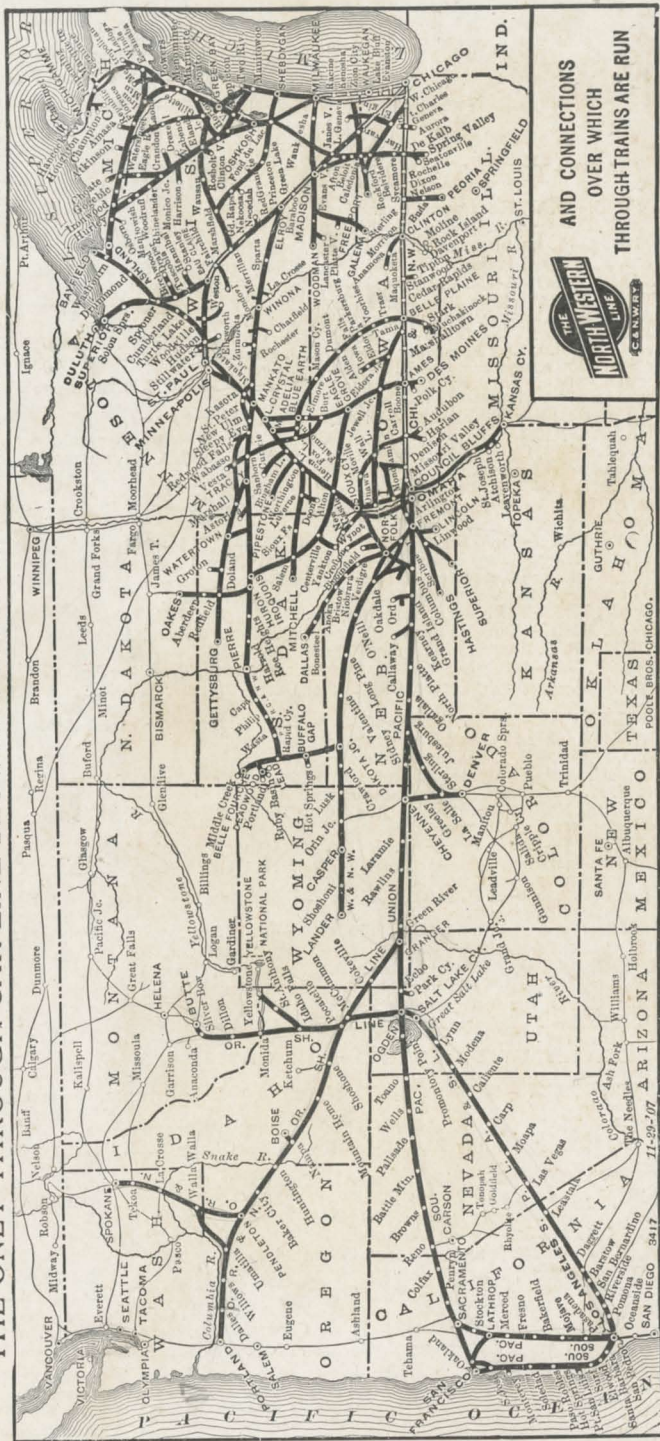
W. B. KNISKERN,
Passenger Traffic Manager.

R. H. AISHTON,
General Manager.

C. A. CAIRNS,
General Passenger and Ticket Agent.

GENERAL OFFICES: 215 Jackson Blvd., CHICAGO, ILL.

CHICAGO, UNION PACIFIC AND NORTH WESTERN LINE.
 THE ONLY THROUGH CAR LINE BETWEEN CHICAGO AND THE PACIFIC COAST.



CHOICE OF ROUTES BETWEEN CHICAGO, PORTLAND, SAN FRANCISCO, LOS ANGELES,
 AND OTHER PACIFIC COAST POINTS.