

The SCENIC NORTHWEST



*"The New Oriental Limited" to the
Pacific-Northwest, California, Alaska and the Orient.*



Days Full of Travel Delights Make Nights of Restful Slumber on the New "Oriental Limited" with Its Soundproof Sleepers.



The Scenic Northwest

THE Great Northern Railway serves that wonderfully productive territory—the States of Minnesota, North and South Dakota, Montana, Idaho, Washington and Oregon—which the late James J. Hill, with his genius for apt characterization, fittingly termed, “The Zone of Plenty.” Its 8,000 miles of track link together this far-flung Empire with arteries of steel, over which, night and day, speed its carriers—passenger and freight. Its name is inseparably linked with the history of the upbuilding and development of this section of the Nation.

Along its path are many reminders of the West of an earlier day. Its now peaceful Indian reservations bring back the West of yellow-haired Custer leading his fighting band of bluecoats against the painted and feathered hordes of Sitting Bull.

The passenger sitting in comfort, as the new steel flyer, with its Pullman-equipment, rolls westward, may contrast his luxurious mode of transportation with that of an earlier, more strenuous period. The day of the prairie schooner and its plodding team of oxen disappeared with the passing of the buffalo that dotted the prairies only 40 years ago. The red-shirted miner and the bearded prospector, with his laden burro, are no more, and the old romantic West, that Charley Russell loved to paint, the picturesque cow puncher and the herds of cattle, gave way, with the coming of the railway in 1893, to the farmer and the plow, who, with the aid of the railroad, transformed these broad, fertile plains into the smiling, prosperous farming country of today, with its hundreds of busy towns and cities.

From the Great Northern's Eastern termini, the Twin Cities of St. Paul and Minneapolis, at the head of navigation on the Mississippi, and from the Twin Ports of Duluth and Superior, at the head of the Great Lakes, its trains speed westward over a modern highway of steel, through the lake-dotted beauty section of Minnesota, with its alluring-appeal to the fisherman and vacationist, thence over the broad, grain-carpeted prairies of North Dakota, with visible evidences of its agricultural prosperity all about, in the shape of grain elevators and big red barns, to the gently rolling benchlands of eastern Montana, until, through the far-off shimmering haze, the giants of the Rockies, peak after

peak, rear their heads into the clouds, and presently the train stops at the immense timbered structure, known as the Glacier Park Hotel, which marks the Eastern Entrance to Glacier National Park.

Westward from Glacier National Park the train travels gradually upward until the summit of the Continental Divide is reached at Summit Station 5,202 feet above sea level. For more than 300 miles the track winds in and out among wooded canyons of the Rocky Mountains and the Cabinet Range across Western Montana and Idaho to Spokane, the Queen City of the Inland Empire.

Beyond Spokane the route is through the golden wheat fields of the Big Bend Country to the famous Wenatchee Valley, whose rich, volcanic soil produces the wonderful Wenatchee Valley apple, known throughout the Nation. North from Wenatchee, a short distance, is Lake Chelan, christened, “The Emerald of the Cascades,” a rarely beautiful mountain-framed lake.

From Wenatchee west, follows the scenic climax of the entire trip, the scaling and descent of the snow-capped Cascade Mountains of Washington, a thrillingly beautiful and never-to-be-forgotten journey upward through the shadows of the towering Tumwater Canyon, following a roaring mountain torrent, then through that engineering triumph, the Cascade Tunnel and down the western slope, by way of the Tye and Skykomish Canyons, to the waters of the blue Pacific at Everett and Seattle, a 100-mile train ride scenically unexcelled in all America. From the Coast the track branches south to Tacoma and Portland and North to the Canadian Boundary and Vancouver, B. C.

The magnificent scenery along the Great Northern Railway, including Glacier National Park, the Rocky Mountains, the Kootenai and Tumwater Canyons, the Cascade Range and Pacific Coast beach resorts, together with Rainier National Park, affords everything in snow-capped mountain ranges, glaciers, ocean, lakes and streams, that anyone can see outside of the United States.

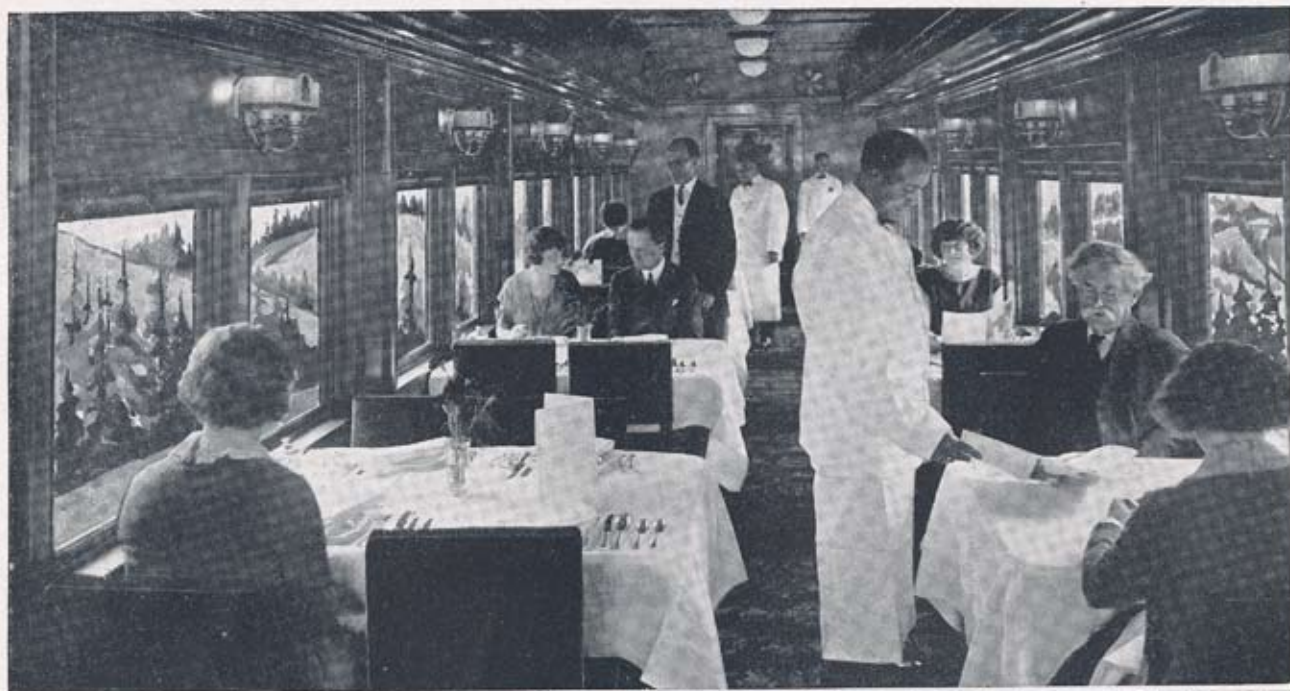
SEE AMERICA FIRST



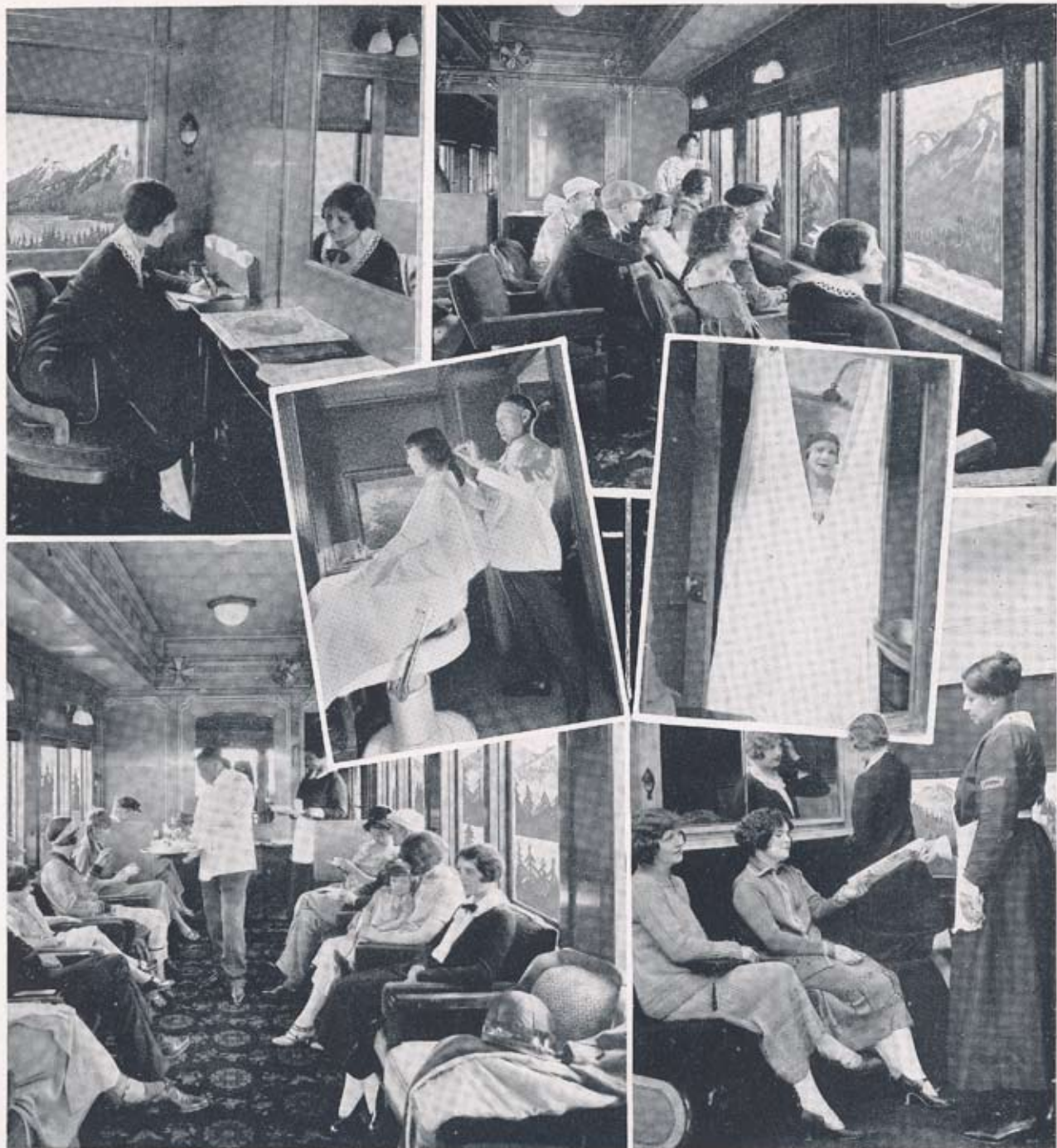
From the giant oil-burning locomotive, at the front end of the train, to the compartment-lounge-observation car, the new, solid steel "Oriental Limited" is a thing of beauty, designed to transport its passengers swiftly and smoothly across the great Northwest, between Chicago and Seattle-Tacoma. The equipment, furnished by the Pullman Company, is decorated in a new and pleasing style of design and is the latest and finest, embodying maximum strength and every travel comfort and refinement. For over 1,100 scenic miles oil is used for fuel, the Great Northern having the longest cinderless mileage of any railroad in the Northwest. The Pullman tourist sleeping cars of very latest design are upholstered in leather and do not have the permanent headboards between sections, but except for these features are as comfortable as the standard cars, lacking only the decorative design.



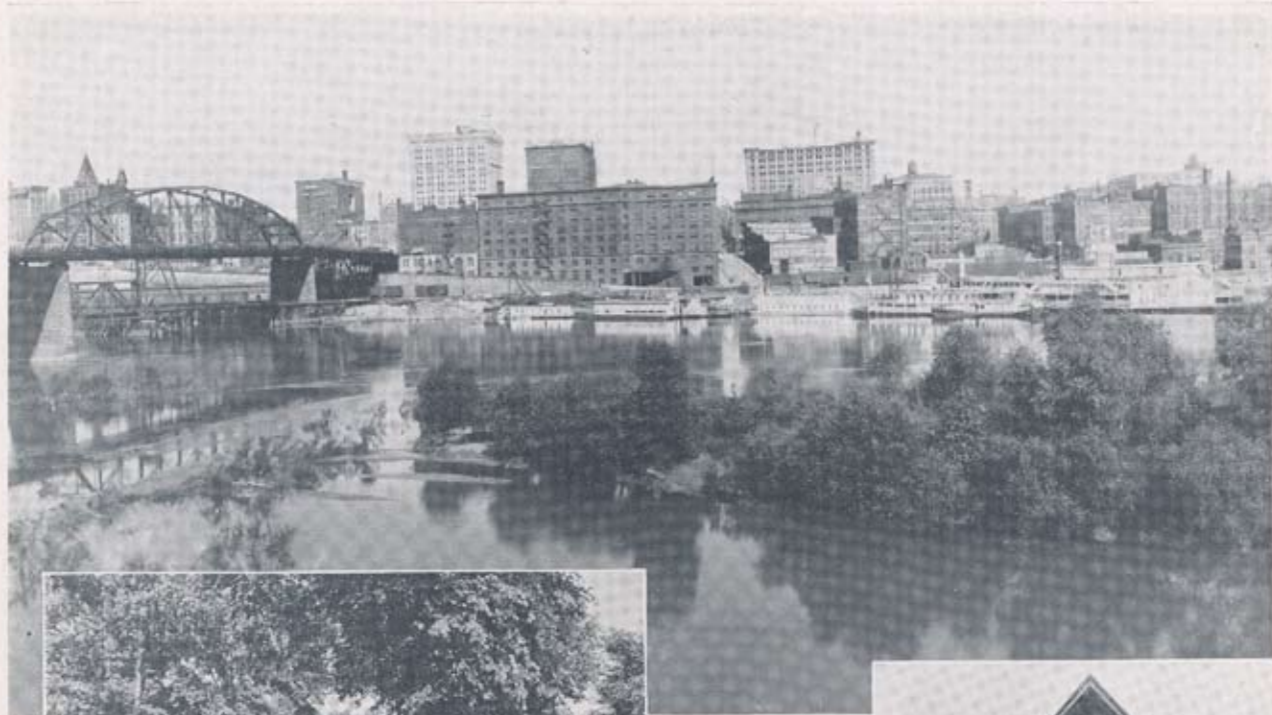
The interiors of the Pullman standard sleeping cars on the new "Oriental Limited" are finished in unique, colorful design—a rich, harmonious type of decoration. They are equipped with the new, permanent headboards between sections, giving occupants a semi-privacy and assuring freedom from drafts. These partitions are carried across the ceiling by a transom of quaint design, so that the passenger upon entering looks down a charming colonnade. Floor lights and luminous berth numbers assist those retiring after berths have been made up. Each individual berth is supplied with special reading lamp, wardrobe hanger, mirrors and individual sash ventilators. The women's dressing rooms are extra large and of the latest sanitary design and include many new features, while the men's wash rooms are fitted with leather upholstered seats commanding a splendid view, through the large plate glass windows, of the passing scenery. During the day's ride they are especially popular as a smoking room.



