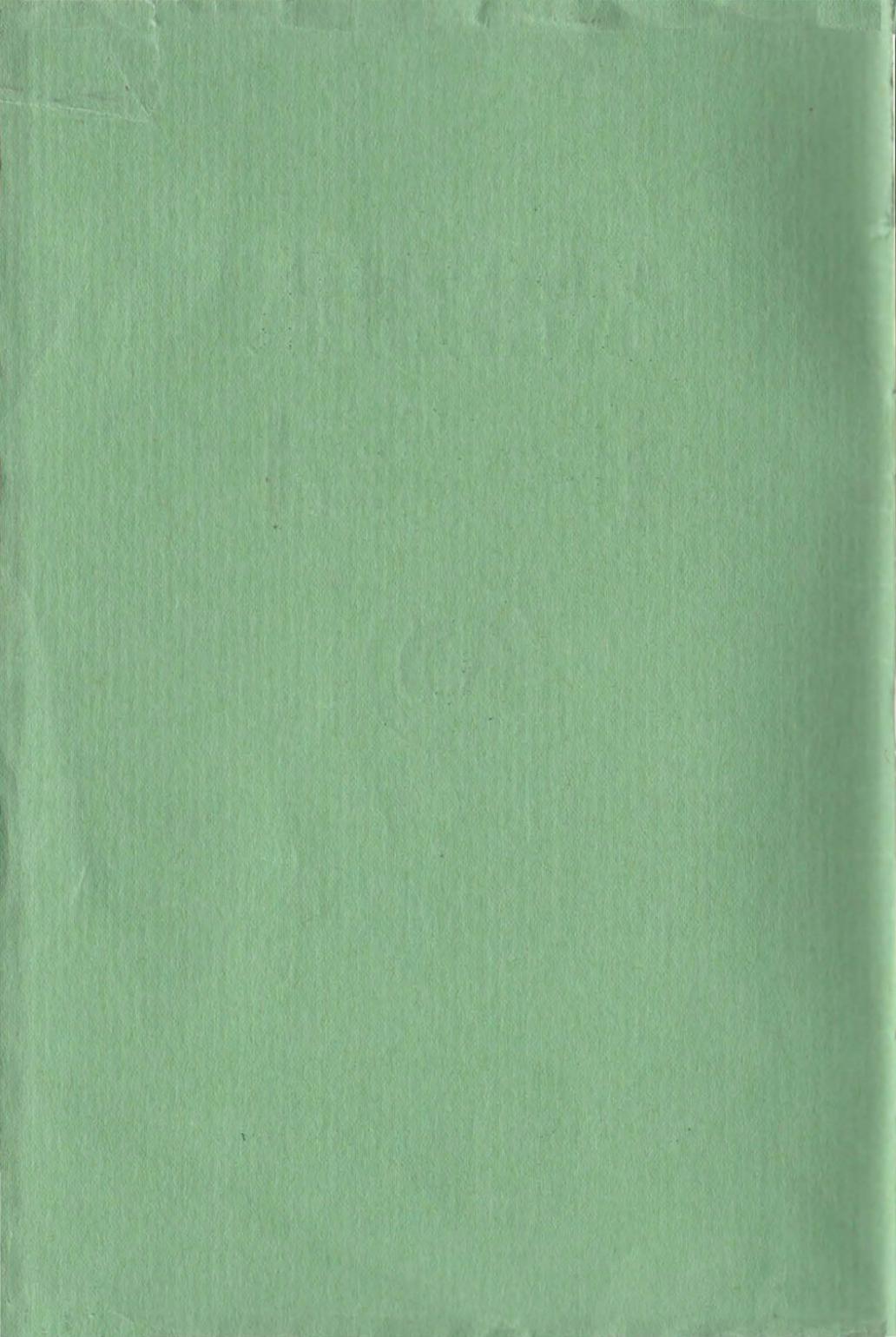


*THE*  
**EMPIRE  
BUILDER**

*[ And some of the Men  
who participated in the  
development of the Great  
Northwestern Empire. ]*

