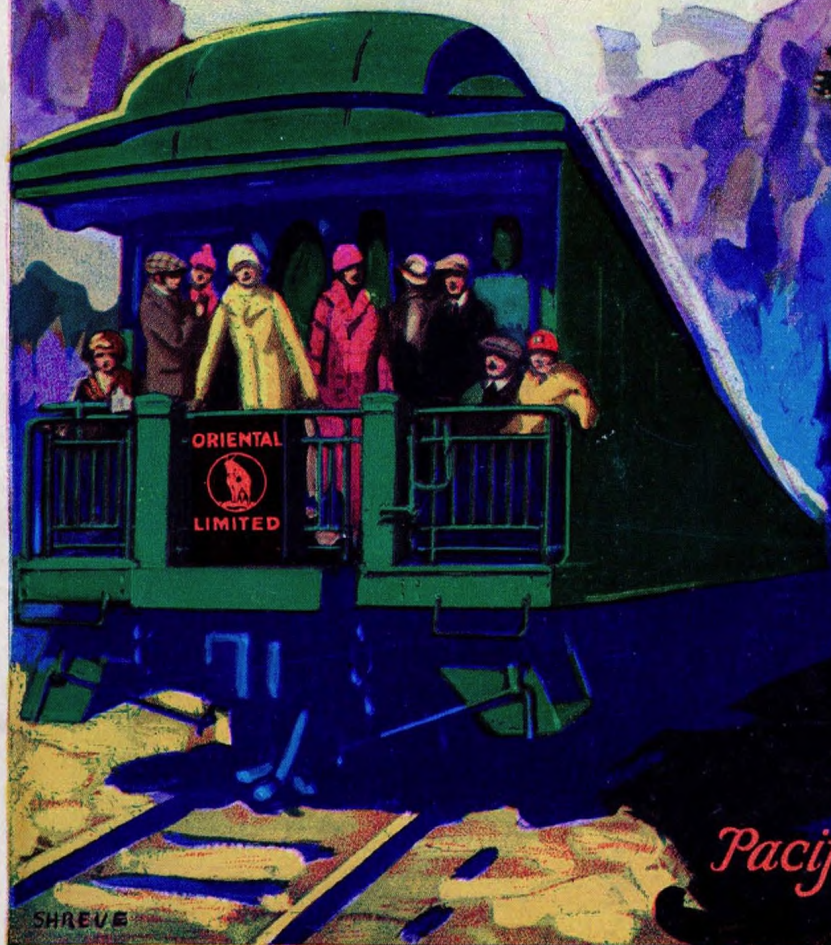


STRAIGHT EAST

Via The New Oriental Limited



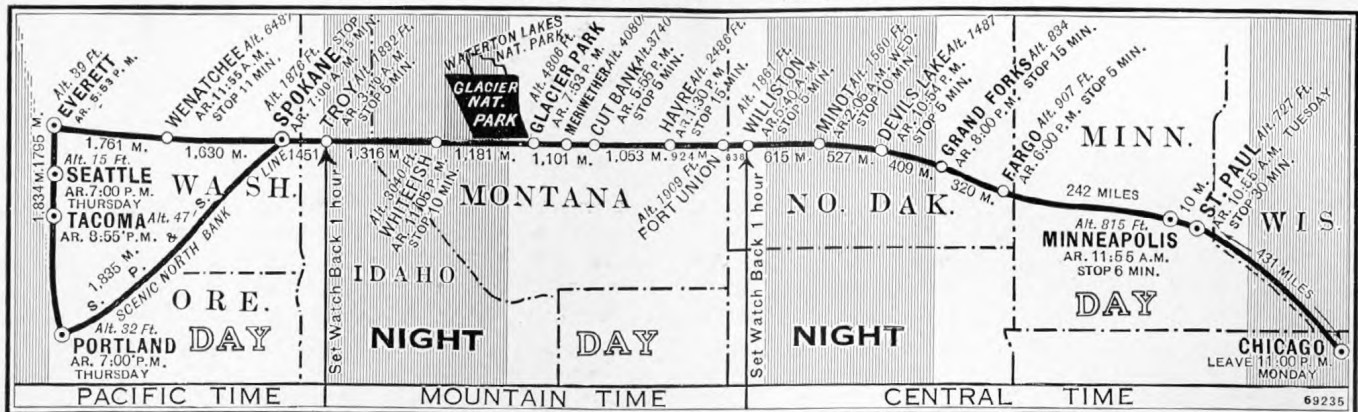
*Train Service-Routes
Pacific Northwest to Chicago*