The artistic dining cars on the new "Oriental Limited" were built by the Pullman Company. They are decorated in distinctive style and furnished with snowy linen and shining glass and silverware and manned by a crew of quiet, efficient waiters, captained by a picked steward. Food of superlative goodness, cooked to perfection by competent chefs of long training—make meals on the new "Oriental Limited" a delightful feature of your trans-continental journey. Separate sleeping quarters are provided for the crew of this car in another part of the train, thus dedicating the dining car to the exclusive service of preparing and serving meals.



The new, steel, Pullman-equipped "Oriental Limited" is preeminently a pleasant journey train, liberally supplied with travel comforts and refinements, specially exemplified by the roomy compartment-observation-lounge car, with its cheery design, its broad, high plate glass windows, its comfortable, deep cushioned chairs, its cozy little writing desk, its buffet for the service of soft drinks, its four o'clock tea, its women's lounge room with unique shower bath, its ladies' maid, manicure, hair-dresser and masseuse, its men's lounge and smoking room, its magazines, newspapers, telegraphic news bulletins and stock reports, picture albums, Mah Jongg sets and quick, attentive porters. This train is also supplied with barber and valet service and a men's shower bath.



On Beautiful Summit Avenue—St. Paul's Premier Residence Thoroughfare.

St. Paul from the "West Side."



General Office Building, Great Northern Railway.

ST. PAUL, the capital of Minnesota, is a most picturesque city, built about the hills and high bluffs of the Mississippi River, a setting further enhanced by scores of sky blue lakes located within its corporate limits and in the immediate surrounding territory, whose presence makes of St. Paul a summer city of great charm and infinite vacation resources. Then, too, the city has many interesting spots of historical significance well worthy of a visit. Here are the Indian Mounds, sole reminders of a vanished race. The Park containing these Mounds commands a charming view of the Mississippi Valley and river. Midway between St. Paul and Minneapolis is Fort Snelling. Como Park, Phalen Park and the River Drive are other worth while places to visit, while in Summit Avenue, the city boasts one of the finest residence thoroughfares in the United States. In St. Paul's municipal auditorium free organ concerts are given frequently on one of the finest instruments in the country.



Crossing the Historic Stone Arch Bridge, Minneapolis.

THE 10 miles of track connecting St. Paul and Minneapolis pass through a very interesting stretch of territory. This right of way in 1862 was the site of Minnesota's first railroad, the old St. Paul and Pacific, from which evolved the present Great Northern Railway System with its over 8,000 miles of track. Another interesting fact is that in its journey to Minneapolis the train ascends the steepest grade that it encounters between St. Paul and the Rocky Mountains and a grade almost as steep as any met either in the Rockies or Cascades. Shortly after leaving the Union Depot the train passes the

Jackson Street Shops of the Great Northern Ry. and a little further on the Company's Dale St. Shops, while to the right may be seen the immense grounds of the Minnesota State Fair and close by the Minnesota State Agricultural College. To the left is the Minnesota Transfer, one of the busiest freight transfer yards in the world. Shortly after leaving the St. Paul City limits the train crosses the famous Old Stone Arch Bridge with the Falls of St. Anthony just above, girt about with flour mills, and enters the new Great Northern Station, Minneapolis.



*Downtown Minneapolis from
Railroad Yards.*

New Great Northern Station, Minneapolis.

MINNEAPOLIS, "The Mill City," centers about the Falls of St. Anthony, discovered by Father Hennepin in 1680. Now harnessed up, they furnish the power for great flour mills whose product has made the city famous all over the world. Minneapolis also is a most attractive summer city with a chain of lakes within its borders, while near at hand is Lake Minnetonka, with 105 miles of beautiful shore line. Included in its splendid Park system is Minnehaha Falls Park, the crowning gem of which is Minnehaha Falls, immortalized by the poet Longfellow in "Hiawatha." Many beautiful homes grace its broad avenues and overlook its lakes. In point of population it is the first city in Minnesota. The University of Minnesota, one of the country's foremost seats of learning, is located here. Lovers of Art will find the Minneapolis Institute of Art and the valuable private art gallery of Thomas B. Walker well worth a visit.



Minnehaha Falls.



The Great Northern Station at Wayzata Commands a Wonderful View of Beautiful Lake Minnetonka.



On the Shores of Minnetonka.



One of the 10,000 Lakes.

WELL has Minnesota been christened, "The Land of Ten Thousand Lakes." Lakes are almost constantly in view from the car window, exquisite in their green bowered setting—round lakes, narrow lakes, lakes of every shape and size, all reflecting the sky blue of heaven and the nodding branches of the overhanging trees. And then, too, they

literally abound in finny beauties, bass, pike, pickerel, muskalonge and other game fish of the "Northland"—a delight to the angler's heart. The fame of this country as an Angler's Paradise brings fishermen each season from every state in the Union. The Great Northern Railway gridirons the Lake Park region of Minnesota. A short ride from St. Paul, Minneapolis, Duluth or Superior brings you to the heart of "The Land of Sky Blue Water" with choice fishing and vacation spots on every hand.



View of Duluth from Summit of Bluff Overlooking the City and Harbor, Showing Aerial Bridge, Minnesota Point and Duluth Harbor.

AT the western extremity of Lake Superior and at the head of all the Great Lakes is the third city of Minnesota, Duluth, the Zenith City. Duluth Harbor, landlocked by the long spit of Minnesota Point, is one of the finest natural harbors in the world. From



Superior, Wisconsin.

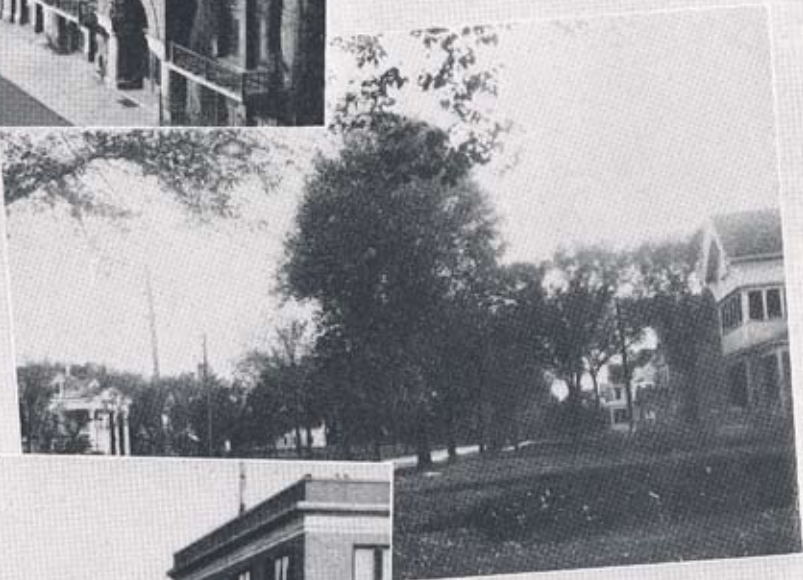
the lofty bluffs that front the harbor, the streets of the city rise tier upon tier to commanding heights above the harbor. A bluff-top boulevard of 12 miles links a Park system, hundreds of acres in extent. From the summit a wonderful view is had of Minnesota Point, the harbor, the unique aerial bridge and the city below.

Across the harbor is Superior, the second

city of Wisconsin and the twin port of Duluth. It is triangular in form and is surrounded on two of its three sides by Superior Harbor, St. Louis Bay and St. Louis River. Superior's water-front is an interesting sight. Here are some of the world's greatest iron ore docks,

the property of the Great Northern Railway, and a great number of coal docks and grain elevators.

Duluth and Superior, cooled by lake breezes and with a surrounding territory rich in outdoor recreation spots, are favorite cities with the vacationist. A short steamer trip away, on Lake Superior, is Isle Royale, one of the country's most popular resorts for hay fever sufferers.



Above—Masonic Temple, First Avenue North, Fargo, N. D.
Below—Central Avenue, Minot, N. D.

One of Grand Forks' Beautiful Residence Thoroughfares.

FARGO, Grand Forks and Minot—North Dakota's three largest cities—are all on the Great Northern Railway's trans-continental

lines. These three lusty young municipalities have one characteristic in common—the "watch us grow" optimistic Western spirit.



Both in the Area Planted to Wheat and in the Amount of Wheat Produced, North Dakota Has Several Times Led the United States.

NORTH DAKOTA is essentially an agricultural state. She is now safely embarked on a new era of diversified farming and greater farm prosperity. Her soil produces in vast quantities wheat, flax, oats, alfalfa and vegetables. Hogs, beef,



The Land of the Big Red Barn—North Dakota.

cattle and dairy products now add to the sum total of her riches.

Viewed from the car window her broad prairies present a series of animated scenes of agricultural prosperity. Here are 45,000,000 acres in level and rolling prairies, ready for the plow.



Third Street, Great Falls, with Some Examples of the City's Modern Business Blocks.



Welcome is the First Sign You See in Great Falls.

Anaconda Copper Co's Smelter, Great Falls.

GREAT FALLS, MONT., takes its name from the series of cataracts on the Missouri River, around which the city is built. Hundreds of thousands of horse-power have been developed which is used to operate the industries of Great Falls, as well as the surrounding territory and the mines of Butte. It is an attractive, modern, hustling city surrounded by a prosperous farming and stock-raising district. Its location a few miles north of the geographical center of the state makes it a natural distributing center. Here is one of the largest smelting and refining plants in the world—the Black Eagle. Above all, Great Falls is a handsome city. Its wide, well-paved streets, substantial business structures, beautiful homes and splendid hotels and stores make it a most attractive city to visit.



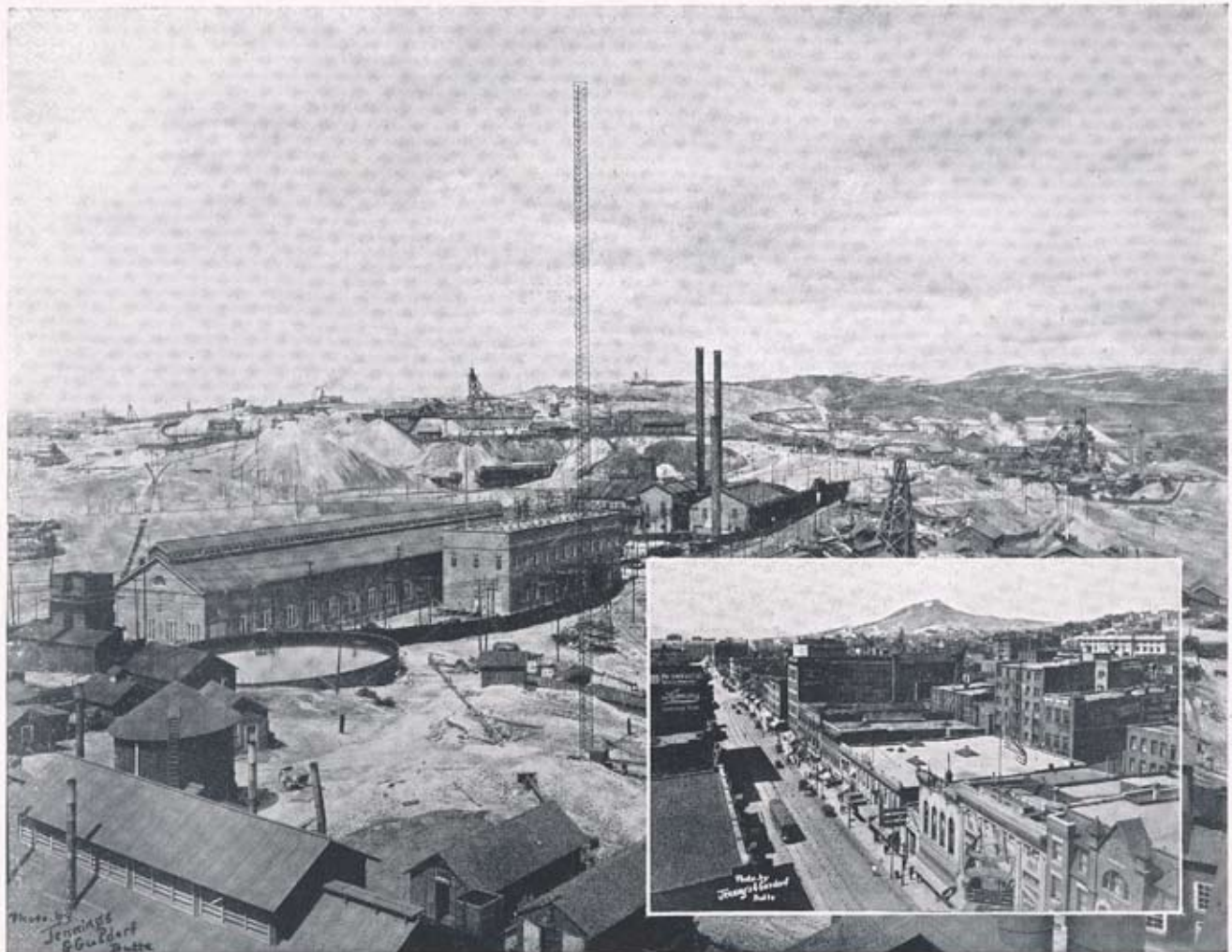
Helena—the Capital City of Montana.