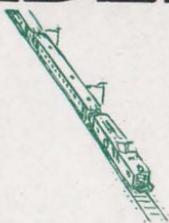


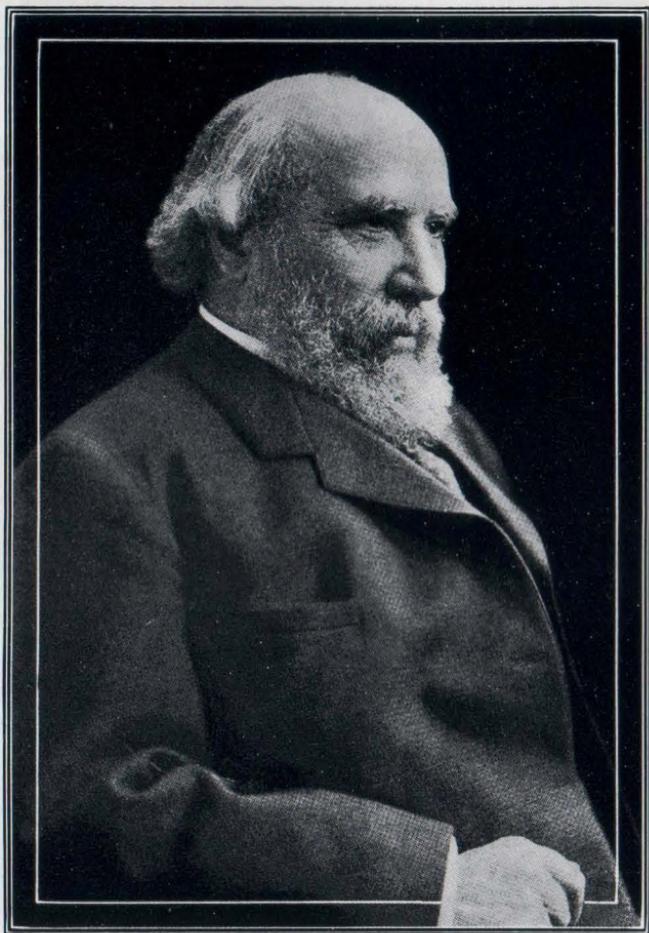
**GREAT NORTHERN RAILWAY**





*THE*  
**EMPIRE  
BUILDER**





JAMES JEROME HILL

# *The* EMPIRE BUILDER

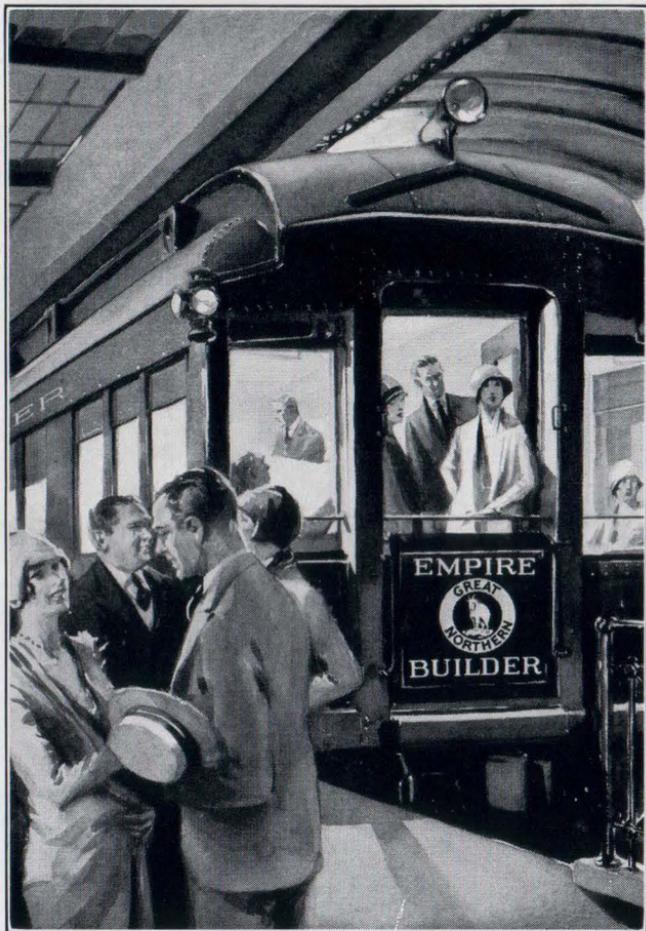
*New Companion Train of the  
Oriental Limited*



IN 1924 the Great Northern Railway gave the *Oriental Limited* to America's transcontinental traveling public. It was at that time, as it is today, a monument to modern railroad transportation; a train that represents the utmost in all that experienced and discriminating travelers demand.

It is with justifiable pride, therefore, that the Great Northern Railway presents a new companion train to share the enthusiastic acclaim that for the past five years has been the exclusive portion of the *Oriental Limited*. A new all steel train that marks another forward step in the fulfillment of the plans of the railroad's founder—James J. Hill, and it is to honor him that the new train has taken the title Mr. Hill so richly merited—*The Empire Builder*.

The appearance of the *Empire Builder* follows closely the completion of the electrified Cascade Tunnel, the longest railway tunnel in the Western World and a marvel of engineering skill, which was formally opened in January, 1929. Over this shorter, cinderless route of low-level grades the *Empire Builder* is drawn by super-power electric and oil burning locomotives on a new and faster schedule between Chicago and the cities of the Pacific Northwest. This new schedule, several hours faster than those in use heretofore



### The Empire Builder

**A** NEW, fast, luxurious, all steel train running on a 63 hour schedule westbound and a 61 $\frac{1}{4}$  hour schedule eastbound between Chicago and Portland and the cities on Puget Sound.

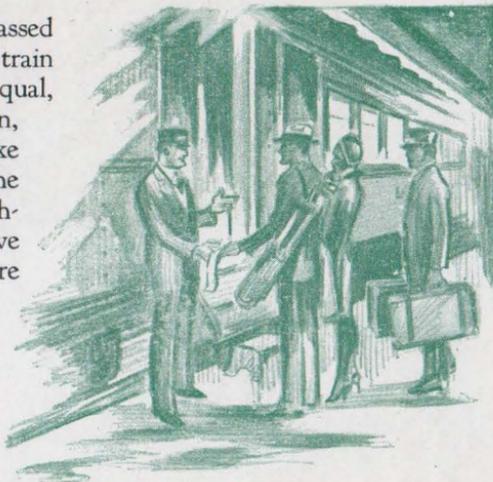


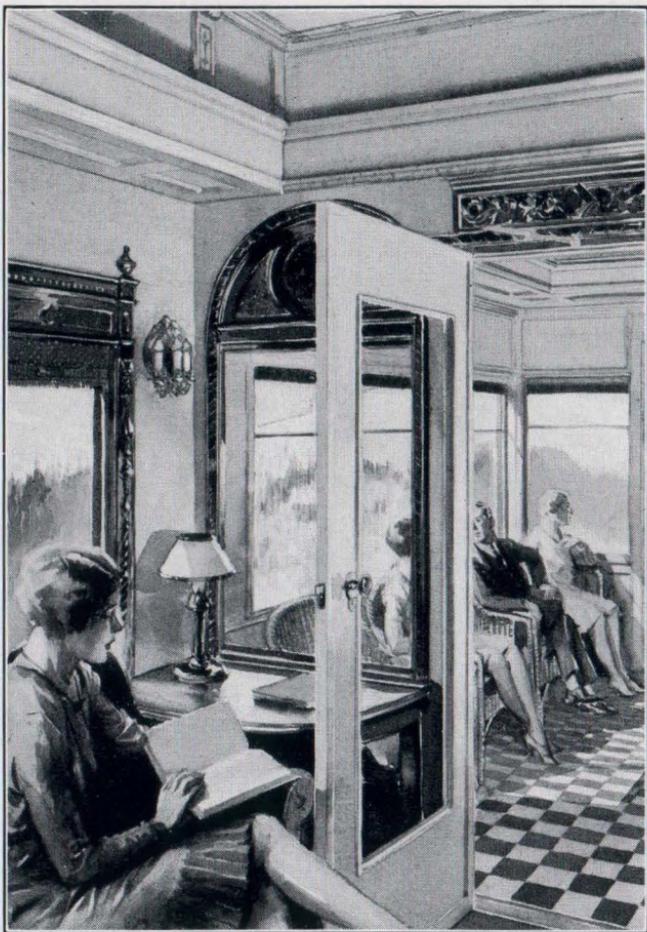
and with new departing and arrival times at terminals, will save a business day to transcontinental travelers.