MAPS SHOWING ROUTES OF

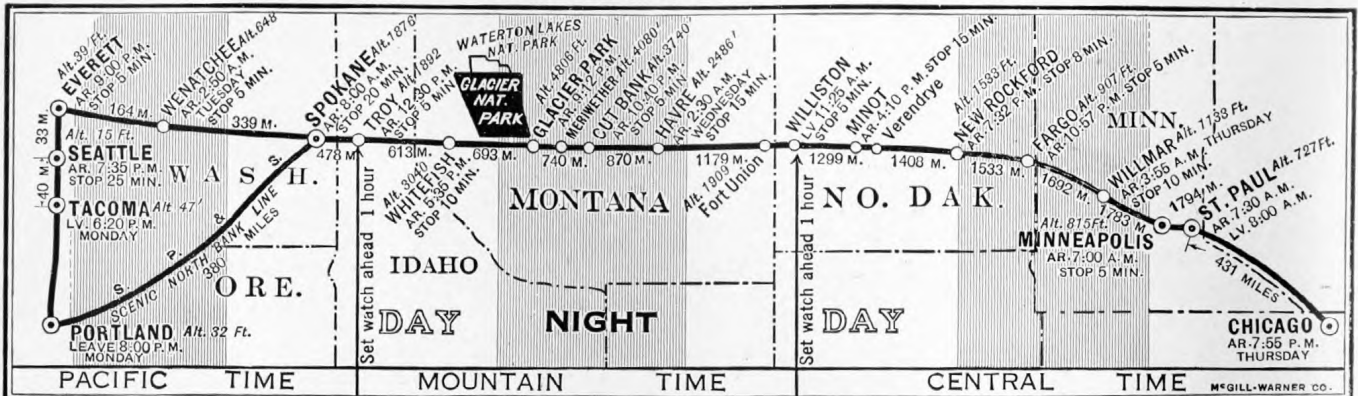
The New "Oriental Limited" Trains No. 1 Westbound, No. 2 Eastbound The "Glacier Park Limited" Train No. 4 Eastbound

Shaded portions indicate territory traversed at night

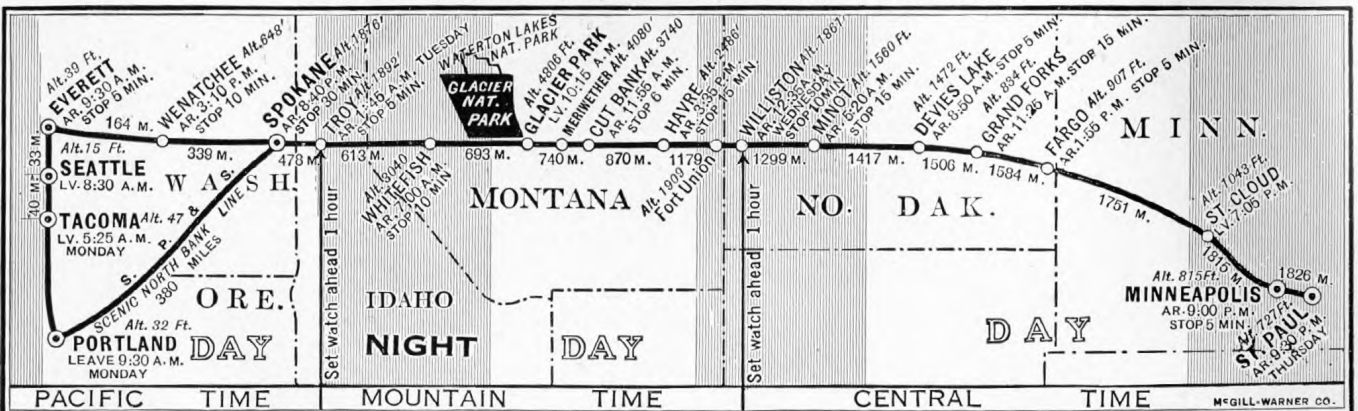
THE NEW "ORIENTAL LIMITED"—Train No. 1 Westbound



THE NEW "ORIENTAL LIMITED"—Train No. 2 Eastbound



THE "GLACIER PARK LIMITED"—Train No. 4 Eastbound





STRAIGHT EAST

via the GREAT NORTHERN RAILWAY
and the BURLINGTON ROUTE to CHICAGO

Route of the New "Oriental Limited"—A De Luxe Train. No Extra Fare

THE Great Northern Railway serves that wonderfully productive territory—the States of Oregon, Washington, Idaho, Montana, North and South Dakota and Minnesota—which the late James J. Hill, with his genius for apt characterization, fittingly termed, "The Zone of Plenty." The Great Northern Railway, with its 8,000 miles of track, 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 steel flyer rolls eastward, 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 Western termini at Tacoma-Seattle and Portland its trains speed eastward over a modern highway of steel. Leaving Seattle the blue waters of the Pacific are skirted, followed by the farming country of western Washington. Now the scenery abruptly changes and towering mountain peaks, led by the triple crowned Mt. Index, come into view. Through the Skykomish and Tye Canyons the train makes its ascent to the summit of the Cascade Range and then electrically drawn through the engineering triumph—the three-mile long Cascade Tunnel. The descent is made through the shadows of the towering Tumwater Canyon, following a roaring mountain torrent. This scaling and descent of the snow-capped Cascades is a thrillingly beautiful and never-to-be-forgotten ride.