State Capitol, Helena, Montana.

HELENA, one time a gold mining town, now a solid and steadily growing commercial city, is the capital city of Montana, its main business thoroughfare built over the celebrated "Last Chance" Gulch, from whose rich soil a total of over \$40,000,000 of gold has been taken. It is picturesquely located in a mountain-framed setting and the visitor within its gates may expect to find that spirit of hospitality so characteristic of the Great West.

A prominent adjunct of Helena is the Hot Springs Resort, the Broadwater Hotel and Natatorium—the latter said to contain the largest enclosed plunge in the world.



*One of the Vast Mines that Have Caused Butte to be Termed the Greatest Mining Camp in the World.
Inset is One of Butte's Busy Thoroughfares.*

BUTTE, MONTANA, the richest mining camp in the world, perched upon the west slope of the Rockies, almost upon the crest of the Continental Divide and in the heart of the world's richest copper producing district is a modern metropolis girt about with smelters and mines whose vast workings honeycomb the earth far below the streets of the city. Nowhere in the world can the mining industry be observed on such an elaborate scale. The copper mines of

the Butte district aggregate 900 miles of workings, produce nearly one-third of the copper mined in the United States and one-sixth of that mined in the world. Much of this output is smelted within the city. Gold, silver and zinc are mined also. The Montana State School of Mines is located at Butte.

The Columbia Gardens, with their interesting floral and zoological exhibits and fish hatchery, are well worth a visit.



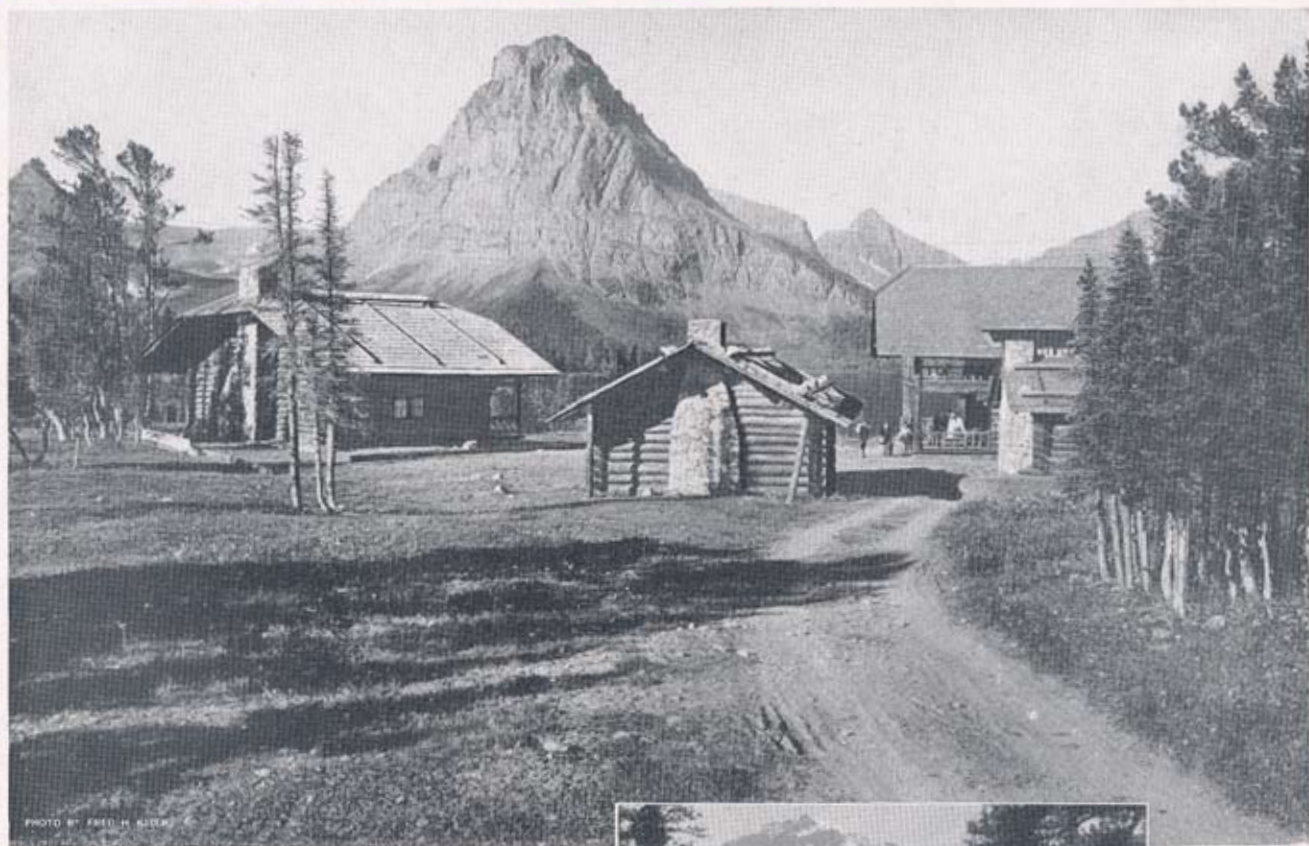
Glacier Park Hotel at the Eastern Entrance to Glacier National Park. Park Season June 15th to September 15th. Ask Conductor About Stop-Over.



Forest Lobby, Glacier Park Hotel.

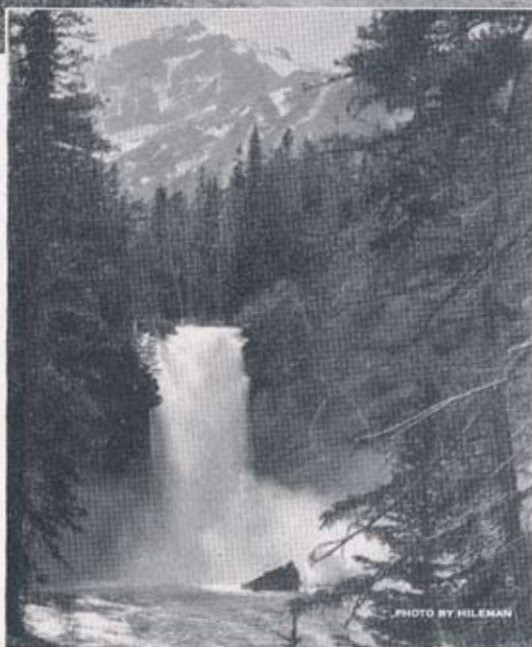
AND now we are at Glacier Park Station—Eastern and principal entrance to Glacier National Park. Through the rustic entrance arch and up the poppy bordered pathway and you are at the Glacier Park Hotel, set down in the front dooryard of Glacier National Park. The hotel is an immense timbered structure in perfect harmony with its mountainous background. Its vast lobby is fashioned out of timber taken from the "Big Trees" of the Northwest. Aptly the Native Blackfeet have christened it "The Big Trees Lodge."

Northward from the hotel run the auto road, the horseback and foot trails to Two Medicine Chalets, to Cutbank Chalets, St. Mary's Chalets and Many-Glacier Hotel. At St. Mary's Chalets connection is made with boat carrying passengers up the lake to Going-to-the-Sun Chalets.



Two Medicine Chalets, Glacier National Park. An Interesting and Convenient Side-trip from the Entrance.

TWO MEDICINE LAKE easily and quickly reached from the Entrance is a fitting introduction to the scenic splendors of the Park. Mountains encompass it protectingly, its chief guardian, Mt. Rockwell, towering above the lake for more than 4,000 feet. The picturesque chalets of Two Medicine Camp nestle amid the trees along its shores, commanding an exquisite panorama of mountain scenery. The Two Medicine Valley excels in beauty of mountain grouping with a chain of three beautiful mountain lakes at varying altitudes, combined with a score of surrounding peaks.

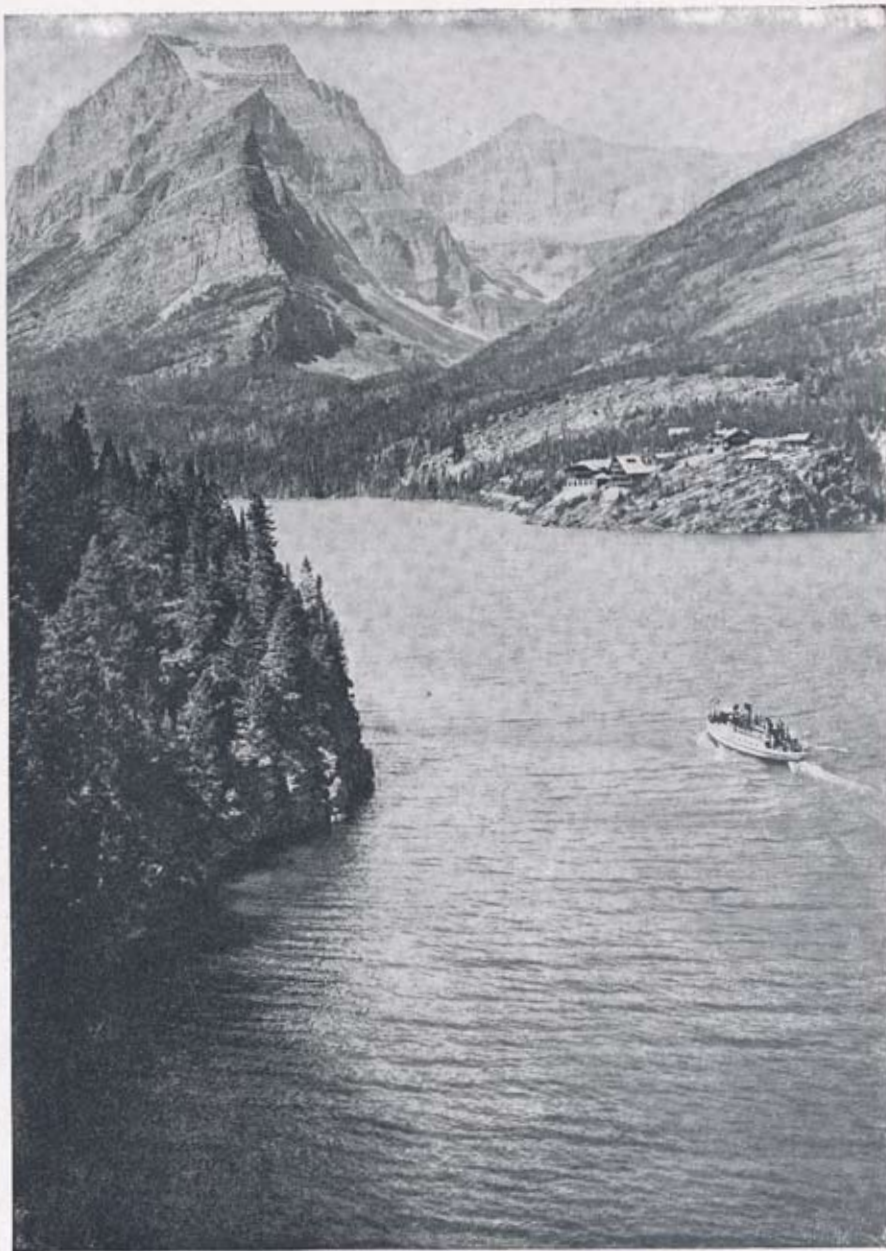


Trick Falls, Glacier National Park.



St. Mary Chalets.

THE Chalets of St. Mary command a view of the lower end of St. Mary Lake. From here you take the trim little cruiser "St. Mary" and sail away into a land of dreams. It is a scenic spectacle, this ride up the Lake, that will linger long in your memory. For 10 miles a panorama of mirrored lake and colorful mountain scenery unrolls before you until you discern ahead the chalets of Going-to-the-Sun perched on a rocky strip of land extending out into the blue-green waters of the lake, while far above it, silhouetted against the sky, the face of old Going-to-the-Sun, sculptured by the elements, gazes down on the little chalets far below. Nowhere else in the Rockies are the mountains so friendly, so intimately yours. Going-to-the-Sun is one mountain whose overpowering personality impresses itself on the memory of every sightseer.



COPYRIGHT BY FRED H. KIBER, PORTLAND, OREGON

The Chalets of Going-to-the-Sun, Upper End of St. Mary Lake.



PHOTO BY HILEMAN

COPYRIGHT BY HILEMAN, KALISPELL, MONT.

The Many-Glacier Region, Glacier National Park.

ON McDermott Lake, in the heart of this Mountainland, is the Many-Glacier Hotel, like its companion, the Glacier Park Hotel, built of stone and timber hewed and sawed from its timbered and rock surroundings.