In fixing a time saving schedule so appealing to the busy business men and women, whose duties or pleasures carry them from coast to coast, the Great Northern Railway has sacrificed nothing of the comforts which for five years have characterized the *Oriental Limited* and which, during that time, have pleasantly and indelibly impressed themselves on the memories of its patrons. On the contrary every device which the combined efforts of designers, builders and operators can produce for the comfort of travelers has been added to the equipment of the *Empire Builder*.

Back of this new train there is an ideal which may be summed up in the one word—SERVICE. The desire of the Great Northern to serve its guests to a superlative degree of excellence has been the inspiration and aim from the start. Genuine hospitality is everywhere reflected in the deportment of all train attendants whose sole object is to minister as capably as they possibly can to the desires of those on board. The Great Northern justly prides itself on a personnel that takes something more than a dutiful interest in its patrons.

Here, then, is unsurpassed service concentrated in a train that recognizes only one equal, and that in its companion, *The Oriental Limited*. Like the *Oriental Limited*, the *Empire Builder*, notwithstanding its many exclusive features, is not an extra fare train.





### The Sun Parlor

*THE* extra high windows of the Sun Parlor of the new observation cars permit an unobstructed view of the innumerable scenic spots passed on the route of the Empire Builder.

## The Sun Parlor Observation Cars



HE keynote of the decorative scheme that distinguishes the *Empire Builder* is struck in the sun parlor observation cars. Here the predominant color is the same warm tan that has proven so popular with patrons of the *Oriental Limited*, but in these new cars settees and chairs upholstered in bright colors give a new and decidedly attractive touch to the room.

In these new cars are found all of the service features now considered so necessary in transcontinental travel. At the rear end a commodious sun parlor, completely glassed in and with eight comfortable wicker chairs, has replaced the familiar recessed rear platform. The windows of the sun parlor, like those of the observation lounge, which adjoins it, are of extra height, affording the passengers an unobstructed view of the marvelous scenery along the route of the *Empire Builder*.

The observation lounge with its gaily upholstered chairs, settees and couch, small console and end tables with parchment shaded lamps, and with its decorations and lighting fixtures finished in old gold, is the most distinctive room on the train. Here the guests will find a well selected list of current magazines and literature descriptive of the history and





### The Club Lounge

*I*N the comfortable Club Lounge of the Empire Builder patrons will find all the conveniences that they expect in their own Clubs or in the better metropolitan hotels.



scenic attractions of the country through which the train passes. In a corner, set apart from the rest of the room by a low partition, is a writing desk well supplied with note paper, envelopes, mailing cards and telegraph blanks. Stamps may be secured from the car porter. Here also is located the telephone, which at terminal points is connected with the city service for the convenience of the passengers.

Just ahead of the lounge is the women's dressing room and shower bath, with a competent maid in charge, who is also a manicure and hair dresser.

Then comes the buffet in charge of the car porter, a compact little compartment that offers a complete fountain and broiler service. Cigars, cigarettes, and playing cards are also carried in stock. This adjoins the club lounge, another superbly appointed room, where guests may congregate to chat and play cards.

In the forward end of the car is the barber shop, completely enclosed, with the men's shower in an adjoining annex. The barber shop is in charge of a skilled white barber and valet. Here the traveler may obtain all of the ministrations common to barber shops everywhere, and at reasonable prices. Milady may have her hair bobbed or shampooed enroute, if she wishes. Here, also, you can have your clothes cleaned and pressed. A word to your sleeping car porter at night and he will take your suit or overcoat to the valet and return them to you in the morning in all their original nattiness.





### The Dining Car

*THE Dining Cars are finished in the same restful tones that distinguish the rest of the train, and here guests will find a delightful assortment of table d'hote and a la carte meals.*

## The Dining Cars



REAT Northern Railway diners have been popular with travelers on its line for many years, and with those who ride on the *Empire Builder* that part of the company's service is certain to become more attractive than ever.

As in all other departments of the train, exclusive features have been introduced for the pleasure of the guests of this de luxe train. The kitchen and pantry are unusually large. All of the latest conveniences in ice boxes, lockers and containers guarantee fresh and pure food, and automatic dishwashing machines assure cleanliness in table ware. The problem of ventilation and therefore, the elimination of cooking odors has been completely solved. Moreover, the car is so constructed that vibration has been reduced to a minimum, another pleasant prospect for those who choose to ride on the *Empire Builder*.

As on the *Oriental Limited* thirty-six passengers can be served on the *Empire Builder's* extra sized diner, and with the improved methods employed in the kitchen, the service is even more pronounced in its efficiency, thereby cutting down the waiting time and adding generally to the enjoyment of the meals.

Table d'hote and a la carte meals are served on these diners and products of the rich agricultural, fruit and dairy country through which the Great Northern route leads are featured.