Then comes the fruitful Wenatchee Valley, whose rich volcanic soil produces the wonderful Wenatchee apple, known throughout the nation. North of Wenatchee a short distance is lovely Lake Chelan, christened, "The Emerald of the Cascades," a rarely beautiful mountain-framed lake.

Beyond Wenatchee the route is through the golden wheat fields of the Big Bend country to the Hub of the Inland Empire—Spokane. From Spokane, for more than 300 miles the track winds in and out among wooded canyons of the Cabinet Range and the Rockies of western Montana until the Continental Divide is crossed at Summit Station, 5,202 feet above sea level, the lowest divide on any trans-continental railway.

From here a short train ride brings us to the immense timbered structure known as the "Glacier Park Hotel," which marks the eastern entrance to Glacier National Park. Here the giants of the Rockies, peak after peak, rear their heads into the clouds.

Leaving Glacier Park Station behind the character of the country changes again. The journey is resumed over the gently rolling benchlands of eastern Montana, through the broad, grain-carpeted prairies of North Dakota, with visible evidences of the country's prosperity all about in the shape of giant grain elevators and big red barns.

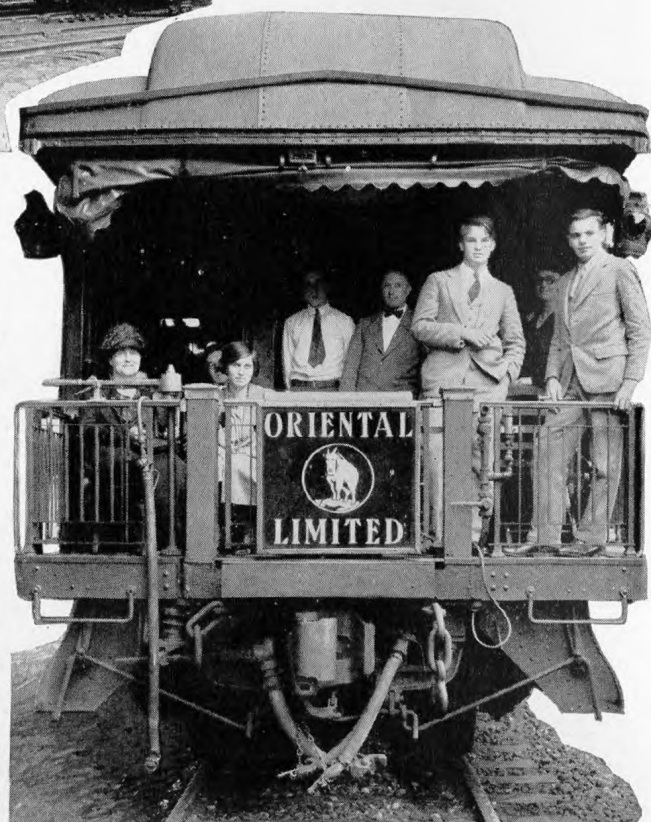
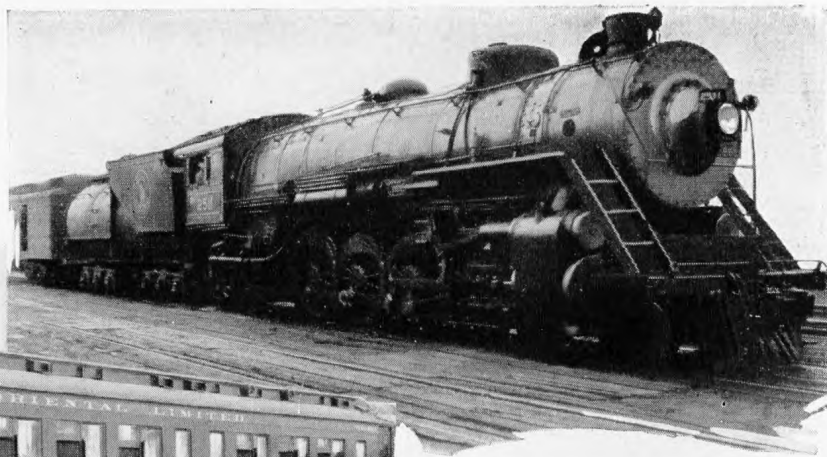
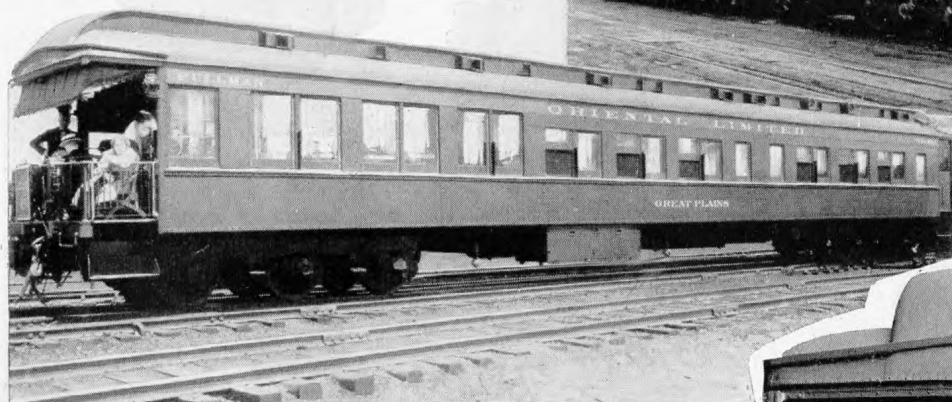
Then through the lake-dotted beauty section of Minnesota, with its alluring appeal to the fisherman and vacationist, to the Twin Cities of Minneapolis and St. Paul, at the head of navigation on the Mississippi. Further north are the twin ports of Duluth and Superior at the head of the Great Lakes.