It is surrounded by peaks of all descriptions and in the midst of lakes, glaciers, waterfalls, ice-fed, rushing trout streams and dense masses of timber.

From the terraces and balconies of the Many-Glacier Hotel

it is a rare spectacle at eventide as the sun sinks slowly behind Mt. Wilbur across the lake, amid a riot of color that beggars description.

From the hotel in all directions, like spokes in a wheel, spread the mountain trails to Lake Josephine, Grinnell Lake and Glacier; to famed Iceberg Lake; to Cracker Lake; to Morning Eagle Falls and across the Continental Divide via Piegan Pass and Swiftcurrent Pass. A 55-mile auto road connects it with the entrance hotel.



PHOTO BY HILEMAN

COPYRIGHT BY HILEMAN, KALISPELL, MONT.

Many-Glacier Hotel.



PHOTO BY SULEMAN

Iceberg Lake, a Unique Attraction of Glacier National Park.



Glacier National Park, Home of the Blackfeet Indians.

ICEBERG LAKE, partly surrounded by towering walls of solid granite, the top an irregular jagged line, etched sharply against the deep blue mantle of the sky; the sides banded in rainbow colored layers, carved into fantastic rock formations, cradling in hollows the snows of many storms; below, a circular body of water, greenish hued, dotted with miniature icebergs that float with grotesque evolutions; its open side a meadow, colored like a painter's palette by the blended hues of mountain wildflowers.

An Indian tepee pitched beside a stream reminds the visitor that Glacier National Park was the original home of the proud Blackfeet Nation. Many peaks, lakes and rivers still bear the picturesque names conferred upon them by the tribesmen.



PHOTO BY HILSMAN

The Logan Pass Trail Along the Garden Wall, Glacier National Park.

VIEWED from the bottom, the precipitous climb to the summit of the Continental Divide at Swiftcurrent Pass seems an impossibility, so sheer do some of the ascents appear, but to the sturdy, sure-footed mountain ponies it is all in the day's work. Zigzagging up the long switchbacks, the tourist has plenty of leisure for a contemplation of the constantly changing, gloriously colored scenes that burst upon his vision from every vantage point. Just across the Divide are the stone chalets of Granite Park. From Granite Park along the western slope of the Divide stretches a serpentine trail that leads to the east side via Logan Pass, another trip of superlative beauty. At intervals, close inspection will reveal, far above, the shy mountain goat, treading perilous paths on skyland trails.

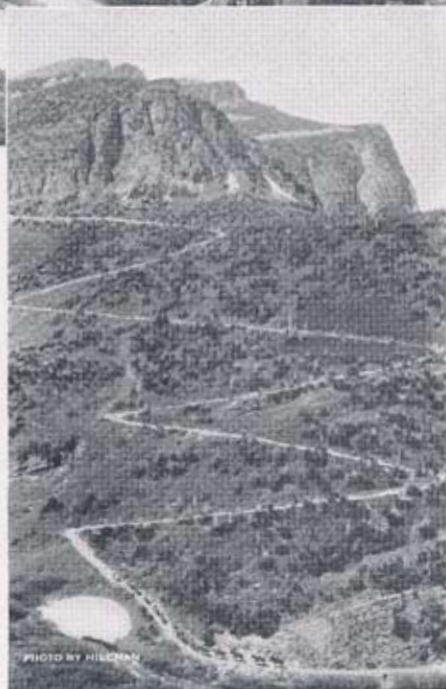
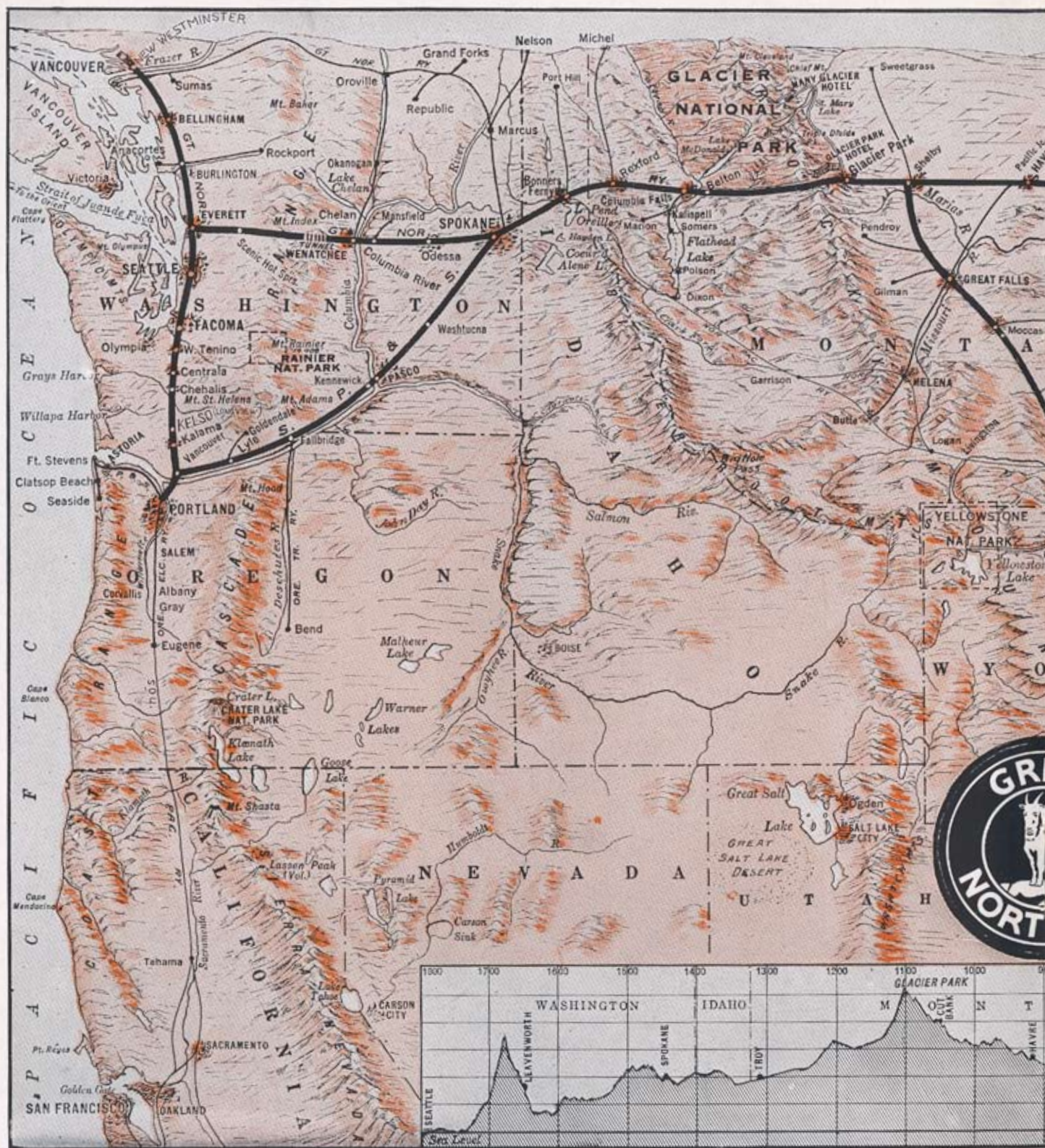


PHOTO BY HILSMAN

Glory Trail over the Continental Divide at Swiftcurrent Pass.



Relief Map of the Northwest Showing Route of the Great Northern Railway Through the "Zone of Plenty," and Through Service from Kansas City and St. Louis via Burlington Route to Billings, Mont., thence to



Service between Chicago and the Pacific Northwest via Burlington Route St. Paul-Minneapolis, and Great Northern Ry. Great Northern. Note Convenient Location of Glacier National Park on Main Trans-continental Line.



The Belton Chalets—Western Entrance to Glacier National Park.

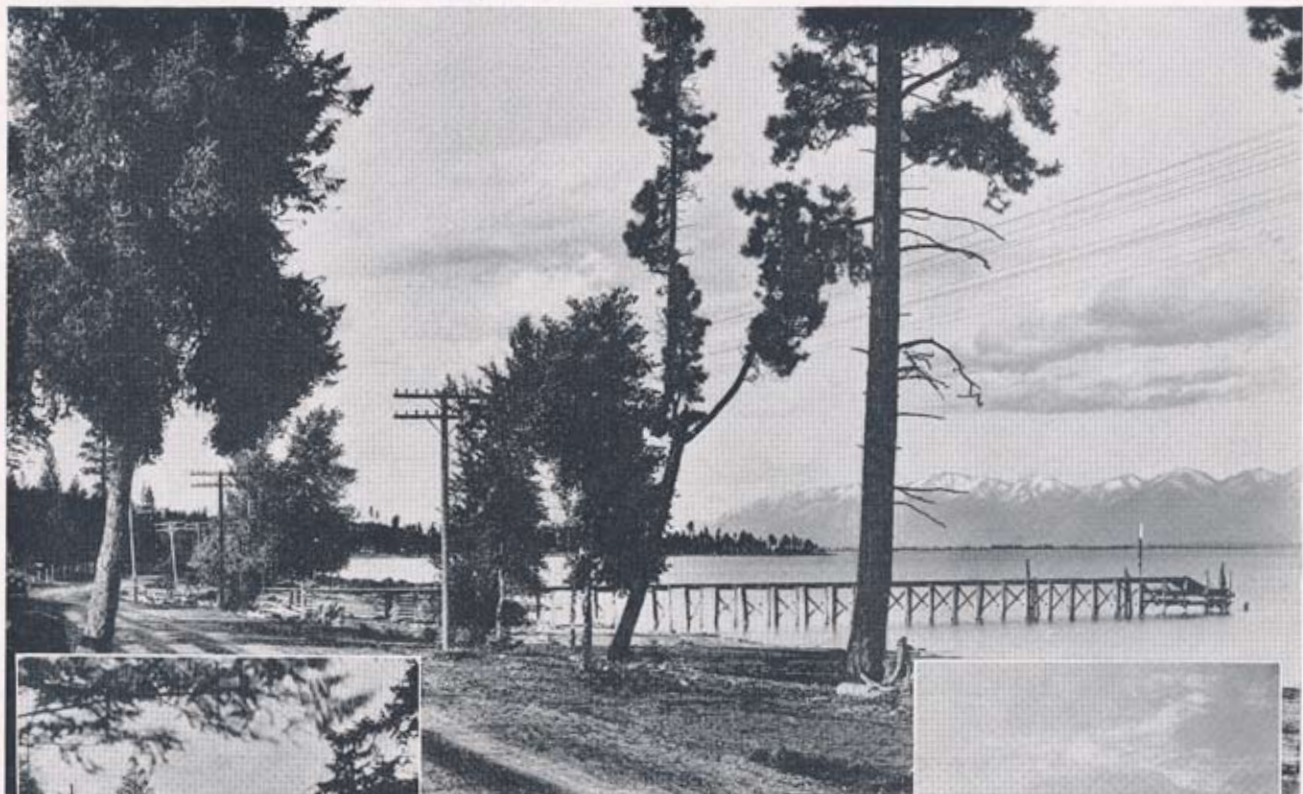
WESTWARD from Glacier Park, Great Northern trains follow the Park's southern boundary for nearly 60 miles. It is a gradual climb upward until the summit of the Continental Divide is reached, 5,202 feet above sea level. This is the lowest high point of any American trans-continental line. The descent

Along the Southern Boundary of Glacier National Park.

of the west slope of the Rockies is another scenic ride. At times the train seems lost in the interminable tangle of mountains, pine-clad slopes, rushing rivers and rocky canyons. For 35 miles the train keeps company with the hurrying Flathead River, known to fishermen as a trout stream extraordinary.

All about are tumbled masses of mountains clothed in pine to the timber line and with gaunt rocky peaks silhouetted against the skyline, while always alongside a rushing mountain stream keeps company with the railroad.

At Belton are the rustic chalets, operated by the Glacier Park Hotel Company, providing accommodations for tourists entering Glacier Park by the Western Gateway.



Flathead Lake, Montana.



Amid Western Montana's Scenic Beauties.

THE Flathead Valley, scenically one of the finest in the State of Montana, extends due south from Columbia Falls and Whitefish on the main line of the Great Northern Ry. Here is Flathead Lake, the largest body of fresh water west of the Great Lakes, guarded by protecting mountain ranges, their lower slopes green-clothed in thick timber, their majestic white-mantled peaks reflected in the clear waters beneath. To the tourist, this is virgin territory. Its beauties have never been sufficiently exploited. This is now a recognized route between Glacier



Evening on Whitefish Lake.

National Park and Yellowstone Park by way of Somers on the Great Northern branch out of Columbia Falls, thence by steamers of the Flathead Navigation Co. and Polson on the Northern Pacific Ry. Kalispell, Mont., is the metropolis of the Flathead Valley, a busy, bustling city, charmingly located on a plateau, in the midst of the mountains and well worth a visit.

Kalispell and Somers are reached from Columbia Falls on the Great Northern Railway's main line.



In the Canyon of the Kootenai.

FROM Rexford to Bonners Ferry, 100 miles on the main line of the Great Northern Railway, the train runs through the Canyon of the Kootenai, following every curve in the river. The coloring of rock, water and sky is the despair of artists. The delicate, bewildering green of the icy stream, the soft greens and yellows of the foliage, the reds and blues and purples of the jagged rocks, canopied by a sky of dazzling blue



*Near Bonners Ferry,
Idaho.*



*Safety and Scenery in
Montana.*

and clouds of snowy white, make up a panorama of extraordinary beauty. For two hours the scenery is kaleidoscopic in nature as the train swings around rocks and cliffs. The Kootenai Country offers rare sport to the fisherman and hunter.

