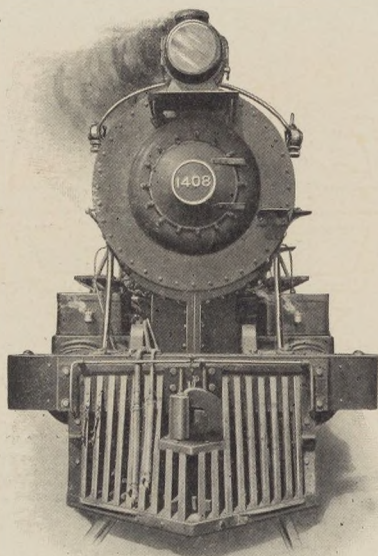


The Oriental Limited



The
Perfect
Train



"Trifles make perfection, but perfection is no trifle."

The
Oriental
Limited

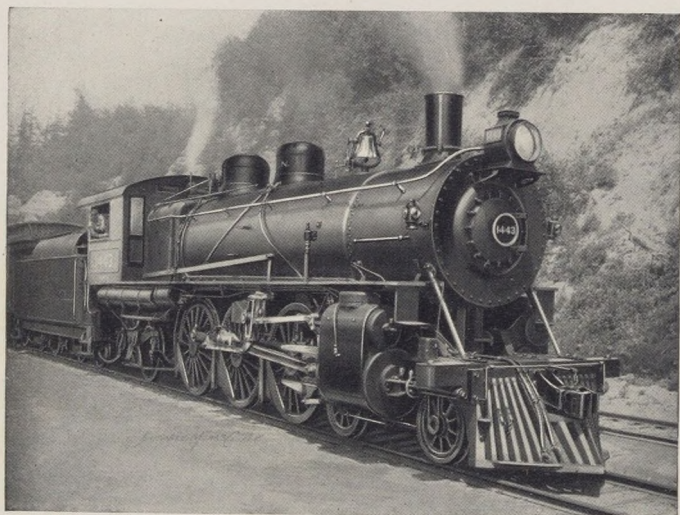




The Perfect Train

THE "ORIENTAL LIMITED" has attained a position during the few years it has been in service in the front rank of world-famous trains. The service has recently been augmented by the installation of entirely new equipment throughout. These cars are unusually strong, with heavy steel sills running the entire length of the car, which gives them unusual strength; at the same time making them resilient and easy-riding.

The present high state of perfection in this service is the result of carefully-considered plans. It is the policy of the Great Northern management to adopt tested and worthy innovations that will contribute to the comfort, convenience, safety and pleasure of its patrons. No extra fare.

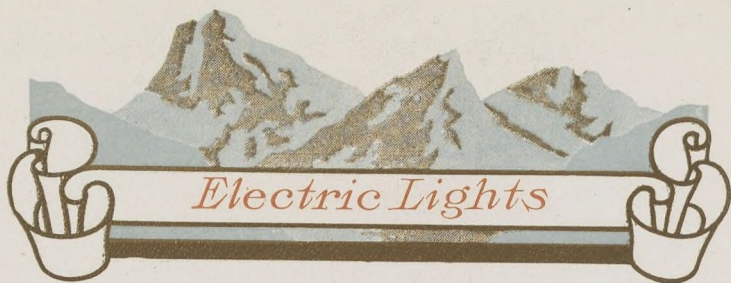




Afternoon Tea

FOUR-O'CLOCK tea parties are a popular diversion on the Great Northern's "Oriental Limited." The company has adopted the practice of serving tea each afternoon between four and five o'clock to occupants of the Standard Sleeping-Cars and Compartment-Observation Car. It is not only refreshing, but adds greatly to the social pleasure of the trip across the continent. Many people, especially ladies, feel the need of some light refreshment during the interval between luncheon and dinner, and this service meets the requirement. That the men enjoy it as well as the women is evidenced by the fact that very few let the hour slip by without indulging in a cup o' tea. There is no charge for the service. Give your order to the porter.