From St. Paul the new "Oriental Limited" journeys to Chicago over the tracks of the Burlington route, through the scenic Mississippi Valley, with the Father of Waters, the Mississippi River, in view from the car window for nearly half of the distance.

The magnificent scenery along the Great Northern Railway, including the Pacific Coast beach resorts, the Cascade Range of Mountains, the Tumwater and Kootenai Canyons, the Rocky Mountains and Glacier 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

STRAIGHT EAST



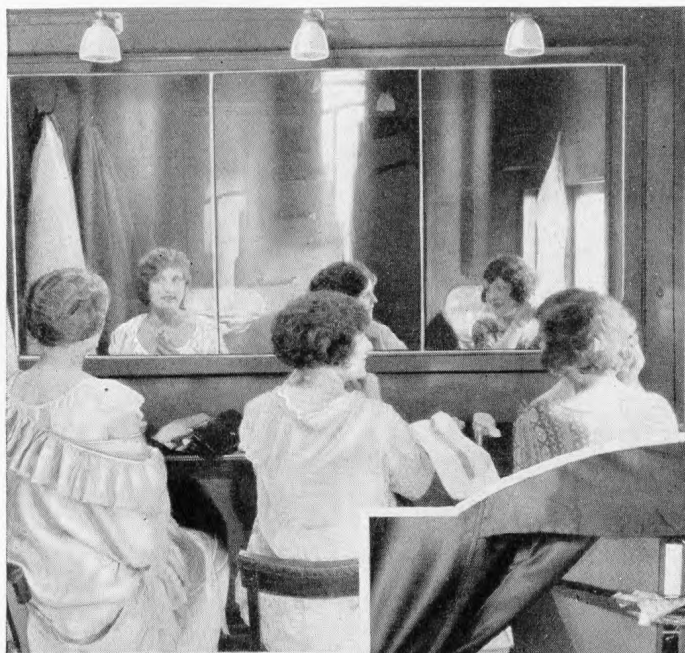
The equipment furnished by the Pullman Company is the latest and finest and embodies every travel comfort.

The Pullman tourist cars differ from the standard sleepers only in the omission of the permanent headboards between sections and in the decoration.

At the head of the "Oriental Limited" the giant oil-burning locomotive makes possible a 1,200-mile cinderless journey.

The deep, sheltered platform of the observation car adds much to a comfortable enjoyment of the trip through the wonderful scenic Northwest.

STRAIGHT EAST



The women's dressing rooms are spacious and contain many new comfort features.

The roomy, comfortable berths invite sound sleep and pleasant dreams.

The men's wash rooms are popular through the day as they are unusually comfortable as smoking rooms.

The permanent headboards between sections protect the traveler from drafts and insure greater privacy. Luminous numbers, special reading lights and individual sash ventilators are a few of the new comfort features.

Compartment en suite are arranged so that individuals, or if desired, parties may travel in complete privacy. All "Oriental Limited" sleeping cars are finished in a harmonious color scheme which is restful as well as pleasing.



Many well-known personages have delighted in the "Oriental Limited" dining car service. Perhaps you will recognize these two. Delicious meals are served on the diners by a crew of quiet, efficient waiters, captained by picked stewards. A separate car is provided for the crew's sleeping quarters, thus the diner remains exclusively a dining car.