The Panhandle of Idaho is rich in mineral wealth. In the surrounding mountains are mines of lead, zinc and silver.



The Davenport Hotel, Spokane, One of America's Most Notable Hostelties.

SPOKANE, WASH., is a most delightful place to stop off at. It is a modern metropolitan city, the hub of the Inland Empire and the largest city between the Rockies of Montana and the Cascades of Washington; it is set down in the midst of pine-clad mountains, waterfalls, lakes, apple orchards and flowers. Through the heart of the city flows the Spokane River, a vivid green mountain torrent that tumbles over the cataracts of Spokane Falls, in the midst of the city's skyscrapers. In the rushing emerald waters at the base of Spokane Falls, not five minutes' walk from the city's center, fighting trout make their home.



*Above—A Spokane Business Street.
Below—Spokane Falls and Bridge.*



COPYRIGHT BY FRED H. KISER, PORTLAND, ORE.

Along the Beautiful Columbia River—"The Great River of the West."



PHOTO BY FRED H. KISER

Another Charming Columbia River Vista.

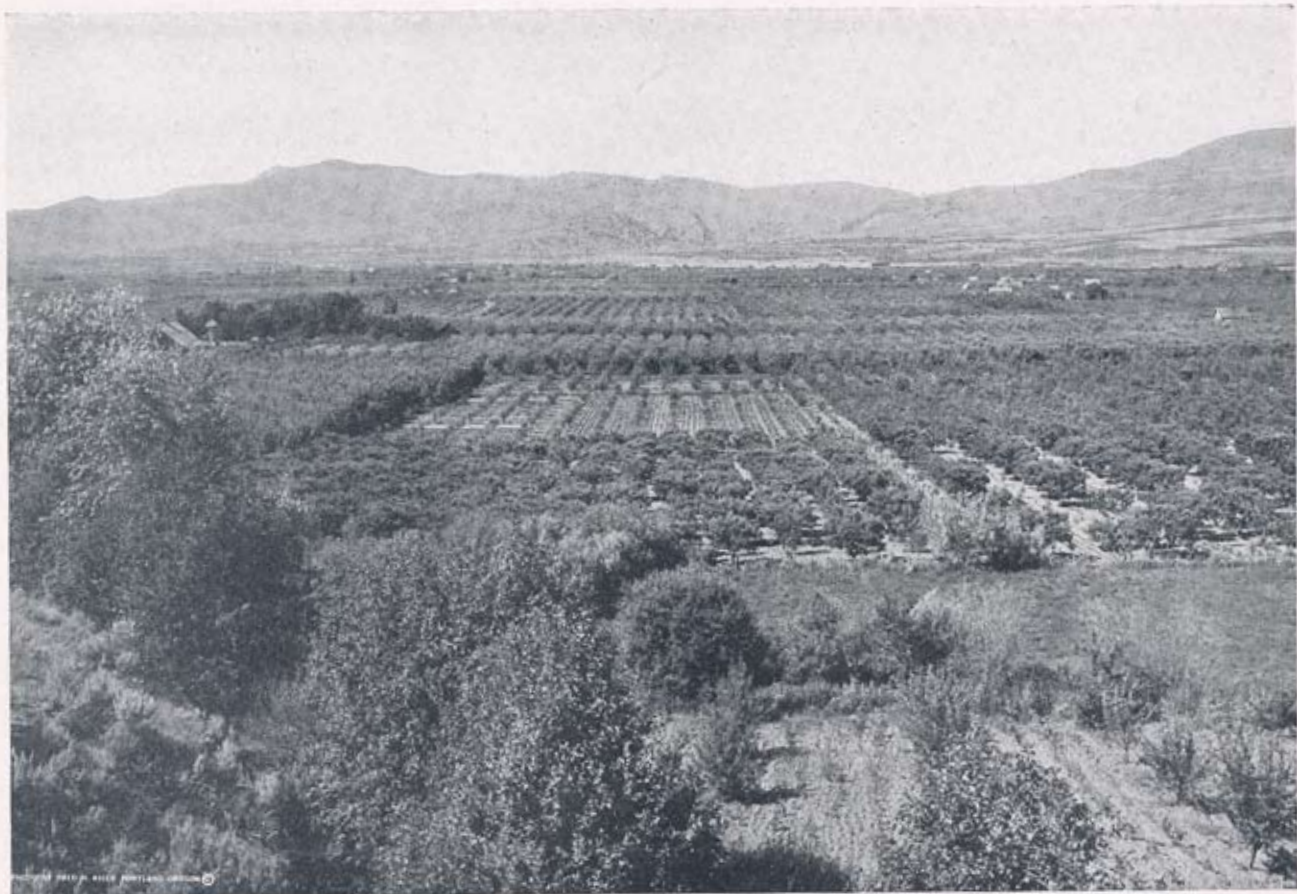


COPYRIGHT BY FRED H. KISER, PORTLAND, ORE.

An Unending Panorama of Beautiful Columbia River Views.

FROM Spokane, on their way to Portland, the trains of the Spokane, Portland and Seattle Ry. follow the north bank of the Columbia River for over 200 miles, a trip full of scenic surprises, unfolding an unending panorama of beautiful pictures. View succeeds

view so rapidly that the traveler is bewildered. The snow-capped peak of Mt. Hood is continuously visible for over 25 miles. The fruit-raising White Salmon Valley is passed, then the Columbia flows through a great gap in the Cascade range, then follow Sheperds and St. Martins Hot Springs, the Bridge of the Gods, the three Cascades of the Columbia, the Pillars of Pompey, Wind Mountain, Table Mountain, Castle Rock, Cape Horn, Multnomah Falls, Bridal Veil Falls, Latourelle Falls and scores of other entrancing vistas all visible from the car window. Great Northern passengers destined to Portland and points south may avail themselves of the "Short Cut" to Portland via the Spokane, Portland & Seattle Ry., the "North Bank" Route from Spokane.



The Wenatchee Valley—One Vast Apple Orchard.

THE Wenatchee Valley, a generation ago a brush covered desert of volcanic ash, today, "The land of the Big Red Apple," its fruitful orchards covering the Valley from end to end and rising gently tier upon tier about the city of Wenatchee. These big, red, juicy Wenatchee apples are



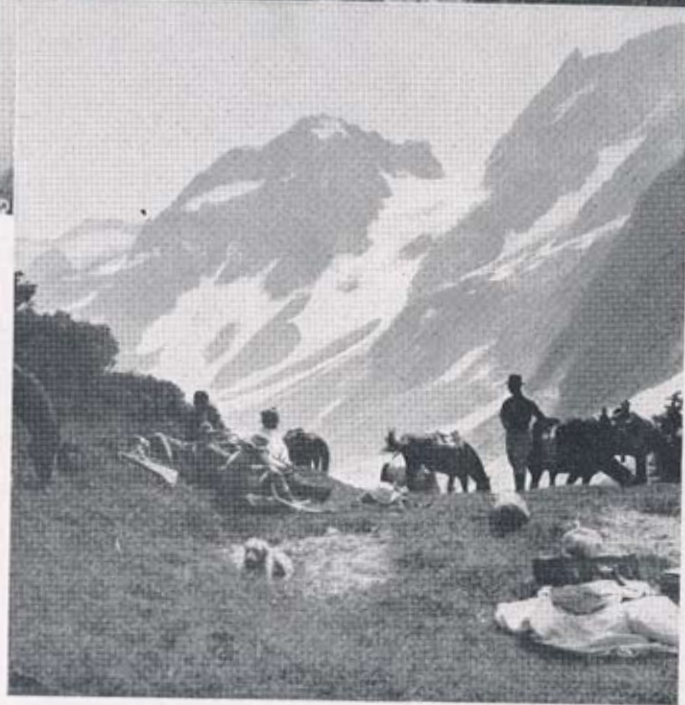
Soap Lake, Washington.

known wherever apples are eaten. The marvelous soil of this valley last year produced one-fifth of all the apples grown in the United States.

Soap Lake, Wash., 116 miles west of Spokane, is a unique body of water, a medicinal lake whose curative waters have become nationally known.



*Emerald of the Cascades, Beautiful Lake Chelan.
(Inset) One of the Fast Boats Plying on Lake Chelan.*



In the Glorious Cascades.

LAKE CHELAN—a narrow body of water, 55 miles long and seldom over a mile in width, cradled in a glacial cirque, surrounded by snow-mantled giants of the Cascades whose thickly forested slopes crowd down to the water's edge, its clear depths mirroring every passing cloud—"The Emerald of the Cascades," they call this rarely beautiful mountain lake. From the head of the lake an interesting variety of scenic mountaineering trips may be made. The Lake Chelan country is a national playground, second only to Glacier National Park in the number and variety of its outdoor attractions. It is easily and conveniently reached from Wenatchee on the main line.

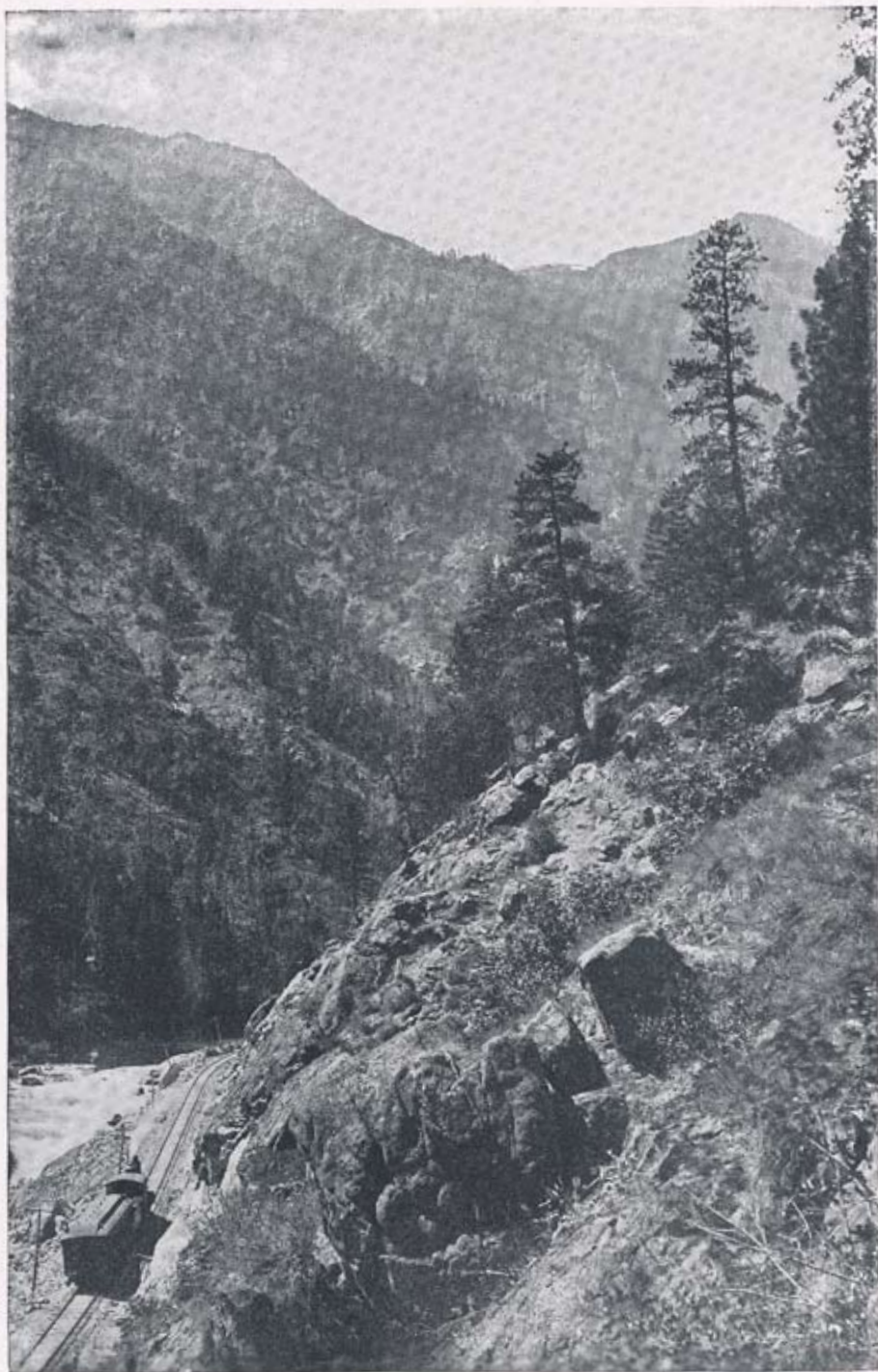


The Wenatchee River.