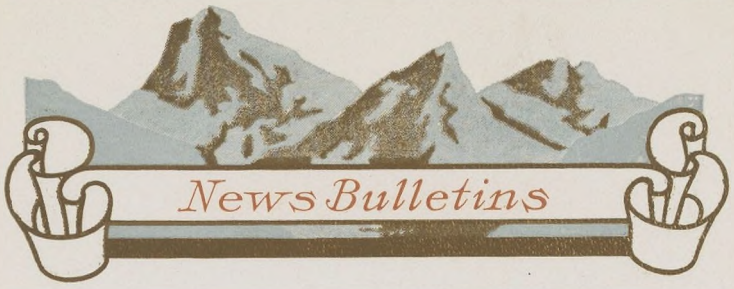
A decorative header featuring a stylized mountain range in shades of blue and brown at the top. Below the mountains is a dark brown banner with ornate, scroll-like flourishes at each end. The banner contains the text "Electric Lights" in a cursive, reddish-brown font.

Electric Lights

JUST a few words about the illumination of the "Oriental Limited." If you were about to lease a house or an apartment, you would want to know something about the lighting facilities. This is an important feature of any train, and we have given it particular attention.

The "Oriental Limited" is electric-lighted throughout, and is said to be the best-lighted train in the world. Over 500 incandescent lamps are used and there are no dark corners. The power is derived from a dynamo located in the baggage car. This system is the most satisfactory for train lighting, as it keeps the lamps at a proper brilliancy. Individual berth lights, electric fans and curling-iron heaters, add to your comfort.





News Bulletins

NO longer need the traveler to the Pacific Northwest feel that he is out of touch with the world and its doings. Special arrangements have been made whereby one gets the very latest important news. Twice a day, special telegraphic news bulletins are "flashed" from the General Office to the "Oriental Limited." These bulletins contain condensed items of the world's events up to the time of their being sent out.

The bulletins are passed among the occupants of the Compartment-Observation Car, Standard and Tourist Sleeping-Cars. They must of necessity be brief, but they keep you informed of important events in the political, industrial, social and sporting world—monotony on the trip is impossible.





Telephone Service

A TELEPHONE is one of the innovations recently introduced on the "Oriental Limited." It stands on the library table of the Compartment-Observation Car, and is connected with city circuits immediately upon arrival of the train. This enables passengers to converse with their friends, and business men to make early appointments. It is a time-saver and a great convenience. The service is now established at Chicago, St. Paul, and Seattle. It has proved so popular and practical that plans are being worked out to install it at other important points on the line where stops are sufficiently long to warrant it. The porter will provide a telephone directory if you desire to look up any of your calls in advance.



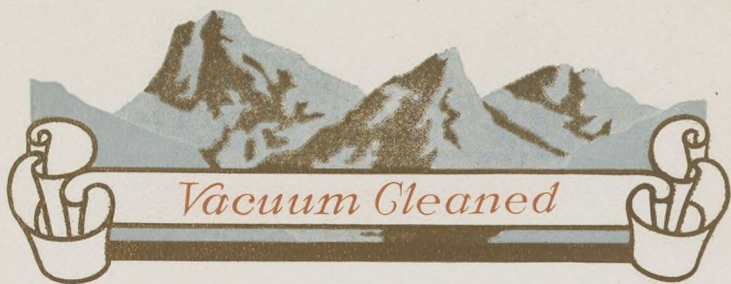


Chicago-Puget Sound

THE "ORIENTAL LIMITED" is a solid, wide-vestibuled, electric-lighted train, composed of Compartment-Observation Car, Standard and Tourist Sleeping-Cars, Dining-Car and Day Coaches. It affords daily service between Chicago, St. Paul, Minneapolis, Spokane, Wenatchee, Seattle, Everett, Tacoma, Portland, Bellingham, Vancouver, Victoria, and other Puget Sound points.

The route is an interesting one, following the windings of the mighty Mississippi—along historic old Indian trails—across the fertile prairies—through the scenic Rockies of Montana, skirting the edge of Glacier National Park—over the rugged summits of the Cascade range—along the picturesque shores of Puget Sound. No extra fare.





VACUUM cleaning machines are used to keep the "Oriental Limited" spick and span. The time-honored broom has been relegated to a dark corner of the porter's locker, and its functions are now performed by a machine in charge of a skilled operator. The apparatus comprises a vacuum pump, driven by an electric motor, and a metallic reservoir for receiving the dirt. The machine is a part of the train equipment, and a uniformed operator has been added to the train crew; his only duties being to keep the cars neat and clean. The Great Northern Railway is a good housekeeper, and every day is cleaning day on the "Oriental Limited." Have your clothes "vacuum cleaned"—the dustless way. Ride in clean cars.