The dining cars on the "Oriental Limited" with their colorful decorations, snowy linens, attractive silver service and tableware are an appropriate setting for the perfect meals they serve. The very best food obtainable is prepared and cooked by competent chefs of splendid training so that the meals are a delightful feature of a transcontinental journey.



The compartment-observation-lounge car is another reason why a trip on the "Oriental Limited" is a journey of pleasure and comfort. There is a barber who also renders valet service. The ladies' shower is a unique feature. The maid is efficient and helpful. Its high, clear windows permit an unobstructed view of the passing scenery. A competent ladies' maid, manicure, hair-dresser and masseuse are in attendance. From its buffet soft drinks are served and at four o'clock, tea.



Business Section, Portland

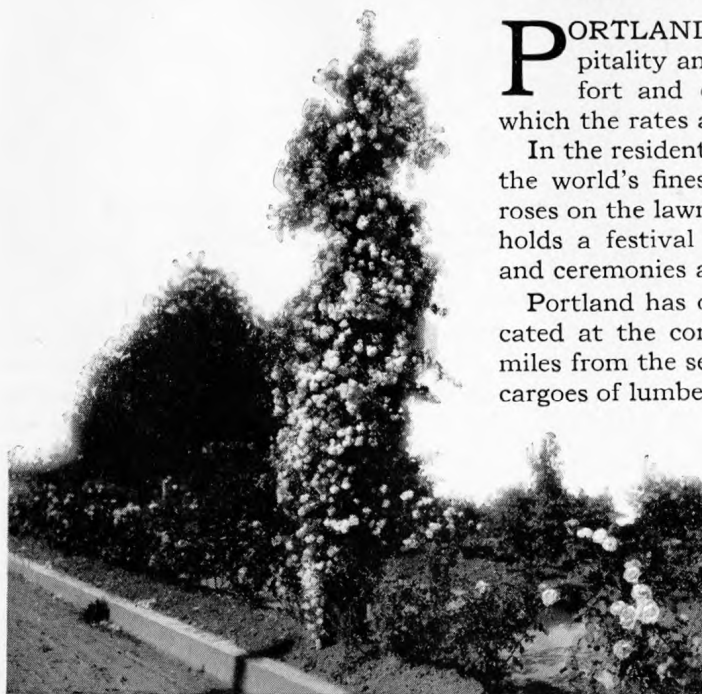
PORTLAND is justly famed for its recreational facilities, its hospitality and its roses. To the visitor, Portland offers every comfort and convenience in a number of large, modern hotels, for which the rates are very reasonable.

In the residential district the visitor is delighted by mile upon mile of the world's finest roses: hedges of roses on the boulevards, bushes of roses on the lawns. So profuse are these magnificent blossoms, Portland holds a festival in their honor every June and the attendant parades and ceremonies are well worth seeing.

Portland has one of the finest fresh water harbors in the world, located at the confluence of the Willamette and Columbia Rivers, 100 miles from the sea where ships from many ports gather to receive their cargoes of lumber, grain, flour and other commodities which constitute the 4,000,000 tons of cargo passing through this city yearly.

Portland as an industrial city ranks high among the manufacturing centers of the country, yet in spite of its earnest activity it has found opportunities to plan and create many beautiful parks and playgrounds, build miles of splendid highways and make the most of its many natural beauties, furnishing recreation to the worker and surprised delight to the visitor.

Portland's many points of interest are made all the more enjoyable because of a very temperate climate



Roses Everywhere



Tacoma, "The City with a Mountain in its Dooryard"

TACOMA, in population the second largest city on Puget Sound, is built on a series of hills that rise abruptly from the shores of Commencement Bay. The very nature of this location makes possible sweeping views of not only Puget Sound, but on clear days, of the Cascade Mountains to the eastward and the Olympic Mountains to the northwestward. Mount Rainier (Tacoma), though nearly 30 miles distant by air line, seems on clear days to be but across the harbor, giving Tacoma the name of "The City with a Mountain in its dooryard".

This magnificent mountain, one of the most massive in the world, is nearly three miles in height. Viewed from nearly every portion of the city, each glimpse of its sparkling snow-capped peak brings a keen sense of admiration.

Tacoma harbor is rated by the Government as one of the Class A harbors of the United States. This broad, natural harbor accommodates ships of any draft.

Visitors to Tacoma are attracted by a large number of points of interest, two of which are justly famous. Point Defiance Park, a part of the northern section of the city, includes, among its many attractions, a virgin forest of the great trees of western Washington.

A great gorge on the Bay front has been transformed into a concrete out-of-door's amphitheatre, with seats for 40,000 spectators. This is Tacoma's Stadium, in which are held many interesting pageants.

Three picturesque fresh water lakes, located on the southern outskirts of the city, furnish boating, bathing and fishing as a means of enjoyment.