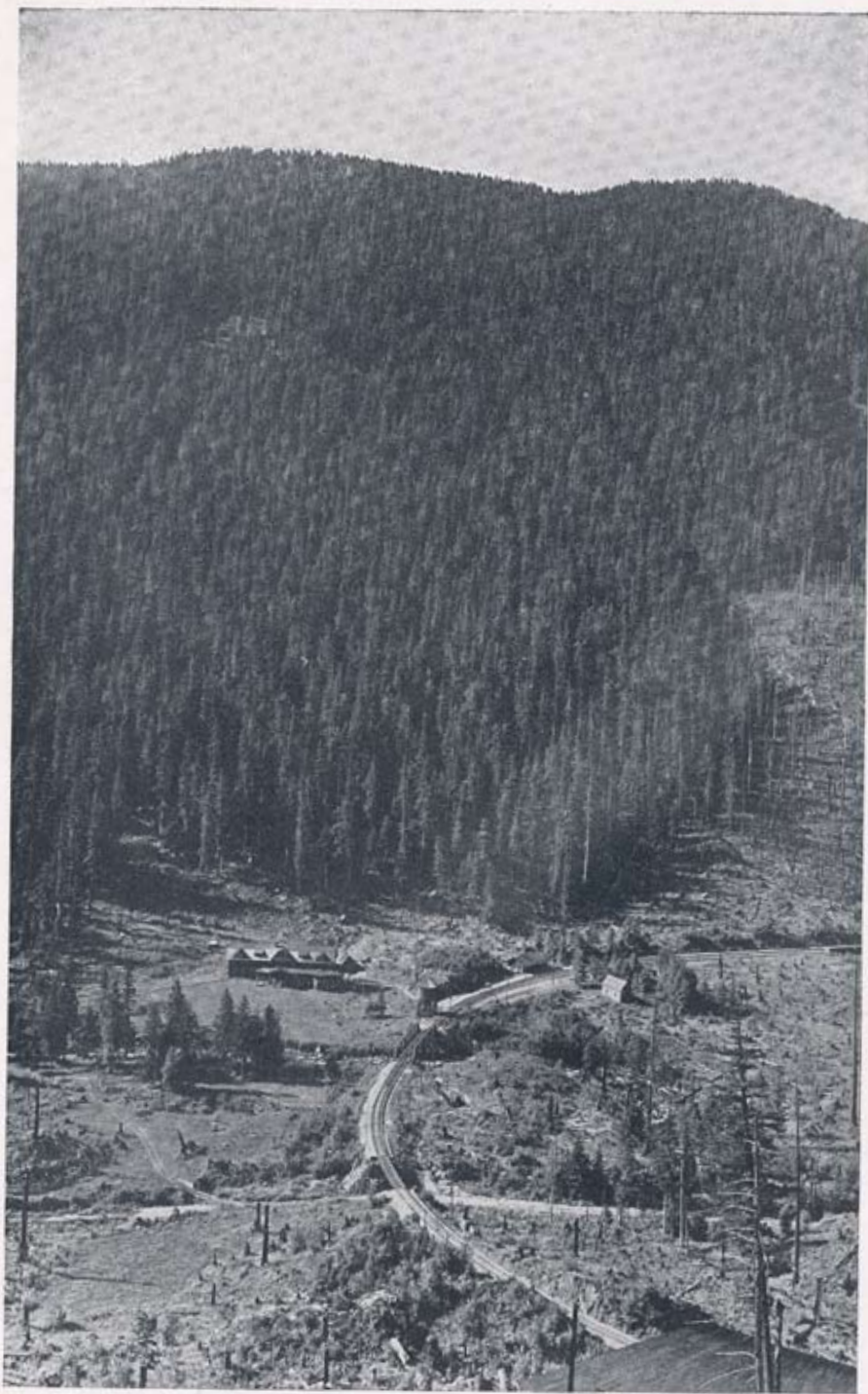
FOR 10 miles the train mounts steadily upward through the shadows of the winding Tumwater Canyon. On either side of this narrow defile, the mountain slopes tower steeply, thickly forested with firs, hemlocks, spruce and cedar, while far above the never-melting snow lies in the shadowed crevices of the towering peaks. Through this tremendous cleft in the Cascades, the roaring green Wenatchee River tumbles and foams in a mad race.

This primitive wilderness is a Sportsman's Paradise.

In the surrounding mountains and forests bear, deer and goats abound. All of this region is a part of the Wenatchee National Forest, preserved for generations to come by the U. S. Government.



Tumwater (Talking Water) Canyon.



COPYRIGHT BY FRED H. KIBER, PORTLAND, ORE.

Looking Down on Scenic Hot Springs from Summit of Pass over the Cascade Range.



Cascade Tunnel.

NEAR the summit of the Cascades the train enters the famous Cascade Tunnel, $2\frac{5}{8}$ miles in length, that intricate piece of engineering connecting the east and west slopes of the Cascades. As the giant electric locomotive and train emerge from the tunnel and commence the descent of the west slope a wonderful scenic spectacle meets the eye. That tiny speck far below in the canyon is in reality the large Scenic Hot Springs Hotel. Now commences a thrilling and wonderful train ride. The track follows a shelf along the canyon's wall, zigzagging, twisting and turning, following a horseshoe trail until it reaches level again at Scenic, a descent of 1,007 feet in 9 miles. The Snoqualmie National Forest surrounds the station of Scenic and the Scenic Hot Springs Hotel.



PHOTO BY FRED H. KIRK

*In All the World No Trip Like This
Through the Cascade Mountains.*

IT is a wonder trip—this ride through the Cascades, winding in and out among canyons, with giant peaks, rushing rivers, and masses of varicolored rock on every side. Some of the hills are covered with a wealth of green timber, soft and velvety, while others are bold and rocky. Here and there are picturesque towns clinging to the mountain slopes.



PHOTO BY FRED H. KIRK

View Succeeds View in the Cascades.



Winding In and Out Among Canyons.



Mighty Mt. Index, Monarch of the Cascades.

FROM Skykomish, the train follows down the mountain-flanked evergreen forested valley of the Skykomish, with the river itself a narrow ribbon of greenish white, sparkling in the sunlight, always in view from the car window, while far above may be glimpsed the triple peaks of Index Mountain.

In the surrounding mountains are mines of gold and quarries of granite. From Index west to Puget Sound the country is green the year round. Snow is a rarity. The train now enters the lumbering, agricultural, dairying and fruit-raising country of Western Washington.

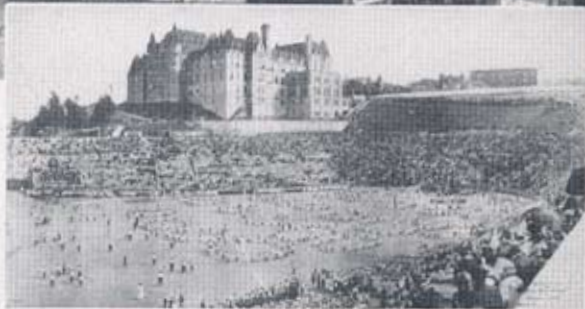


Downtown View, Seattle, Showing 42-story L. C. Smith Building.



Business District and Water-front of Seattle.

ONE of the mightiest Ports on the Pacific, a terminal of the Great Northern Railway, the largest city in the State of Washington and the gateway to Alaska, that is Seattle. Scenically, her location is superb. To the east is Lake Washington, to the west Puget Sound and the pinnacled peaks of the Olympics. In her midst is Lake Union, while to the southeast may be visioned that mighty monarch of the Cascades, Mount Rainier. Seattle's magnificent system of Parks, connected by boulevards, offers an incomparable prospect of wild and rugged mountain scenery, pine forests and wave-washed beaches. Along her picturesque water-front may be seen scores of deep-sea vessels of every description, flying the flags of many nations.



The Stadium.



Along Tacoma's Water-front.

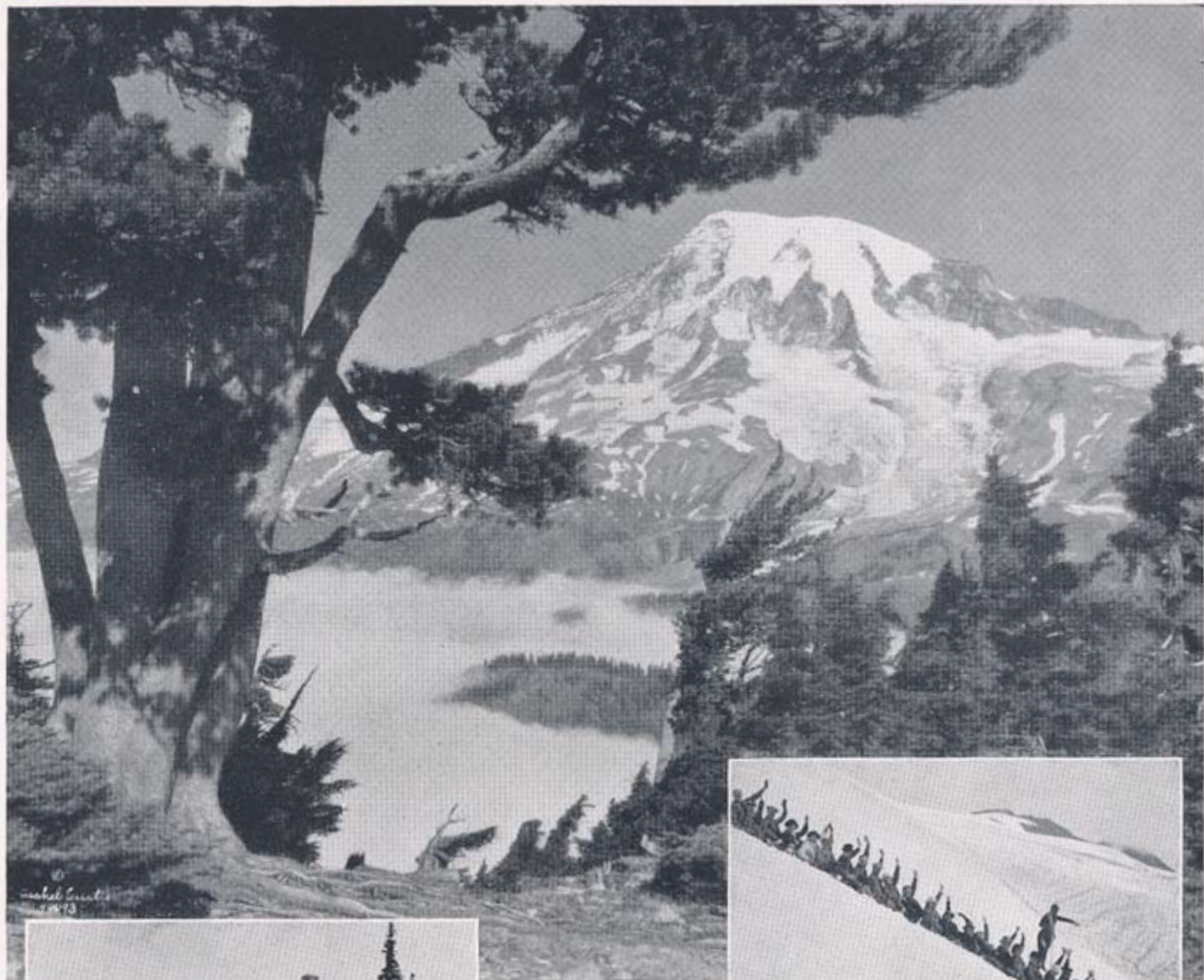
(Above)—View of Tacoma's Business District.

THE City with a Mountain in its dooryard, so Tacoma calls itself. The business district fronts on the bay edge of a peninsula commanding a wonderful view of the harbor and the mountain.

The rose-bowered, flower-bedecked homes of its residence district; Point Defiance Park, considered the finest forest Park in all America; the immense stadium, fronting on the bay and seating 40,000 spectators, are some of the things Tacoma likes to show its visitors. Tacoma is the going-in point for Rainier National Park.

Tacoma's ocean commerce is steadily in-

creasing. Tacoma's harbor, deep and sheltered, is well and favorably known to all Pacific Coast mariners. A number of large shipyards are located here and the city's port terminals are new and the most modern of their kind. Regular steamship service is maintained between Tacoma and Japan, China and the Philippines and Alaska. It is a port of call for freighting steamships from every port. Coastwise steamers plying between Puget Sound ports and California stop at Tacoma. Lumber, woodwork products and flour are exported. Enormous wheat warehouses front the city's dock.



Michael Smith
1913



Paradise Inn, Rainier National Park.

Looking Across Cloud-Filled Paradise Valley, Rainier National Park.



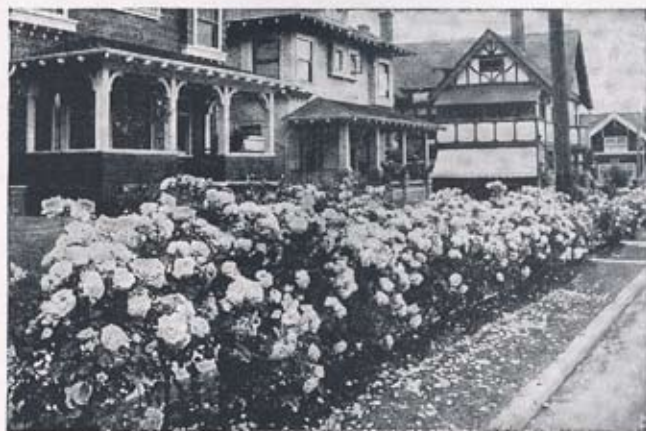
Nature Sliding—a Rainier Sport.

OF the 324 square miles that are contained within Rainier National Park, 100 square miles are occupied by Mt. Rainier itself. About its majestic summit, encircling it with capes of glistening ice, cling 28 glaciers. The mountain is set in a wonderland of flower carpeted parks, wooded canyons, thundering cataracts, foaming rivers, mirror-like lakes and dense forests, 200 square miles in extent.



The City of Portland from Council Crest.

ROSSES everywhere, beds of roses, hedges of are interesting. Every visitor to Portland should journey to Council Crest, from whose peak, more than 1,000 feet above Portland, a truly wonderful view outspreads of the city of Portland below. Around and about Portland are a large number of more than interesting places to visit.



Hedges of Roses.