Other Good Trains

The Oregonian

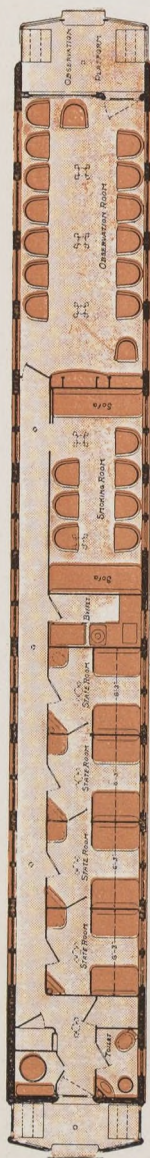
THE Oregonian is another good daily train between St. Paul, Minneapolis and the cities of Puget Sound. In appointments and furnishings the cars are similar to those in service on the "Oriental Limited," thoroughly comfortable and up-to-date. It is electric-lighted throughout, furnished with daily news bulletins. Equipment consists of Standard and Tourist Sleeping-Cars, Dining-Cars and Coaches. The Oregonian, like the "Oriental Limited," traverses the southern border of Glacier National Park. Make reservations early.

Great Northern Express

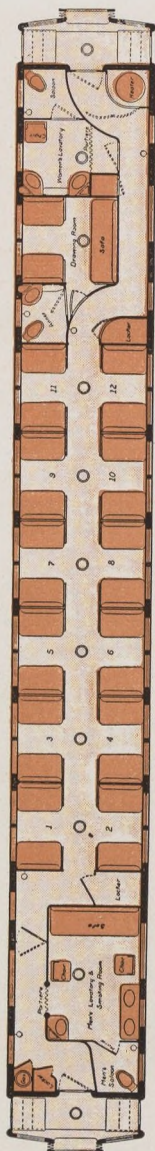
THAT'S the name of the Kansas City - Seattle train, westbound. Eastbound, it is known as the Southeast Express. This is the train to take if you want a quick and comfortable journey over an interesting and picturesque route. From Kansas City it runs over the Burlington tracks to Billings, Montana, and then over the Great Northern Railway, through the scenic portion of the Rockies, past Glacier National Park, and over the Cascade mountains, Washington. In addition to electric-lighted Standard and Tourist Sleeping-Cars and Coaches, these trains carry comfortable free Reclining-Chair Cars. But, best of all, it carries a Compartment-Observation Car, making it practically a duplicate of the famous "Oriental Limited."

These trains have proved popular from the start, and particular passengers have been quick to appreciate the excellence of the daily service.

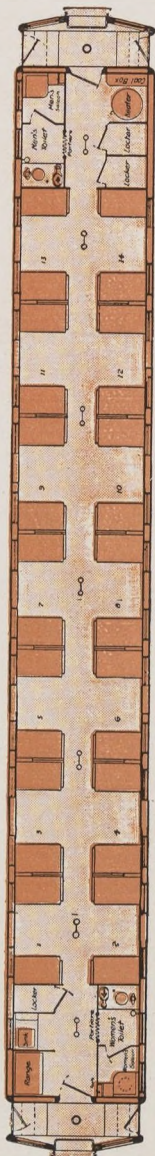
Diagrams



COMPARTMENT-OBSERVATION CAR
 Contains four compartments, smoking-parlor, observation parlor, buffet and library. The observation end is for use of all first-class sleeping-car passengers. Berths in this car are six feet, three inches long.



STANDARD SLEEPING-CAR
 Twelve Sections and Drawing-Room. A popular car—large lavatories and comfortable, roomy berths.



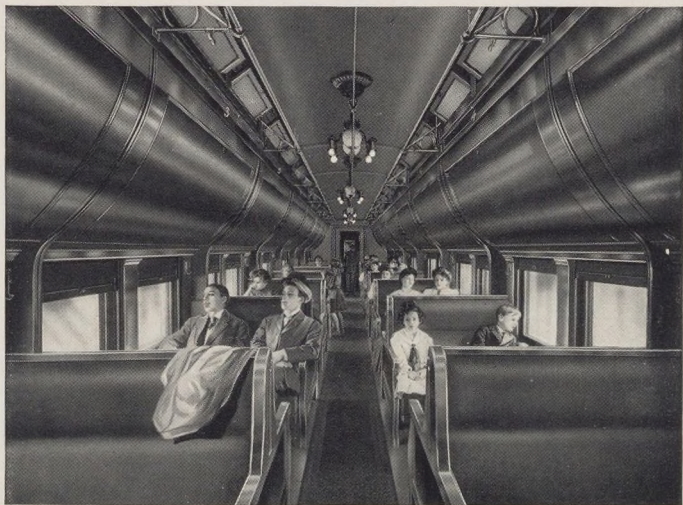
TOURIST SLEEPING-CAR
 Contains fourteen sections, mahogany finish, seats upholstered in leather. Equipped with range and sink.