The Busy Docks at Tacoma



Part of Seattle's Interesting Water-front

NATURE has done much toward making Seattle a city of unusual beauty and interest. Rimmed by the snow-capped ranges of the Cascades and Olympic Mountains, guarded by mighty Mount Rainier, traversed by splendid boulevards and dotted with over 45 parks, favored by a remarkable climate, Seattle supplants petty ills and worries with a delightful sense of physical well-being.

Due to its natural harbor facilities, as well as to its mild invigorating climate, Seattle has grown in the course of a single generation to one of the greatest commercial and industrial centers of the Pacific Northwest.

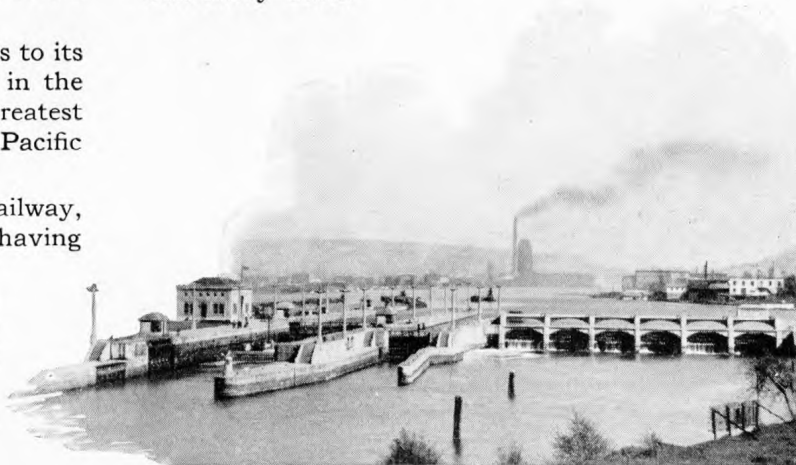
Seattle, a terminal of the Great Northern Railway, is the only Pacific Northwest port in America having direct passenger sailings for Alaska and Asia. The U. S. Shipping Board has rated Seattle harbor at the head of Class One Harbors and along its busy water-front may be seen the flags of nearly every nation.

Seattle offers a wide variety of cosmopolitan life as well as outdoor sports and recreation.

The universal supply of fresh water; perfect

drainage; an abundance of green vegetables the year round; an exceptional milk supply—have made Seattle's health record unique in the history of the world.

A fleet of steamers plying Puget Sound make possible many interesting trips, including that to Bremerton Navy Yard.



Government Locks, Seattle



In the "Land of Enchantment", Seward, Alaska

COMFORTABLE, commodious boats leave Seattle at frequent intervals during the summer months for Alaska, "The Land of Enchantment."

A land filled with romance and adventure, Alaska vividly recalls to the traveler the terrific struggle of

that vast horde of gold seekers which blazed the way into this marvelous country.

The hardship these early pioneers endured tended to create a false impression that Alaska is a land of unbearably severe climate.

Quite the contrary—Alaska's summer seasons are delightfully mild, refreshing and invigorating. In this "Land of the Midnight Sun", the daylight is almost continuous during the summer months.

The boat trip from Seattle takes the traveler through the famous "Inside Passage", along the coast line, among gem-like islands, through narrows where the shore is but a stone's throw from the steamer. In this sheltered passageway the ocean lies calm and smooth. You need have no fear that seasickness will mar your trip.

There are two Alaskan trips that appeal strongly to the vacationist.

One trip which consumes from 10 to 12 days takes you almost due north to Skagway and return.

The other of approximately 21 days' duration proceeds eastward from Juneau to Seward and Anchorage.



A Trip to Alaska Makes a Wonderful Vacation



City and Harbor, Everett, Washington

EVERETT, WASHINGTON, is a comparatively new city, as it was not founded until the arrival of the Great Northern Railway's transcontinental line in 1893. Owing to its ideal location and the abundance of its natural resources Everett has grown to a city of over 28,000 population. Even though it is the youngest of the Puget Sound cities it is the third port in importance. Its fine, deep-water harbor, located within 100 miles of the Pacific Ocean on the Straits of Juan de Fuca, is a port of call for Trans-Pacific freight steamers bound for San Francisco, coast line liners as well as for many Puget Sound steamers.