### The Sleeping Cars

*ON the new Pullman Sleeping cars guests will find many new travel conveniences that add greatly to their comfort on the journey between Chicago and the cities of the Pacific Northwest.*

## The Pullman Sleeping Cars



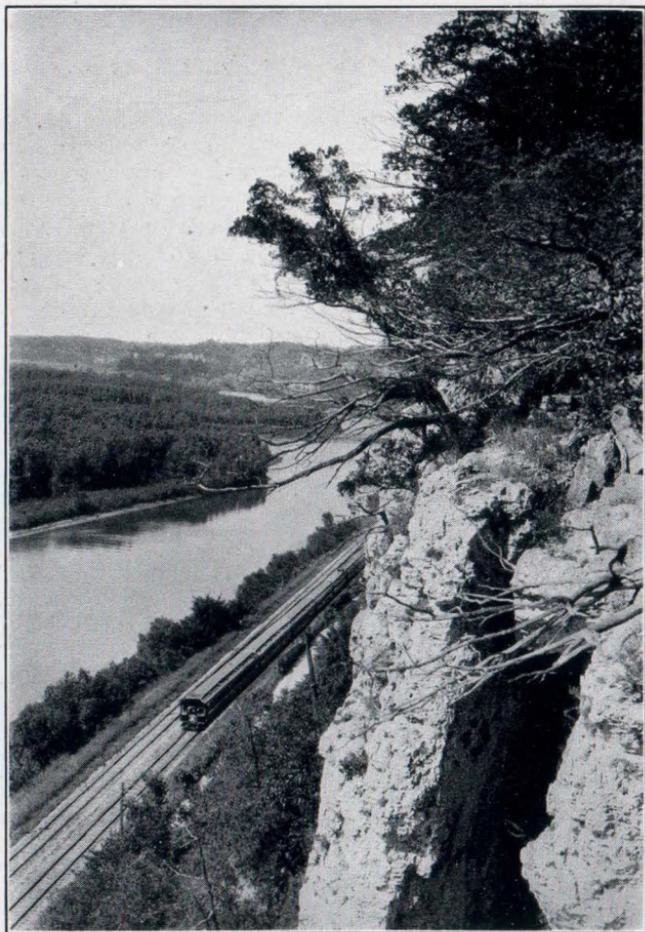
IN THE new Pullman sleeping cars of the *Empire Builder* the space and privacy afforded by each sleeping section is the first assurance of a restful trip across the middle and western part of the continent. The berths, individually lighted and ventilated, are wide and roomy and are equipped with the latest of coil spring mattresses, in addition to a number of new contrivances for the proper care of clothes and luggage. Each section is shut off from too much public view by a permanent headboard which assures guests an opportunity for seclusion that is rarely possible on a train.

Individual sash ventilators make it possible for travelers to regulate their own supply of air. Aisle lights and luminous berth numbers avoid confusion during the night hours. Upper berth passengers will find a roomy shelf upon which to place their belongings and in the lower berth a head rest is adjustable so that it becomes a horizontal shelf for clothes and luggage.

Special mention should be made of the dressing rooms on these new cars. Mirrors of all shapes and sizes, white porcelain fixtures, dressing tables, boudoir chairs, extra lighting facilities and unusually ample space, make dressing on the *Empire Builder* as free from jostling as it is at home.

The standard sleepers used on the *Empire Builder* contain eight sections, a drawing room, and two compartments. The private rooms are arranged so that a drawing room and a compartment can be used en suite if desired.





### Along the Mississippi

*F*OR three hundred miles the route of the Empire Builder courses beneath the weather beaten bluffs and picturesque rock formations that line the Mississippi River.



## The Clean, Cinderless, Scenic Route

**I**N DESCRIBING the route which the *Empire Builder* follows between Lake Michigan and Puget Sound, one naturally turns first to the marvels of the Cascade Tunnel and the other improvements recently made on the Cascade Mountain crossing of the Great Northern Railway. This program included the construction of the eight mile Cascade Tunnel, the relocation of all but seven miles of the old fifty mile line between Peshastin and Scenic, the elimination of nearly twelve miles of tunnels and snow-sheds and the electrification of the entire Cascade Mountain crossing between Wenatchee and Skykomish.

The Cascade Tunnel, however, is but one of the many interesting sights which greet the eye of the traveler on the *Empire Builder*. There is the quiet grandeur of the Mississippi Valley, the majesty of the Glacier Park Rockies and the snow crested Cascades, and the vistas of Puget Sound—the constant unfolding of landscapes of surprising beauty. Glacier Park, by the way, is the only national park touched directly by a transcontinental railroad, and the *Empire Builder* skirts it for a distance of 60 miles, in daylight.

The route of the *Empire Builder* is protected for its entire distance by either semaphore or light type block signals. The steel rails which are in use weigh 110 pounds to the yard on straight track and 130 pounds to the yard on



Across the Rockies



*Electrified in the Cascades*

curves. In addition the track is heavily ballasted with washed gravel and grades and curves have been reduced to a minimum—all of this contributing not only to complete safety but to smooth riding at the new speeds required under the faster schedules.

The most powerful fleet of locomotives in the world will haul this new all steel train and for over 1,200 miles either oil burning or electric engines are used, which means that over that stretch which pierces the most scenic sections of the Northwest, passengers are assured of clean, cinderless travel.

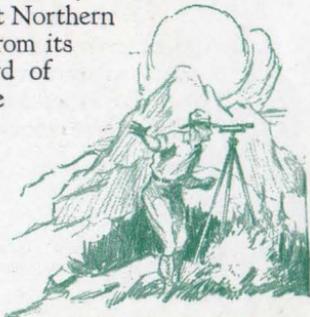
All of these things—the closely related elements that go to make up "A Dependable Railway"—together with the most modern passenger train equipment, are dedicated to the promotion of the security, comfort and pleasure of those who travel on the *Empire Builder*.