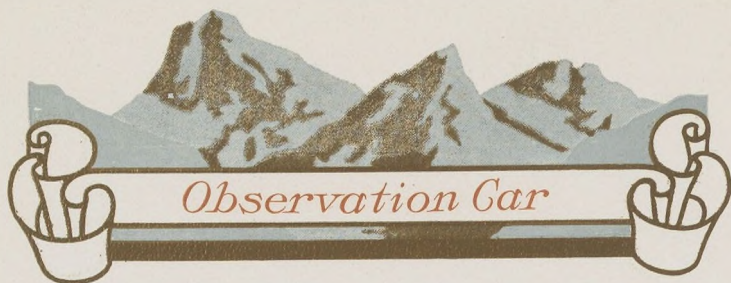


Sleeping Cars

BOTH Standard and Tourist Sleeping-Cars are included in the equipment of the "Oriental Limited." The Standard Cars contain twelve sections, consisting of lower and upper berths, and a drawing-room containing one upper and two lower berths and necessary toilet conveniences. The cars are heavy, strong and easy-riding, with high, roomy berths. Individual electric reading lights are used.

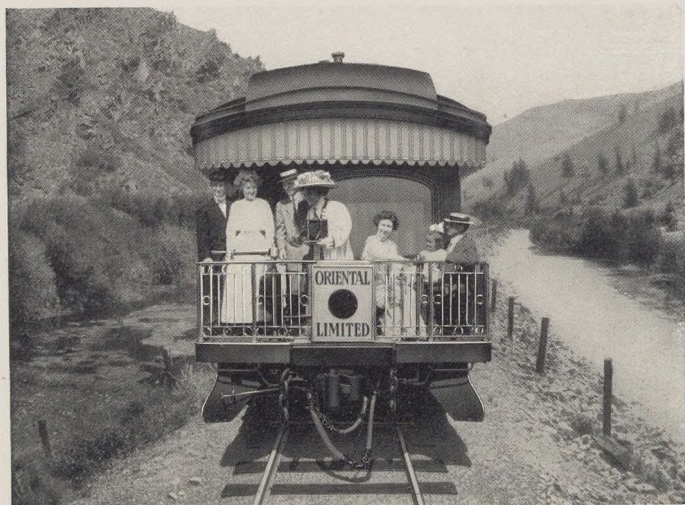
The Tourist Car is built for comfort—seats upholstered in leather—commodious lavatories, well lighted and ventilated, and equipped with range, sink and running water to facilitate the preparation of meals en route. To "travel tourist" at one-half the standard berth fare is economy.





Observation Car

THE Observation Platform of the "Oriental Limited" is a fine vantage point from which to view the mountain scenery and to make snap-shots if you have your camera with you. Summer or winter, it is a delightful place to sit for a few minutes or hours, according to the weather. You will enjoy the exhilaration of speeding over the steel highway, watching the rapid change of scene, and breathing the invigorating, tonic-laden mountain air. The semi-enclosed platform accommodates several people, and camp chairs are provided for their comfort. It's a glorious place to sit on a sunshiny day or on a moonlit night. Should you desire information about the scenery or country, ask any of the courteous train men.





GREAT NORTHERN Dining-Cars are noted for the good meals served. The company purchases the choicest the market offers; the food is prepared by chefs who "know how," and served by waiters well drilled in their duties.

Great Northern Dining-Cars are operated for the comfort and convenience of passengers, and the charges are as low as the expense of maintenance and the excellence of the service warrants, and compare favorably with those of the best cafes. The portions served are very generous—in many cases sufficient for two people—and a saving can be effected by ordering carefully. The service is on the "pay-only-for-what-you-order" plan. Look for your favorite dish on the menu.





Compartments

THE Compartment Car is one of the distinctive features of the "Oriental Limited." This car offers more privacy than Standard Cars. There are four compartments, each containing a lower and upper berth, and completely equipped with all toilet conveniences. Car also contains a commodious smoking-room, a buffet, and a large, airy observation room, with leather upholstered chairs and broad plate-glass windows. The observation room is supplied with the latest magazines and newspapers, equipped with desk, writing materials, and a U. S. mail box—the social hall for all standard sleeping-car passengers. The "Oriental Limited" was the first train between Chicago and Puget Sound offering this service. Electric-lighted.