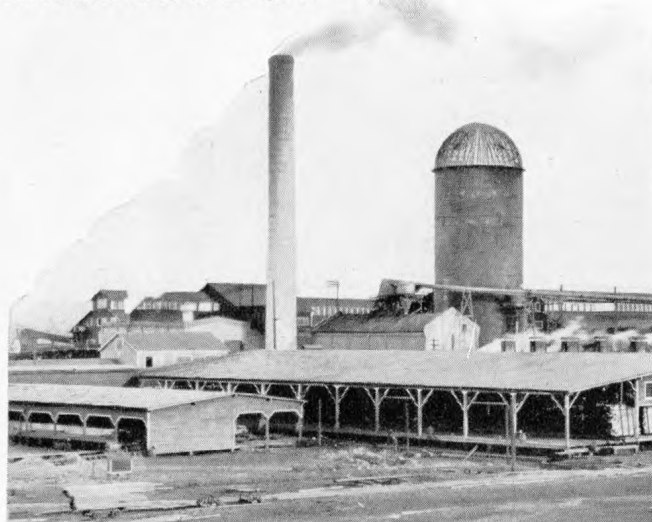
Everett is one of the most important of the Great Northern Railway's stations in the State of Washington. Here are large car building and repair shops, as well as extensive freight distributing yards. From Everett the Great Northern's coast line runs northward to Vancouver.

The city is a lumbering headquarters, a large manufacturing center and also a shipping point for huge quantities of salt water fish.

Much of the growth of the manufacturing industry

may be attributed to the almost limitless, cheap water-power available.

Near-by points of interest include Lake Crescent and Snoqualmie Falls, with its drop greater by 100 feet than that of Niagara.



One of the World's Largest Lumber Mills, at Everett



Overlooking the City, Bellingham



LEAVING Everett, Wash., the tracks of the Great Northern coast line traverse the peninsula on which Everett is built, bridge the Snohomish River, then run northward to follow nearly every indenture of the coast of northwest Washington on its way to Bellingham and Vancouver, B. C.

The picturesque waters of Puget Sound are almost constantly in sight.

Bellingham is well named the "City of Tulips and Beautiful Sunsets." Of more than usual interest to the visitor are the thousands of tulips, hyacinths and narcissus under cultivation here, while the annual Tulip Festival and Blossom Show is a spectacle of vivid color and rare beauty.

The U. S. Tulip Bulb Farm is of special interest to the lover of flowers.

Bellingham is the gateway to Mount Baker, a region of imposing scenic grandeur. The erection here, recently, of a model resort makes this an ideal stopping-place for tourists.

In Puget Sound near Bellingham are located the San Juan group of islands.

The setting and formation of this group reminds one strongly of similar groups in the Mediterranean.



(Above) Along Puget Sound

In Mt. Baker National Forest



Vancouver, "Gateway of Canada to the Pacific Ocean"

SO popular is Vancouver as a vacation spot, her population is always doubled, often trebled during the summer months, and by reason of her tempered climate furnishes a delightful place to visit at any time during the year.

Vancouver is well named the "Gateway of Canada to the Pacific Ocean", as this commercial capital of British Columbia and fourth largest city in Canada, through its splendid docking and rail facilities, forms a most convenient link between Canada and the Seven Seas.

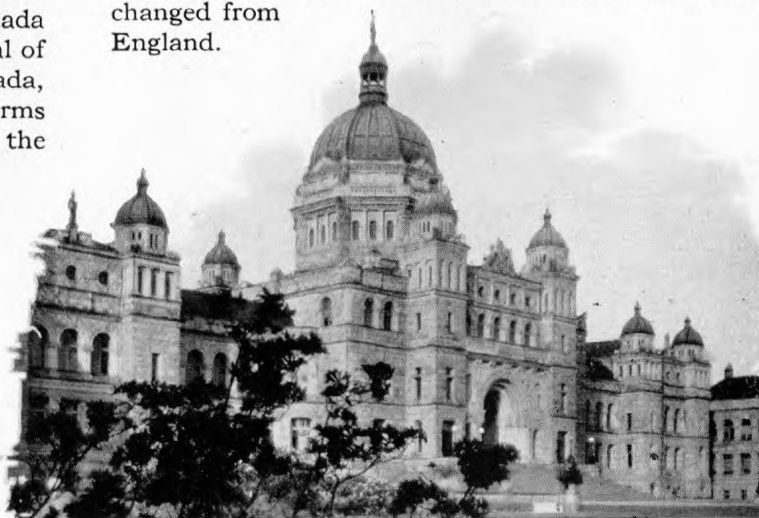
Vancouver and its immediate vicinity contains a wide variety of attractions for the visitor.

Stanley Park, but a few moments from the center of the city, is considered by many, one of the most entrancing spots on the continent.

Capilano Canyon, a beautiful mountain crevice of great depth and marvelous grandeur, may be reached from the city by bus or street car in 40 minutes. In the roaring waters which rush between its walls may be found some of the best fishing in the world.

Those who stop at Victoria experience a visit

of unusual interest. Victoria has been well christened, "A bit of Old England on the Pacific," as its many beautiful residences of English architecture, its hedges, gardens, English holly, even its police or "Bobbies" seem to have been transplanted unchanged from England.