## THE EMPIRE BUILDERS

*The cars on the Empire Builder are distinguished by appropriate names, a system inaugurated on the new Oriental Limited. The dining cars have been named after states and Canadian provinces, the new sun parlor observation cars are called after men prominent in the early history of the Great Northern Railway, and the Pullman sleeping cars after the pioneers and soldiers who played so important a part in the building of the Northwest. Brief biographies of these men follow:*

### JAMES JEROME HILL—(1838-1916)

Born in Ontario and was educated at Rockwood Academy; when eighteen years old moved to St. Paul; employed by a Mississippi River steamboat company; in 1870 entered Red River steamboat business; in 1878 he and three associates, Kittson, Smith and Stephen, bought the St. Paul and Pacific Railway, then in receivership, and reorganized it as St. Paul, Minneapolis and Manitoba Railway; in 1880 helped form syndicate which, under another name, ultimately built Canadian Pacific Railway; organized Great Northern Railway in 1890 and personally planned and supervised its expansion until in 1893 it reached Puget Sound, with many branches originating traffic and acting as feeders for main lines; was General Manager of the St. Paul, Minneapolis and Manitoba Railway, 1879-81; Vice-President, 1881-82; and President, 1882-90, when it became part of the newly created Great Northern Railway; President of Great Northern from its inception until 1907; Chairman of Board of Directors until 1912; known as "The Empire Builder."





DANIEL WILLIS JAMES—(1832-1907)

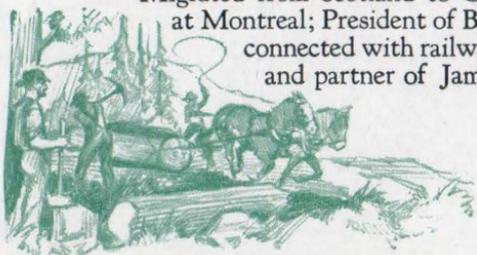
Born in Liverpool, England; in his youth entered employ of Phelps, Dodge and Company in New York City; Director from 1882 to 1889 of St. Paul, Minneapolis and Manitoba Railway, forerunner of present Great Northern system; close associate of James J. Hill in all of his later undertakings; known for his benefactions, although he gave without ostentation and often anonymously; the city of Williston, North Dakota, was named for him.

GEORGE FISHER BAKER—(1840- )

Started business life as clerk in a grocery store and later was watchman in a bank; has been for many years the head of the First National Bank of New York City and a leader in railway and industrial development; is officer or director in more than thirty of the most important corporations of America, among them being United States Steel Corporation, The Pullman Company, New York Central, Lackawanna and Erie Railroads, American Telephone and Telegraph Company, Mutual Life Insurance Company and Consolidated Gas Company; was a close associate of James J. Hill for many years; noted for his philanthropy, an outstanding contribution being \$5,000,000 for Harvard Graduate School of Business Administration; now resides in New York City.

LORD MOUNT STEPHEN (George Stephen)  
(1829-1921)

Migrated from Scotland to Canada in 1850; merchant at Montreal; President of Bank of Montreal, 1876-81; connected with railway operations in Manitoba and partner of James J. Hill in organization





of predecessor of Great Northern Railway; conspicuous for his share in carrying through to completion the Canadian Pacific Railway, of which he was President, 1881-87; for this task was made a Baronet by Queen Victoria, 1886; in 1888 went to reside in England and in 1891 was created a Baron, Lord Mount Stephen, a title taken from a peak in the Rockies named for him during construction of Canadian Pacific Railway.

### LORD STRATHCONA AND MOUNT ROYAL

(Donald A. Smith) (1820-1914)

Migrated from Scotland to Canada in 1838; in service of Hudson's Bay Company; after 13 years in trading posts on Labrador Coast came to Canadian Northwest; Governor of Hudson's Bay Company; Conservative member of Provincial Legislature of Manitoba; member of Council of Northwest Territories; represented Selkirk in Dominion House of Commons and from 1887 to 1896, representative for Montreal West; High Commissioner for Canada in London; one of chief promoters of Canadian Pacific Railway; partner of James J. Hill in purchase of St. Paul and Pacific and in early days of building of Great Northern Railway; Director of Canadian Pacific in 1886; President of Bank of Montreal in 1887; made many large gifts to hospitals and educational institutions; knighted in 1886 and raised to the peerage in 1897; President or Director of a large number of corporations.

### NORMAN WOLFRED KITTSON—(1814-1888)

Migrated from Canada to Minnesota in 1834; a fur trader on his own account; manager for American Fur Company in Northern Minnesota; member of Territorial Legislature, 1851-55;





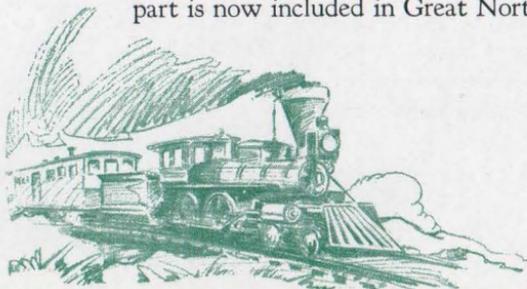
Mayor of St. Paul, 1858; established line of steamers and barges known as the Red River Transportation Company; partner of James J. Hill in steamboat business and later in organization of the St. Paul, Minneapolis and Manitoba Railway, forerunner of the present Great Northern Railway. Kittson County, Minnesota, was named after him.

#### CYRUS HENRY JENKS—(1844-1907)

When four years old moved to St. Anthony (Minneapolis), Minnesota, his father becoming that town's first schoolmaster and first constable; in 1862 enlisted in Sixth Minnesota Regiment serving in Sioux uprisings and later in Civil War; after close of war entered railroad service as tie inspector and rose to be division superintendent; in charge of transportation during construction of railway line from Red River of the North to Mouse River, North Dakota; employed by St. Paul and Pacific, St. Paul, Minneapolis and Manitoba and Montana Central Railways, predecessors of the Great Northern Railway, and by the Great Northern Railway, his service extending from October 1, 1869, to September 20, 1906, when he retired.

#### DAVID CHAUNCEY SHEPARD—(1828-1920)

Came to Minnesota from New York in 1857; Chief Engineer of Minnesota and Pacific Railway, a predecessor of Great Northern Railway, 1857-60; 1871-94 was railroad contractor, the several firms of which he was a member building over 7,000 miles of railway lines, of which a large part is now included in Great Northern system.