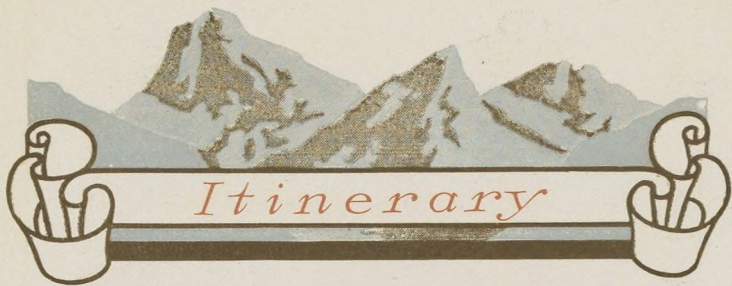


Representatives

ANY GREAT NORTHERN representative or railway ticket agent will gladly give you the benefit of his knowledge of the Great Northern train service; will assist you in selecting your route, arrange for sleeping-car accommodations and help in many ways to make your trip a pleasant one. Address most convenient office named below:

Bellingham, Wash., 1224 Dock St.	W. A. Prinsen, General Agt.
Billings, Mont.	T. P. Clemow, Trav. Frt. and Pass'r Agt.
Boston, Mass., 264 Washington St.	W. A. Seward, General Agt.
Buffalo, N. Y., 299 Main St.	Geo. Eighmy, Jr., Trav. Pass'r Agt.
Butte, Mont., 102 N. Main St.	M. C. Ives, City Pass'r and Tkt. Agt.
Chicago, Ill., 210 South Clark St.	C. W. Pitts, Gen'l Agt. Pass'r Dept.
Cincinnati, O., 411 Traction Bldg.	R. J. Smith, Gen'l Agt.
Des Moines, Iowa, 315 Seventh St.	W. M. Romine, Dist. Pass'r Agt.
Detroit, Mich., 710 Majestic Bldg.	E. B. Clark, General Agt.
Duluth, Minn., 432 W. Superior St.	Fred A. Hills, Northern Pass'r Agt.
Everett, Wash.	H. E. Stephens, Ticket Agt.
Fargo, N. D., 55 Broadway	J. L. Rohan, City Ticket Agt.
Grand Forks, N. D.	C. S. Taylor, Ticket Agt.
Grand Forks, B. C.	V. bin Kistler, Dist. Frt. and Pass'r Agt.
Helena, Mont., 16 N. Main St.	C. D. Thompson, General Agt.
	J. T. McGaughey, Asst. Gen'l Frt. and Pass'r Agt.
Kansas City, Mo., 823 Main St.	F. T. Holmes, Trav. Pass'r Agt.
Lethbridge, Alberta.	H. Macbeth, Agt.
Los Angeles, Cal., 606 S. Spring St.	J. W. Phalon, Trav. Frt. and Pass'r Agt.
London, Eng., 14-20 St. Mary Axe, E. C.	H. G. McMicken, European Traffic Agt.
Milwaukee, Wis., Pabst Bldg.	P. E. Meany, General Agt.
Minneapolis, Minn., 313 Nicollet Ave.	V. D. Jones, City Pass'r and Ticket Agt.
Montreal, Que., Room 9, 22 St. John St.	W. T. Hetherington, Dist. Frt. and Pass'r Agt.
New York, Centurian Bldg. 1184 Broadway,	W. M. Lowrie, Gen'l Eastern Pass'r Agt.
Philadelphia, Pa., 836 Chestnut St.	M. M. Hubbert, Dist. Pass'r Agt.
Pittsburg, Pa., 307 Henry W. Oliver Bldg.,	L. D. Kitchell, Dist. Pass'r Agt.
Portland, Ore., 122 Third St.	H. Dickson, City Pass'r and Ticket Agt.
	Archibald Gray, Asst. Gen'l Frt. and Pass'r Agt.
San Francisco, Cal., 655 Market St. (Palace Hotel),	Geo. W. Colby, General Agt.
Seattle, Wash., Cor. Second Ave. and Columbia St.	C. W. Meldrum, City Pass'r and Tkt. Agt.
Sioux City, Iowa, 506 Fourth St.,	F. W. Seibert, City Pass'r and Tkt. Agt.
Sioux Falls, S. D.	Thos. Simpson, General Agt.
Spokane, Wash., 701 W. Riverside Ave.	D. G. Black, General Agt.
	C. W. Mahoney, City Tkt. Agt.
St. Louis, Mo., 217 North Eighth St.	R. K. Pretty, General Agt.
	W. C. Thorn, Trav. Pass'r Agt.
St. Paul, Minn., 332 Robert St.	W. J. Dutch, Dist. Pass'r and Tkt. Agt.
Superior, Wis., Broadway and Tower Ave.,	Geo. W. Alexander, City Pass'r and Tkt. Agt.
Tacoma, Wash., Bankers Trust Bldg.	E. J. Healy, Commercial Agt.
Toronto, Ont., 56 King St., E.	H. E. Watkins, Gen'l East'n Can. Agt.
Vancouver, B. C., 440 Hastings St.	K. J. Burns, General Agt.
Victoria, B. C., 1205 Government St.	E. R. Stephen, General Agt.
Winnipeg, Man., 226 Portage Ave.	A. Brostedt, Dist. Frt. and Pass'r Agt.