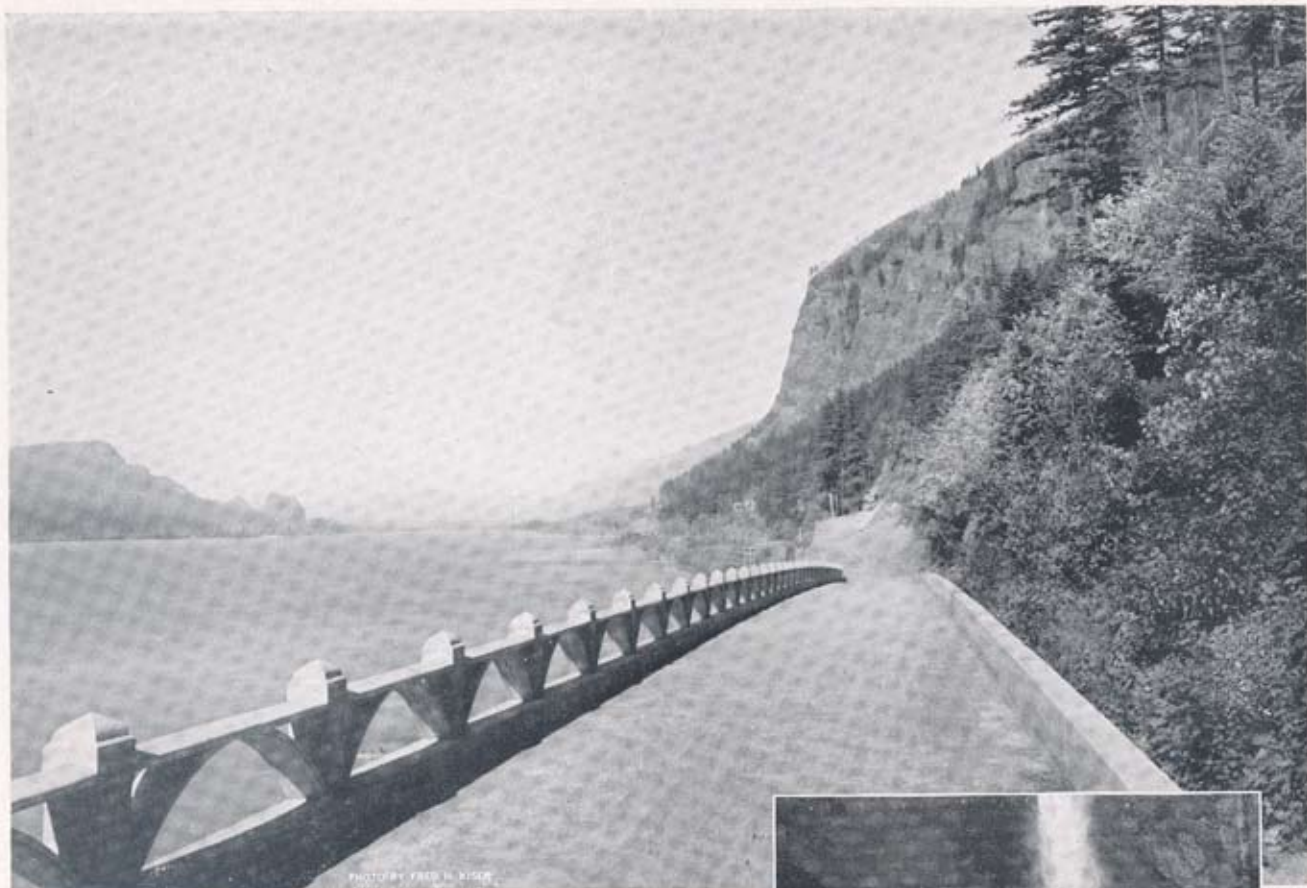


PHOTO BY FRED H. KISER

© Fred H. Kiser, Portland, Ore.

Columbia River from the Columbia Highway.

INTIMATELY associated with the City of Portland and one of the many sights which she proudly displays to visitors is the Columbia River Highway, an engineering triumph, a broad highway that follows the south shore of the Columbia from the city of Portland 64 miles up the river through the very heart of the Columbia River's scenic wonders. Blast-ed and chiseled out of the solid rock high up on the mountain sides and palisades, spanning the deep canyons and gorges with bridges of concrete, tunneling through rock galleries, it winds its way with the river, presenting an ever-changing vista of sculptured rock, mountain rivers and cataracts and with every mile commanding new and sweeping panoramas of the Columbia itself.

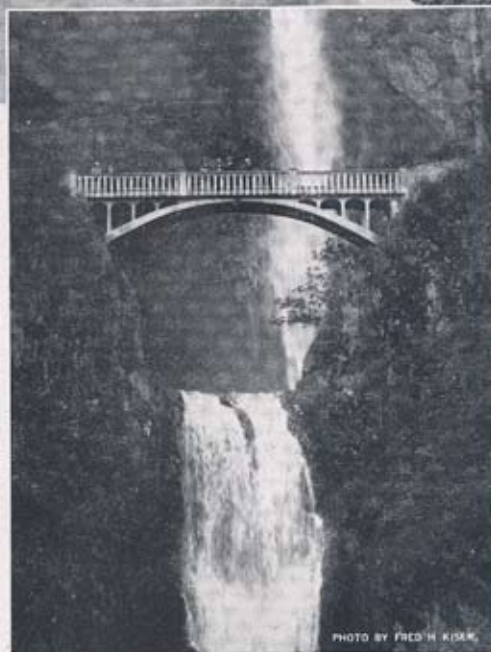
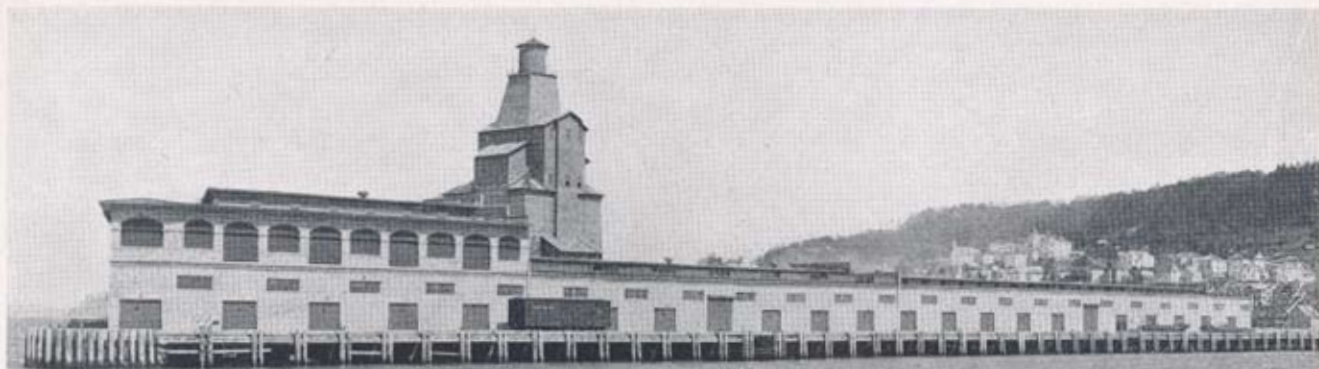


PHOTO BY FRED H. KISER

*Lower Multnomah Falls and Benson Foot Bridge,
Columbia River Highway.*



A Downtown Street in Longview—the City of Vision.

Above—Municipal Pier.

New Hotel Monticello, Longview.

THE numerous and splendid beaches of the Pacific Northwest are a great attraction for visitors. At Clatsop Beach, tributary to Astoria, Gearhart and Seaside, reached by the Spokane, Portland and Seattle Railway, are seashore amusements galore, surf bathing, natatorium bathing, drives and walks, clam digging—while at Gearhart, in addition, there is a splendid golf course by the sea and prime trout

fishing in the nearby Necanicum River.

The brand-new city of Longview—the City of Vision—has the distinction of being a city planned to the last detail, before a road was graded or a building erected. Here is a colossal lumber manufacturing plant, one of the largest in the world, owned by the Long-Bell Lumber Co.

In the salt waters of Puget Sound, enthusiastic anglers will get a new thrill fishing for gamey salmon.



Seaside Hotel and Beach, Seaside, Ore.—Oregon's Many Splendid Beaches Attract Thousands of Tourists Yearly.



Lake Crescent.



Snoqualmie Falls.



*Upper Picture—Everett, Wash. and Water-front.
Below—Big Four Inn.*

EVERETT, WASH., the third port of Puget Sound, built upon a peninsula, is the youngest of the Puget Sound cities and a manufacturing, shipping and distributing point of importance. It is a great sawmill and lumbering center, owing much of its prosperity to the surrounding dense forests of evergreen. Across Puget Sound to the westward stretch the mighty peaks of the Olympics, set in tremendous surroundings of waters, forests and mountains.

Here is Lake Crescent, whose clear depths abound in finny beauties.

The Pacific Northwest has its edition of Niagara Falls. Some 35 miles east of Seattle in the Cascades is Snoqualmie Falls where the brawny snow-fed Snoqualmie River plunges in a thunderous falls, a sheer drop of 268 feet, greater by 100 feet than Niagara itself.

At Big Four, Wash., conveniently reached from Everett, is the Big Four Inn, a noteworthy resort offering a wide variety of vacation enjoyments.



Along the Great Northern Railway's Coast Line.



In the Olympic Mountains.



*Peace Arch
Blaine, Wash.
U. S.-Canadian Border.*



A Bellingham Scene.

NORTH from Everett and Seattle, Wash. to Vancouver, B. C. run the Great Northern's coast line tracks, nearly always in sight of the picturesque waters of Puget Sound. Bellingham, Washington, a center of the lumbering

and fishing industry, is located on Bellingham Bay. Of great interest to visitors is the U. S. Tulip Bulb Farm. Each year Bellingham holds a colorful flower festival. At Blaine, Washington, is an imposing Memorial Peace Arch.



Vancouver, B. C., from the Water-front.

VANCOUVER, B. C., is the metropolis of British Columbia and Canada's greatest Pacific Port. Its scenic ensemble comprises mountain backgrounds, deeply forested and set off by its deep-water harbor, where craft of all nations ride at anchor.

Victoria's "Bobbies", its many beautiful residences of English architecture, its hedges, gardens, English holly, and its many other reminders of the Old Country, have caused it to be christened "A bit of Old England on the Pacific."



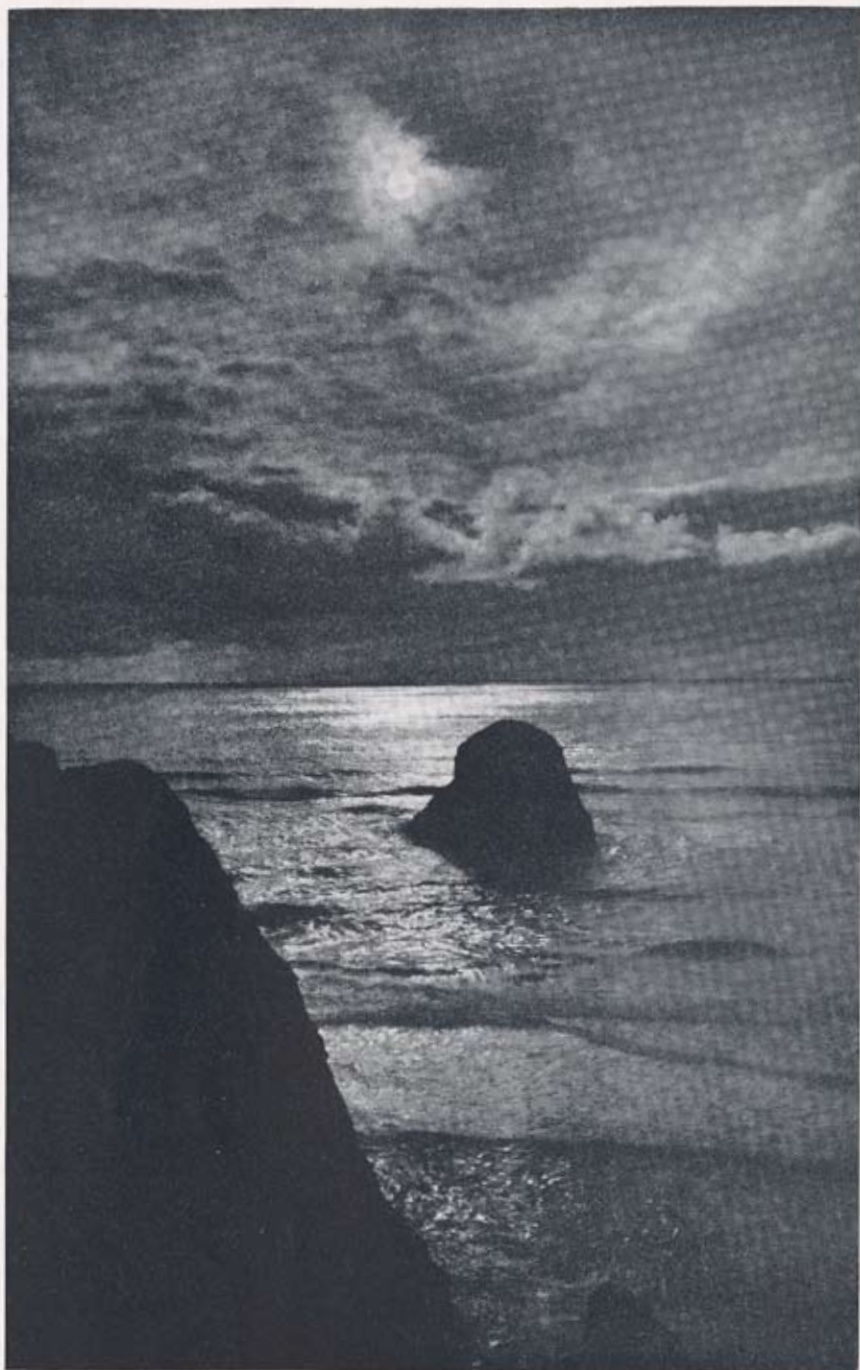
Inner Harbor, Victoria, B. C.