JOHN JACOB ASTOR—(1763-1848)

Organized American Fur Company, which built Fort Union and other posts in the upper Missouri country; sent two expeditions to the Oregon country in 1810, one by land and one by sea, which established Astoria, near mouth of Columbia River, Fort Okanogan, and others west of the Rocky Mountains; after War of 1812 he entered the Oriental trade on a large scale and his ships were to be found on every sea; his trading posts were very influential in establishing sovereignty of United States over the Oregon country, now the states of Oregon, Washington, and part of Idaho.

CHARLES ARTHUR BROADWATER—(1840-1892)

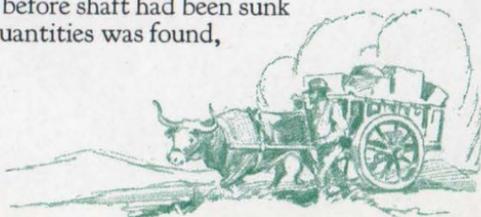
Came to Montana in 1863; wagon master of overland freighting company; post-trader at Fort Maginnis; founder and president of Montana National Bank, Helena, and of other banks in Montana; president and builder in 1886-87, of Montana Central Railway, now part of Great Northern System.

THOMAS BURKE—(1848-1925)

Settled in Seattle, Washington, in 1875, practicing law; Judge of Probate Court and Chief Justice of Supreme Court of Washington, resigning to enter private practice; for many years actively connected with Great Northern Railway in State of Washington; secured rights of way and franchises for entrance of Great Northern Railway into the city of Seattle.

MARCUS DALY—(1842-1900)

Came to Montana from Utah in 1876 and settled at Butte; practical miner and assayer; in 1881 opened Anaconda Mine as a silver mine but before shaft had been sunk very far copper in large quantities was found,





## The PIONEERS

which started new era in Montana mining development; member of Constitutional Convention, 1884.

### ARTHUR A. DENNY—(1822-1899)

Took active part in Seattle's early history; first post-master; member of first legislature of Washington Territory and served one term in Congress; in command of company of volunteers during Indian uprisings of 1856; banker and organizer of public utilities and local railway companies; in 1892 helped obtain right of way for Great Northern Railway through city of Seattle; called "Founder of Seattle."

### PARIS GIBSON—(1830-1920)

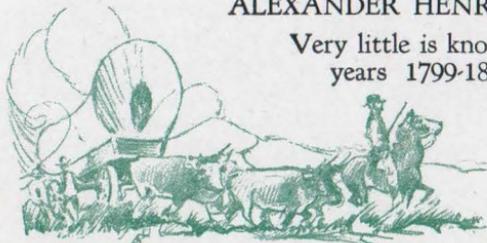
Came to Minnesota from Maine in 1858 and built first merchant flour mill in Minneapolis, known as Cataract Mill; in 1860 erected first woolen mill in that city, known as North Star Woolen Mill; engaged in sheep business in Montana; founded Great Falls, being attracted by water power there; member of first Montana Constitutional Convention in 1889; member of Montana Senate; United States Senator from Montana, 1901-05; called "Founder of Great Falls."

### JAMES NETTLE GLOVER—(1837-1921)

Settled near Salem, Oregon, in 1849; engaged in mining operations in eastern Oregon and later in steamboat business; in 1873 moved to Spokane Falls and started saw mill on site of present Phoenix Mill and built general store around which Spokane subsequently grew; member of City Council, 1883, and Mayor, 1884; President of First National Bank for ten years; called "Founder of Spokane."

### ALEXANDER HENRY—( -1814)

Very little is known of his early life; spent years 1799-1808 as fur trader among





Indians in region of Lake Winnipeg and Red River of the North; first white man to cultivate soil in what is now North Dakota, doing extensive gardening at Fort Pembina; later as associate in Northwest Company, extended operations to Saskatchewan and Upper Missouri Rivers and to Northwest Coast; present at sale of Astoria to Northwest Company; drowned in Lower Columbia River.

JOHN McLOUGHLIN—(1784-1857)

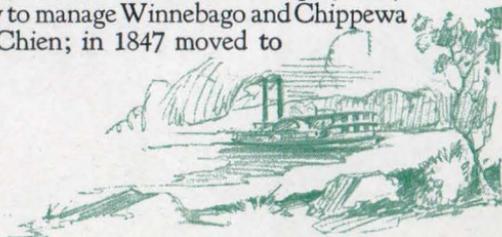
Studied medicine in Edinburgh; Chief Factor for Northwest Company and Hudson's Bay Company; built Fort Vancouver, Washington, in 1824, and later several other forts; sent expeditions to Fraser River by sea; also to Sacramento and San Joaquin Valleys; recognized agricultural possibilities of country and instrumental in organizing Puget Sound Agricultural Company, consisting of retired Hudson's Bay Company employees in 1839; gave aid and succor to overland emigrants to Oregon in 1843-46; resigned from Hudson's Bay Company in 1846 and moved to Oregon City, Oregon, becoming American citizen; known as "Father of Oregon."

ALEXANDER RAMSEY—(1815-1903)

Came to Minnesota from Pennsylvania as first territorial Governor of Minnesota, 1849-53; made treaties with Sioux and Chippewa Indians, by which enormous tracts of valuable land were opened up for settlement; Civil War Governor of the State of Minnesota, 1859-63; first Governor to offer volunteers to Lincoln; United States Senator from Minnesota, 1863-75; Secretary of War from 1879 to 1881.

HENRY MOWER RICE—(1816-1894)

Came from Michigan to Minnesota in 1839; employed by American Fur Company to manage Winnebago and Chippewa trade from Prairie du Chien; in 1847 moved to





## The PIONEERS

Mendota near St. Paul; delegate in Congress from Minnesota, 1853-57; assisted in sale of part of Fort Snelling Reservation for use as a townsite, now Minneapolis, 1855; introduced bill in 1857 establishing Minnesota as a state and providing extensive land grants for the state school system; United States Senator, 1858-63.