M. J. COSTELLO, Assistant Traffic Manager, SEATTLE, WASH.
 W. A. ROSS, Assistant General Passenger Agent, SEATTLE, WASH.
 H. A. NOBLE, General Passenger Agent, ST. PAUL, MINN.



Your railway ticket agent or any Great Northern representative will gladly fill this out for you. It will prove a convenient reminder of your train connections.

STATION		ROAD	HOUR	DATE
Leave	Via			
Arrive	"			
Lv	"			
Ar	"			
Lv	"			
Ar	"			
Lv	"			
Ar	"			
Lv	"			
Ar	"			
Lv	"			
Ar	"			

MEMORANDA

The following schedules were in effect July, 1911, but are subject to change, therefore prospective travelers are requested to secure a copy of our current time folder for later figures.

The Oriental Limited

WESTBOUND—No. 1

Lv. Chicago (C. B. & Q. Ry.)	10:15 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
St. Paul (G. N. Ry.)	11:15 A.M.	Mo	Tu	We	Th	Fr	Sa	Su
Minneapolis	11:45 A.M.	Mo	Tu	We	Th	Fr	Sa	Su
Fargo	6:20 P.M.	Mo	Tu	We	Th	Fr	Sa	Su
Grand Forks	8:40 P.M.	Mo	Tu	We	Th	Fr	Sa	Su
Minot	2:25 A.M.	Tu	We	Th	Fr	Sa	Su	Mo
Ar. Kalispell	10:55 P.M.	Tu	We	Th	Fr	Sa	Su	Mo
Spokane	6:30 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Ar. Portland (S. P. & S. Ry.)	7:45 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Wenatchee (G. N. Ry.)	12:40 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Everett	6:53 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Bellingham	9:45 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Seattle	8:15 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Tacoma	10:10 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Portland	6:00 A.M.	Th	Fr	Sa	Su	Mo	Tu	We
Ar. Vancouver	7:30 A.M.	Th	Fr	Sa	Su	Mo	Tu	We

EASTBOUND—No. 2

Lv. Portland	10:00 A.M.	Su	Mo	Tu	We	Th	Fr	Sa
Tacoma	5:25 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Seattle	7:10 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Vancouver	4:00 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Bellingham	6:03 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Everett	8:20 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Wenatchee	2:15 A.M.	Mo	Tu	We	Th	Fr	Sa	Su
Lv. Portland (S. P. & S. Ry.)	7:00 P.M.	Mo	Tu	We	Th	Fr	Sa	Su
Spokane (G. N. Ry.)	7:55 A.M.	Mo	Tu	We	Th	Fr	Sa	Su
Kalispell	5:45 P.M.	Mo	Tu	We	Th	Fr	Sa	Su
Minot	4:45 P.M.	Tu	We	Th	Fr	Sa	Su	Mo
Grand Forks	10:50 P.M.	Tu	We	Th	Fr	Sa	Su	Mo
Fargo	1:00 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Ar. Minneapolis	7:35 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
St. Paul	8:10 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Chicago (C. B. & Q. Ry.)	9:10 P.M.	We	Th	Fr	Sa	Su	Mo	Tu

EQUIPMENT—Electric-Lighted Compartment-Observation Cars, Standard Sleeping-Cars, Dining-Cars (serving meals a la carte), Tourist Sleeping-Cars, Day Coaches and Smoking-Cars, between Chicago, St. Paul, Minneapolis, Seattle and Tacoma, without change, via Burlington Route, St. Paul and Great Northern Railway; Standard and Tourist Sleepers, between Chicago and Portland, via Burlington Route, Great Northern Ry., Spokane and S. P. & S. Ry.