"THE end of a perfect trip," the salt waters of the blue Pacific and the shores of the Pacific Northwest, an all-year-round vacation land, its air ever balmy with the influence of the Japan current, buoyant with the salt tang of the Ocean, fragrant with the breezes from its forests of pine and fir and its mountains of everlasting snow. It is a charmed land of lakes and forests, mountain tops and rivers, wave-washed beaches and hospitable cities. To the visitor within its gates, it offers a real Western welcome and such a host of interesting sights to see and pleasurable things to do that they want to come back and do come back again and again.

"It's a great country, this Western country."



Salmon Fishing in the Columbia River, the Many Streams and the Salt Waters of Puget Sound is a Thrilling Sport.



Sunset on the Pacific.

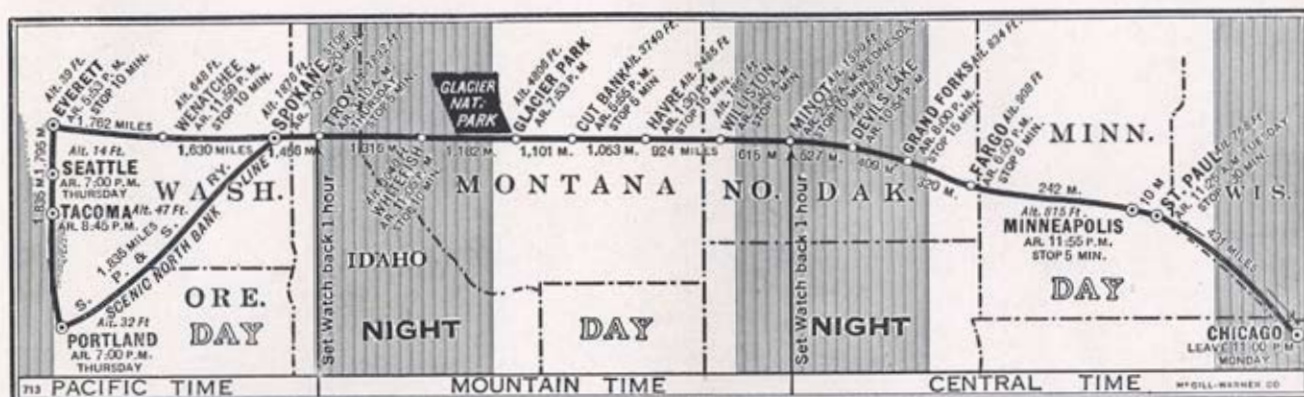
© FRED H. KIBER, PORTLAND, ORE.

MAPS SHOWING ROUTES OF

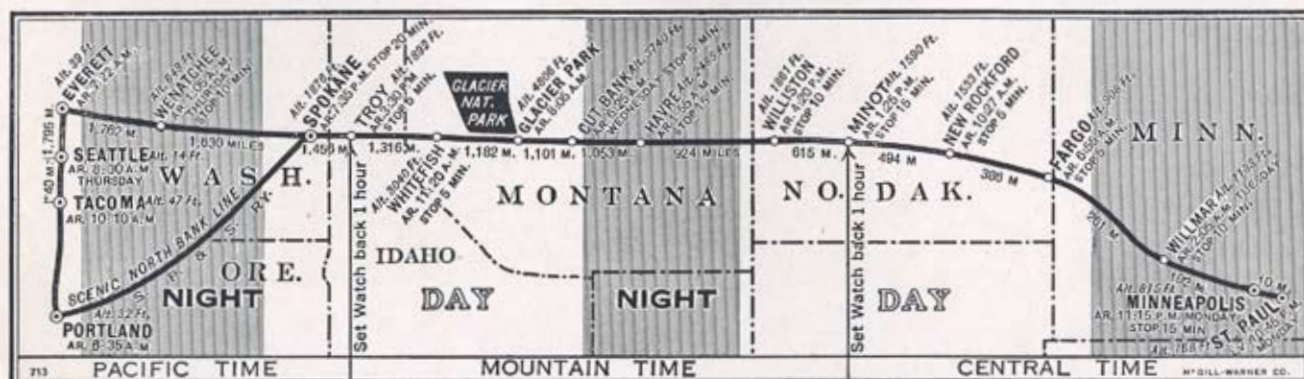
The New "Oriental Limited" Train No. 1 Westbound The "Glacier Park Limited" Train No. 3 Westbound

Shaded portions indicate
territory traversed at night

THE NEW "ORIENTAL LIMITED" Train No. 1 Westbound



THE "GLACIER PARK LIMITED" Train No. 3 Westbound



General, District and Traveling Agents

For detailed information about Passenger service, rates, routes, reservations, etc., write, call on or telephone the nearest Great Northern representative listed below. You will find him a courteous expert who will be glad to relieve you of your travel worries and attend to all the bothersome details of your trip for you. Call him up or write him and let him help you plan that trip so that you will be sure to get the maximum of travel, service, scenery and comfort for your money.

BELLINGHAM, Wash., 212 Kulshan Bldg., 1224 Cornwall Ave. Phone 2111. C. D. Thompson..... District Traffic Agent R. M. Smith..... City Passenger Agent	NEW YORK, N. Y., 516 Longacre Bldg., Broadway and 42nd St. Phone Bryant 6963. F. M. Hubbert..... General Eastern Passenger Agent F. M. Schnell..... District Passenger Agent Henry Deissler..... City Passenger Agent S. A. Dougan..... City Ticket Agent
BILLINGS, Mont., 311 Electric Bldg. Phone 6871. J. F. Kelly..... General Agent	NELSON, B. C., 421 Baker St. Phone 57. E. L. Buchanan..... City Freight and Passenger Agent
BOSTON, Mass., 294 Washington St. Phone Congress 140. J. H. Kenney..... New England Passenger Agent T. F. Carroll..... City Passenger Agent	PHILADELPHIA, Pa., 409 Finance Bldg. Phone Rittenhouse 3275-6. Fred G. Smith..... General Agent Edmund H. Whitlock..... Traveling Passenger Agent
BREMERTON, Wash., 224 Front St. A. F. Lee..... Agent	PITTSBURGH, Pa., 214 Empire Bldg. Phone Smithfield 1762, 1763. P. H. Yorke..... District Passenger Agent
BUFFALO, N. Y., 683 Ellcott Square. Phone Seneca 4166. Geo. Eighmy, Jr..... District Passenger Agent	PORTLAND, Ore., 201 Morgan Bldg. Phone Atwater 0631. W. E. Hunt..... General Agent H. Dickson..... City Passenger Agent J. H. Running..... Traveling Passenger Agent C. E. Warren, 3rd and Washington St..... Ticket Agent
BUTTE, Mont., 513 Metals Bank Bldg. Phone 163. E. O. Boyle..... General Agent D. E. Wilder, 102 North Main St..... Agent	ST. LOUIS, Mo., 203 Boatmen's Bank Bldg. Phone Olive 51. J. M. Sanford..... General Agent Chas. O. Layton..... Traveling Passenger Agent
CHICAGO, Ill., 226 W. Adams St. Phone State 6300. E. H. Moot..... General Agent Passenger Department Frank Marnell..... Traveling Passenger Agent S. M. Farrell..... Traveling Passenger Agent Carl F. Ellwanger..... City Passenger Agent W. S. Weber..... Traveling Agricultural Development Agent T. L. McDonald..... Traveling Agricultural Development Agent	ST. PAUL, Minn., Union Ticket Office 4th and Jackson Sts. Phone Garfield 3851. W. J. Dutch..... Ticket Agent A. L. Johnston..... City Passenger Agent W. C. Thorn, 712 Great Northern Bldg..... District Passenger Agent A. E. Hathaway, 712 Great Northern Bldg..... Traveling Passenger Agent G. W. Lincoln, 708 Great Northern Bldg..... Traveling Agricultural Development Agent Wm. Blonder..... Traveling Agricultural Development Agent
CINCINNATI, O., 609 Traction Bldg. Phone Main 249. J. H. Brinkman..... General Agent John E. Westerfield..... Traveling Passenger Agent	SAN FRANCISCO, Cal., 1009 Hearst Bldg. Phone Douglas 3892. A. J. Aicher..... General Agent J. C. Javet..... City Passenger Agent
CLEVELAND, O., 508-9 Hippodrome Bldg. Phone Cherry 1537. F. P. Engel..... General Agent L. H. Nass..... City Passenger Agent	SEATTLE, Wash., 201 King St. Station. A. J. Arrivee..... Traveling Passenger Agent C. W. Mahoney..... District Passenger Agent J. Wesley Young, 1403 4th Ave., Phone Main 9800..... General Agent Passenger Department
DALLAS, Tex., 1013 S. W. Life Bldg. Phone Y-5374. I. H. Turner..... Southwestern Agent	T. J. Moore, Phone Main 9800..... City Passenger and Ticket Agent
DETROIT, Mich., 619 Free Press Bldg. Phone Main 7270. E. B. Clark..... General Agent W. J. Rintoul..... Traveling Passenger Agent	SHANGHAI, China, Robert Dollar Bldg. A. G. Henderson..... General Agent for the Orient
DES MOINES, Ia., 425 Kraft Bldg. Phone Market 942. W. M. Romine..... District Passenger Agent C. A. Rand..... Traveling Agricultural Development Agent	SIoux CITY, Ia., 516 Nebraska St., Phone Auto 4422, Bell 438. P. J. Donahue..... General Agent G. R. Norton..... City Passenger Agent
DULUTH, Minn., 428 W. Superior St. Phone Passenger Melrose 611. H. R. Carl, Phone Freight Melrose 118..... General Agent Willis A. Wilson..... District Passenger Agent C. M. Cornelius..... City Passenger Agent	SIoux FALLS, S. D., 504 E. 8th St. Phone 91. Thos. Simpson..... General Agent O. D. Tibbetts..... Traveling Agricultural Development Agent
EVERETT, Wash., Great Northern Station. H. E. Stephens..... Ticket Agent	SPOKANE, Wash., Davenport Hotel. Phone M 887. J. F. Pewters..... General Agent R. C. Murphy..... City Passenger and Ticket Agent James Johnstone..... City Passenger Agent A. Alstrom..... Traveling Passenger Agent
FARGO, N. D., 116 Broadway. Phone 3911. J. L. Rohan..... General Agent M. Uthus, G. N. Station, Phone 65..... Ticket Agent	SUPERIOR, Wis., Union Ticket Office, 13th St. and Tower Ave. D. A. Blakney..... Ticket Agent
GRAND FORKS, N. D. Phone 67. M. Neville..... Ticket Agent	TACOMA, Wash., 108 South Tenth St. Phone Main 1124. D. G. Black..... General Agent F. P. Herbert..... City Passenger Agent
GREAT FALLS, Mont., 802 First National Bank Bldg. Phone 6615 J. S. Bock..... General Agent J. F. Beckett..... Traveling Passenger Agent Chas. Doherty, Great Northern Station..... District Passenger Agent	TORONTO, Ont., 202 Webster Bldg. Phone Adelaide 5818. H. E. Watkins..... General Agent John M. Copeland..... Traveling Agent
HELENA, Mont., Placer Hotel Bldg. Phone 221. S. A. Garrity..... General Agent W. J. Garrity..... City Passenger and Ticket Agent	VANCOUVER, B. C., 607 Hastings St. Phone Seymour 3386. Edw. A. Dye..... General Agent A. Whitnall..... City Passenger and Ticket Agent
KANSAS CITY, Mo., 516 Railway Exchange Bldg. Phone Main 3852. V. E. Jones..... General Agent Passenger Department F. H. Resvay..... Traveling Agricultural Development Agent	VANCOUVER, Wash., Phone 965-J. C. N. Christopherson..... Traveling Freight and Passenger Agent
LOS ANGELES, Cal., 716 Citizens National Bank Bldg. Phone 828-421. J. W. Phalon..... District Freight and Passenger Agent H. Donald Day..... City Passenger Agent	VICTORIA, B. C., 916 Government St. Phone 699. A. H. Hebb..... General Agent
MINNEAPOLIS, Minn., Joint Ticket Office, 524 Second Ave. So. Phone Atlantic 1267. R. C. Michkils..... City Passenger Agent J. F. McElroy..... Ticket Agent	WENATCHEE, Wash., Phone 3765. J. C. Maher..... General Agent M. F. Reading..... Ticket Agent
MINOT, N. D. Phone 1243. R. F. Mills..... General Agent Fred Anderson..... Ticket Agent	WINNIPEG, Man., 226 Portage Ave., Phone A 6603, A 1123. W. T. Hetherington..... District Freight and Passenger Agent T. A. Thompson..... City Passenger Agent
MILWAUKEE, Wis., 810 Majestic Bldg. Phone Grand 1006. E. A. Fradenburgh..... General Agent Benj. C. Culbertson..... Traveling Agent	YOKOHAMA, JAPAN. A. G. Henderson..... General Agent for the Orient

E. H. WILDE
General Passenger Agent
St. Paul, Minn.

F. T. HOLMES
Assistant General Passenger Agent
St. Paul, Minn.

C. W. MELDRUM
Assistant General Passenger Agent
Seattle, Wash.

L. B. WOODS
Assistant General Passenger Agent
Helena, Mont.

A. J. DICKINSON, Passenger Traffic Manager, St. Paul, Minn.

(Printed in U. S. A.)