### HENRY HASTINGS SIBLEY—(1811-1891)

Fur trader for American Fur Company at Mendota, Minnesota; delegate to Congress for Territory of Minnesota; member of Minnesota State Constitutional Convention and first Governor of State; commanded troops defending frontier against Sioux Indians and at Wood Lake, Minnesota, won decisive victory in 1852 and following year defeated Sioux in three other engagements; made Brevet Major General; member of Commission to negotiate treaties with hostile Indian tribes in Northwest.

### ISAAC INGALLS STEVENS—(1818-1862)

Graduated at West Point in 1839; took part in important battles of Mexican War; in 1853 became Governor of Washington Territory and led expedition surveying for northern railway route from Mississippi to Pacific Coast, now followed closely by the Great Northern and Spokane, Portland and Seattle Railways; completed several important Indian treaties and put down Indian insurrections of 1855-56; entered Civil War as Colonel, rising to Major General; killed while leading a charge in battle of Chantilly.

### GEORGE B. WINSHIP—(1847- )

Served in Second Minnesota Cavalry during Civil War; publisher, 1879-1911, of Grand Forks, N. D., Herald, a leading newspaper in promoting best interests of State, and taking first place for progressive policies and wise conservatism; now living in San Diego, California.





GENERAL FREDERICK WILLIAM BENTEN  
(1834-1898)

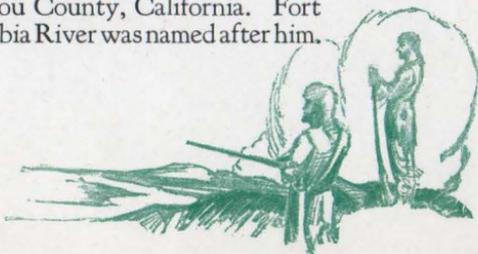
In Civil War organized a company of Union Volunteers, rising to rank of Colonel; mustered out of volunteer service in 1866; entered regular army; in 1876 led command that saved Reno's troops after battle of Little Big Horn; his most brilliant successes were in his campaigns against the Indians, on account of which he was rapidly promoted.

GENERAL WILLIAM CAREY BROWN—(1854- )

Graduated at West Point in 1877; at Infantry and Cavalry School in 1883; participated in Bannock Indian campaign, 1878; Sheepeater Indian campaign, 1879; Sioux Indian campaign in Dakotas, 1890-91; made first survey of St. Mary Lakes region now in Glacier Park, Montana; Adjutant at U. S. Military Academy, West Point in 1885-90; in Spanish-American War, took part in Santiago campaign and Battle of San Juan in 1898, and in Philippine Insurrection, 1900-01; commanded independent cavalry column in Punitive Expedition into Mexico, 1916; in World War was Inspector, Quartermaster Corps, A. E. F.; made Brigadier General, retired 1927; now living at Denver, Colorado.

GENERAL EDWARD RICHARD SPRIGG CANBY  
(1819-1873)

Graduated at West Point in 1839; served with distinction through Seminole, Mexican and Civil Wars, rising to rank of Brigadier General; Military Governor of South Carolina; commanded various military divisions and departments; on April 11, 1873, while commanding Division of the Pacific was treacherously killed by Modoc Indians at conference with them in Siskiyou County, California. Fort Canby at mouth of Columbia River was named after him.





GENERAL GEORGE ARMSTRONG CUSTER  
(1839-1876)

Graduated at West Point in 1861; served with distinction through Civil War, rising to rank of Brevet Major General of Volunteers in 1864; Lieutenant Colonel in regular army 1865; 1867-68 in campaign against Cheyennes; in 1873-76 saw active service in Black Hills and along Yellowstone in Indian warfare; June 25, 1876, fought battle of Little Big Horn against Sioux under Sitting Bull where Custer's command was annihilated.

GENERAL JOHN CHARLES FREMONT—(1813-1890)

Assisted in survey of what is now Minnesota, Iowa, Nebraska and the Dakotas, 1838-39; made five exploring trips between Mississippi River and California; took important part in conquest of California during Mexican War; Governor of California in 1847 and concluded those articles of capitulation by which Mexico conceded exclusive possession of California to United States; in 1856 was Republican candidate for President of the United States; at outbreak of Civil War was made a Major General and placed in command of Western Department; later commanded Mountain Department of Virginia, Tennessee and Kentucky; resigned from army in 1864; from 1878 to 1882, Governor of Arizona; in 1890 Major General on retired list; known as "The Pathfinder."

GENERAL JOHN GIBBON—(1827-1896)

Graduated from West Point in 1847; served through Mexican and Civil Wars, participating in many major campaigns and rising to rank of Brevet Major General; commanded several Western posts; led Yellowstone expedition against Sitting Bull in 1876; wounded in engagement of Big Hole Pass, Montana, with





the Nez Perces on August 9, 1877; commanded successively several departments in the West; in 1885 became Brigadier General and put down riots in Washington Territory against Chinese.

**GENERAL HENRY LEAVENWORTH—(1783-1834)**

Practiced law before 1812; enlisted in army; was promoted through successive grades to Brigadier General in 1824; commanded expedition, which in 1819 established first military post in Minnesota, now known as Fort Snelling, then a frontier point in the Indian Country.

**GENERAL LEWIS MERRILL—(1834-1896)**

Graduated at West Point in 1855; served in Missouri, in Kansas Territory and with Utah expedition; in Civil War organized Merrill's Horse to fight guerrillas, rising to rank of Brevet Brigadier General; commanded various military departments in South; commanded troops in West; guarded railway surveyors through Dakota and west to the mountains.

**GENERAL WESLEY MERRITT—(1836-1910)**

Graduated at West Point in 1860; served through Civil War, rising to command of a cavalry division, with rank of Brevet Major General; saw varied service in Southwest on frontier duty; in 1876 served in Big Horn and Yellowstone Indian campaigns in Wyoming, Montana and the Dakotas; 1882-87 Superintendent of U. S. Military Academy, West Point; in 1897-98 commanded Department of the East; in 1898 commanded U. S. forces in Philippines and later at Paris with American Peace Commissioners; thereafter commanded Department of the East.