The Oregonian

WESTBOUND—No. 3

Lv. St. Paul (G. N. Ry.)	10:45 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Minneapolis	11:20 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Devils Lake	10:35 A.M.	Mo	Tu	We	Th	Fr	Sa	Su
Minot	2:00 P.M.	Mo	Tu	We	Th	Fr	Sa	Su
Havre	1:58 A.M.	Tu	We	Th	Fr	Sa	Su	Mo
Ar. Kalispell	11:50 A.M.	Tu	We	Th	Fr	Sa	Su	Mo
Lv. Spokane	7:45 P.M.	Tu	We	Th	Fr	Sa	Su	Mo
Wenatchee	1:20 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Everett	7:42 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Bellingham	12:35 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Vancouver	3:30 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Ar. Seattle	9:00 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Tacoma	4:45 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Lv. Spokane (S. P. & S. Ry.)	9:20 P.M.	Tu	We	Th	Fr	Sa	Su	Mo
Pasco	2:00 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
White Salmon	5:48 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Ar. Portland	8:10 A.M.	We	Th	Fr	Sa	Su	Mo	Tu

EASTBOUND—No. 4

Lv. Portland (S. P. & S. Ry.)	9:55 A.M.	Su	Mo	Tu	We	Th	Fr	Sa
White Salmon	12:21 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Pasco	4:55 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Ar. Spokane	9:45 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Tacoma	4:25 A.M.	Su	Mo	Tu	We	Th	Fr	Sa
Lv. Seattle (G. N. Ry.)	9:00 A.M.	Su	Mo	Tu	We	Th	Fr	Sa
Vancouver	12:15 A.M.	Sa	Su	Mo	Tu	We	Th	Fr
Bellingham	3:00 A.M.	Sa	Mo	Tu	We	Th	Fr	Sa
Everett	10:10 A.M.	Su	Mo	Tu	We	Th	Fr	Sa
Wenatchee	4:10 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Spokane	10:40 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Kalispell	9:35 A.M.	Mo	Tu	We	Th	Fr	Sa	Su
Havre	9:00 P.M.	Mo	Tu	We	Th	Fr	Sa	Su
Minot	12:20 P.M.	Tu	We	Th	Fr	Sa	Su	Mo
Devils Lake	4:20 P.M.	Tu	We	Th	Fr	Sa	Su	Mo
Minneapolis	6:30 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Ar. St. Paul	7:05 A.M.	We	Th	Fr	Sa	Su	Mo	Tu

EQUIPMENT—Electric-Lighted Standard and Tourist Sleeping-Cars, Dining-Cars and Coaches, between St. Paul, Minneapolis, Spokane, Wenatchee and Seattle.