**GENERAL NELSON APPLETON MILES—(1839-1925)**

During Civil War rose from First Lieutenant to Major General of Volunteers, taking part in





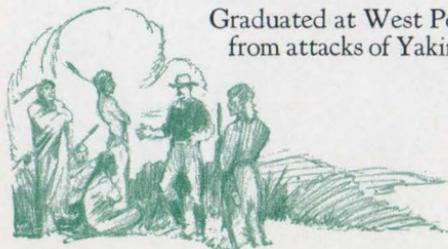
many important engagements and winning Congressional Medal of Honor for distinguished gallantry in action before Chancellorsville; after war became Colonel of Fortieth Infantry; later Lieutenant General (1900) and Senior Officer of Army; achieved fame for services against Indians in West; defeated Cheyennes, Kiowas and Comanches, 1875; and Sioux and Nez Perces in Montana, 1876-77; being in command of forces that captured Chief Joseph of the Nez Perces in Bear Paw Mountains near Chinook; compelled Apaches to surrender, 1886; suppressed Indian outbreaks in South Dakota, 1890-91; in war with Spain, directed in person occupation of Porto Rico.

GENERAL HUGH LENOX SCOTT—(1853- )

Graduated at West Point in 1876; took part in Indian campaigns throughout entire West; was expert in Indian sign language; fall of 1882 in charge of building the telegraph line from Fort Totten, on Devils Lake, seventy-eight miles east to Larimore, North Dakota, to meet the Great Northern, which had built to that point; organized and commanded an Indian Troop in Seventh Cavalry, 1892-97; Adjutant General over second and third divisions of first army corps and Department of Havana, 1898-99; Adjutant General of Department of Cuba, 1900-02; Governor of Sulu Archipelago, 1903-06; Superintendent of U. S. Military Academy, West Point, 1906-10; commanded Second Cavalry Brigade along Texan border during Mexican disturbances, 1913-14; Chief of Staff in 1914; in 1915 made a Major General; during World War took important part in administrative capacity; now Chairman of New Jersey Highway Commission and lives at Princeton.

GENERAL PHILIP HENRY SHERIDAN—(1831-1888)

Graduated at West Point in 1853; defended settlers from attacks of Yakima Indians at block-house fight





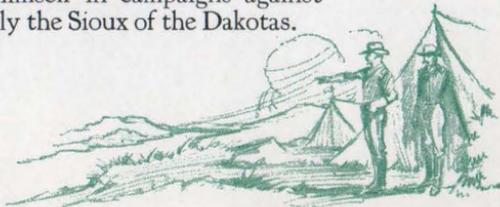
at the Cascades of the Columbia River; during Civil War rose to rank of Major General in regular army and took part in many major engagements, winning reputation for daring which was further increased by his famous Shenandoah Valley raid in 1864, when he drove far into Confederate lines destroying railway communications of enemy; after war assumed command of Department of the Gulf and, 1867-83, commanded Department of the Missouri; Lieutenant General in 1869; in 1883 succeeded to command of Army and in 1888 became General.

GENERAL WILLIAM TECUMSEH SHERMAN  
(1820-1891)

Graduated at West Point in 1840; during War with Mexico served as Acting Assistant Adjutant General in California; resigned from army in 1853 but reappointed May, 1861; during Civil War rose to rank of Major General, taking part in many major engagements and was leader of famous march through Georgia; from close of war until March, 1869, commanded Military Division of the Mississippi; Lieutenant General in 1866 and three years later General in command of army; in latter capacity made extensive study of adequacy of frontier defenses against Indians and made a personal trip through West in 1879 for that purpose.

GENERAL ALFRED SULLY—(1821-1879)

Graduated at West Point in 1841; served in Seminole War and War with Mexico; in Civil War won distinction in Battles of Fair Oaks and Malvern Hill; was made Major General of Volunteers and Brigadier General in the regular army; in 1863 commanded Department of Dakota and greatly distinguished himself in campaigns against hostile Indians, especially the Sioux of the Dakotas.





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A brief bibliography follows for those who desire to learn more about the lives of the men whose names appear on the cars of the *Empire Builder*. Some of these biographies were obtained from private sources and others were compiled from the following general biographical and historical books:

- New International Encyclopaedia, Americana, etc.
- Who's Who in America—back issues.
- The Historical Register and Dictionary of the U. S. Army.
- Lives of the Governors of Minnesota—from Minnesota Historical Collections.
- Minnesota Biographies—Minnesota Historical Society.
- Canadian Men and Women of the Time.
- Various state histories, historical society collections, and magazine articles, which may be found through reader's guide books.

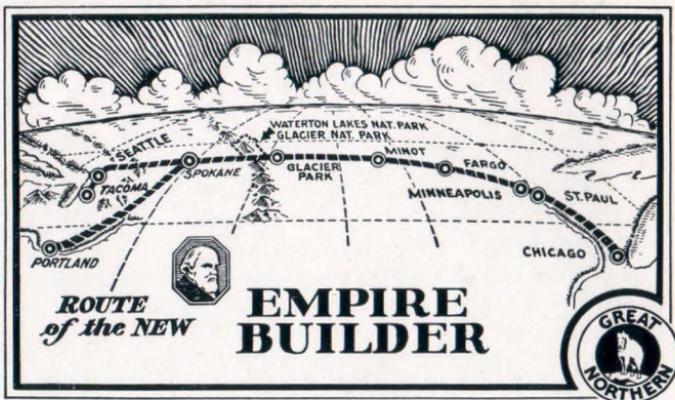
Most of these men, however, have had books published about them, either straight biographies or books in which their life was the principal theme. A short list of these follows:

- Life of James J. Hill, by J. G. Pyle, Doubleday, Page and Co., 1917, 2 vols.
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