Great Northern Express

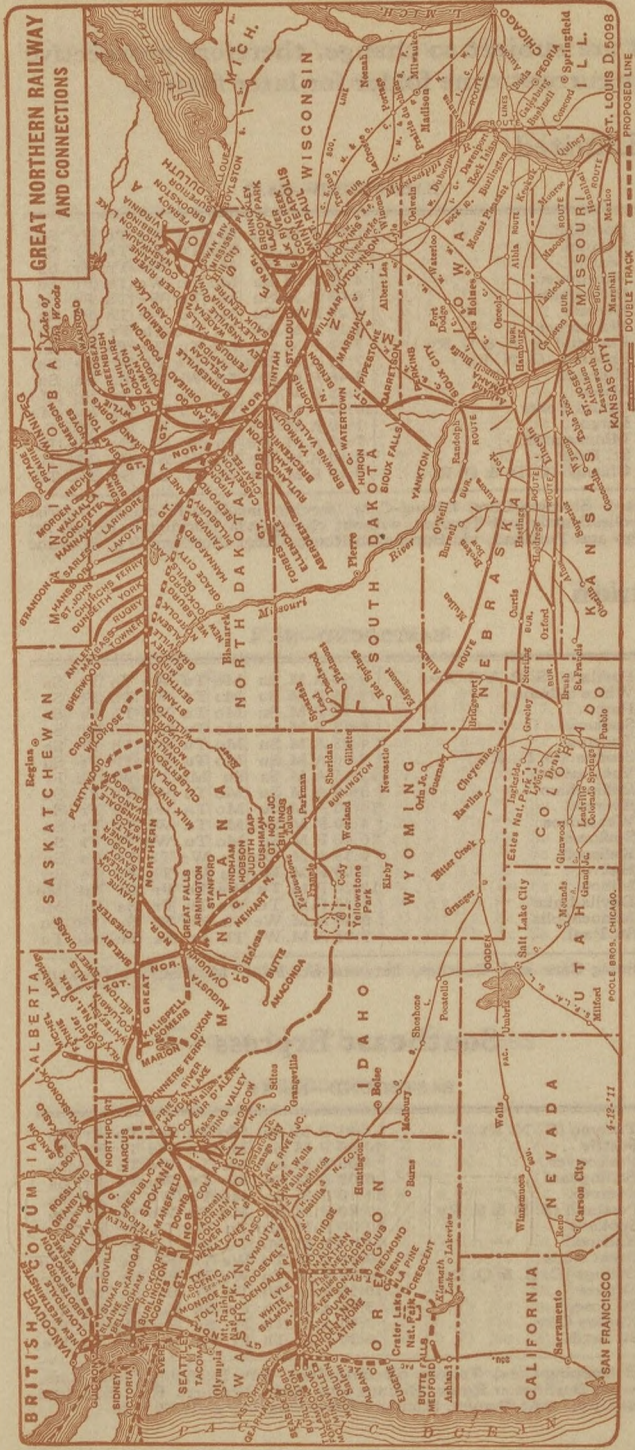
WESTBOUND—No. 43

Lv. St. Louis (C. B. & Q. Ry.)	9:06 A.M.	Su	Mo	Tu	We	Th	Fr	Sa
Kansas City	6:05 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
St. Joseph	8:30 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
*Denver	2:45 A.M.	Mo	Tu	We	Th	Fr	Sa	Su
Billings (G. N. Ry.)	6:30 A.M.	Tu	We	Th	Fr	Sa	Su	Mo
Great Falls	2:25 P.M.	Tu	We	Th	Fr	Sa	Su	Mo
Ar. Kalispell	1:20 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Spokane	8:40 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Portland (S. P. & S. Ry.)	8:10 A.M.	We	Th	Fr	Sa	Su	Mo	Tu
Everett (G. N. Ry.)	10:02 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Seattle	11:20 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
Tacoma	11:20 A.M.	Th	Fr	Sa	Su	Mo	Tu	We
Bellingham	4:30 A.M.	Th	Fr	Sa	Su	Mo	Tu	We
Vancouver	7:30 A.M.	Th	Fr	Sa	Su	Mo	Tu	We

EASTBOUND—No. 44

Tacoma (G. N. Ry.)	3:05 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Seattle	10:00 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Vancouver	4:00 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Bellingham	6:03 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Everett	11:10 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Lv. Portland (S. P. & S. Ry.)	7:00 P.M.	Su	Mo	Tu	We	Th	Fr	Sa
Spokane	12:30 P.M.	Mo	Tu	We	Th	Fr	Sa	Su
Kalispell	11:55 P.M.	Mo	Tu	We	Th	Fr	Sa	Su
Great Falls	9:55 A.M.	Tu	We	Th	Fr	Sa	Su	Mo
Billings (C. B. & Q. Ry.)	6:50 P.M.	Tu	We	Th	Fr	Sa	Su	Mo
Ar. Denver	10:20 P.M.	We	Th	Fr	Sa	Su	Mo	Tu
St. Joseph	5:30 A.M.	Th	Fr	Sa	Su	Mo	Tu	We
Kansas City	7:40 A.M.	Th	Fr	Sa	Su	Mo	Tu	We
Ar. St. Louis	6:30 P.M.	Th	Fr	Sa	Su	Mo	Tu	We

EQUIPMENT—Electric-Lighted Compartment-Observation Cars, Standard Sleeping-Cars, Tourist Sleeping-Cars, free Reclining-Chair Cars, Dining-Cars and Smoking-Cars, between Kansas City and Seattle, without change, via Burlington Route, Billings and Great Northern Ry. Standard Sleeping-Car, between Denver and Billings, Parlor-Car between St. Louis and Kansas City. *At Denver, Standard Sleeper is ready at 10:00 p. m.



Condensed Outline Map of the Great Northern Railway and Connections

RANDALL-FORD CO.
SAINT PAUL