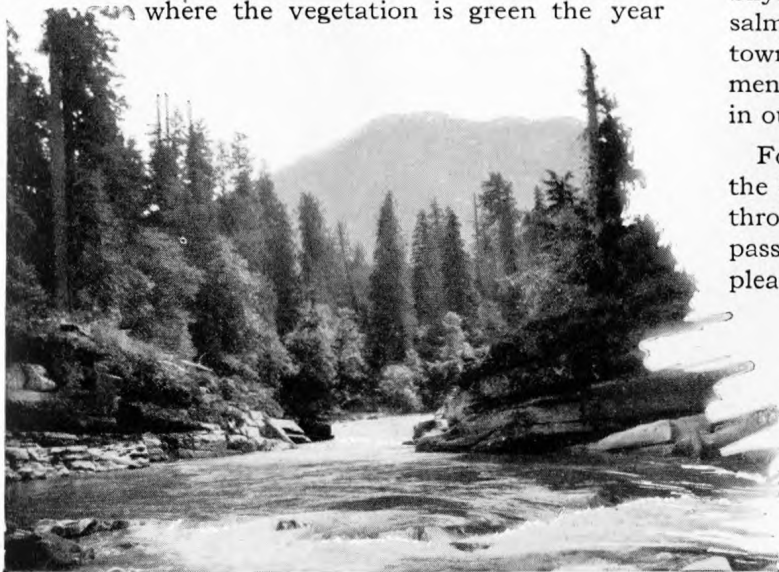


Parliament Buildings, Victoria



Mighty Mount Index, Monarch of the Cascades

FROM Puget Sound east to Index the train traverses the rich agricultural, fruit-raising and dairying country of western Washington, where the vegetation is green the year



A Bit of the Turbulent Skykomish River

around and where snow is extremely rare.

At the junction of the north and south forks of the Skykomish River, the highest point reached by the salmon in their autumn pilgrimage up the river, is the town of Index, a favorite recreation center for fishermen and sportsmen who find this locality abounding in outdoor attractions.

Following the delightfully beautiful south fork of the Skykomish River the train continues on its way through a region, not as turbulent as the mountain passes encountered later, but still of unusual and pleasing interest.

This valley abounds in numberless small glacier-fed trout streams in which the fisherman may find rare sport under all conditions.

The valley is carpeted with evergreen forests and flanked by mountains, the mightiest of which, Mount Index, rearing its snow-capped triple peaks against the sky, commands attention whenever it is seen through the car windows during the trip up the valley.



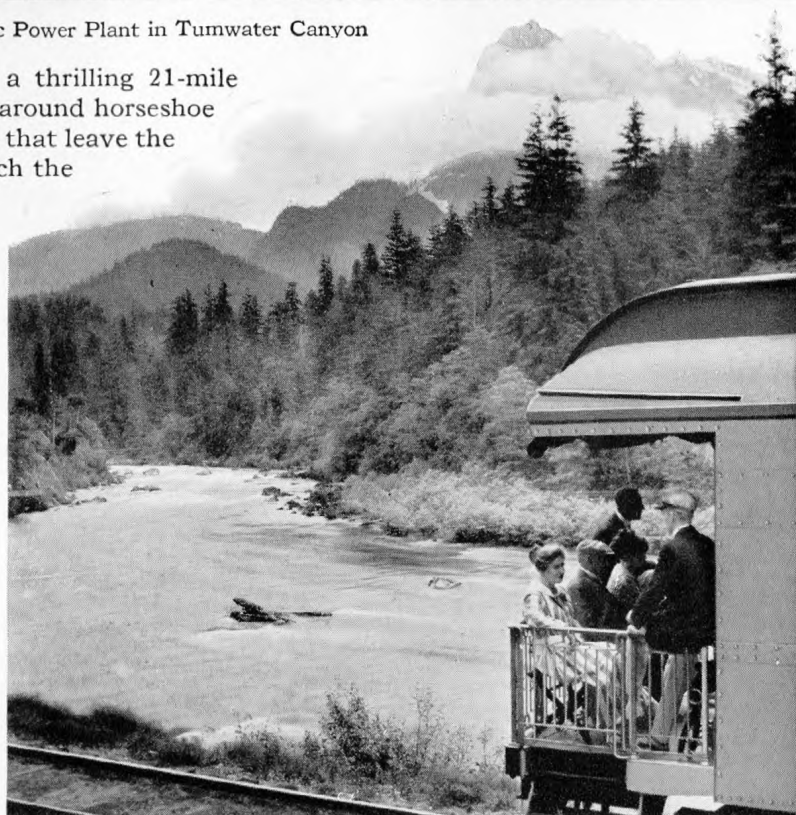
The Hydro-Electric Power Plant in Tumwater Canyon

THE approach to the Cascade tunnel is a thrilling 21-mile climb of the west slope of the Cascades, around horseshoe curves, over bridges and through tunnels that leave the traveler amazed at the apparent ease with which the steep ascent is accomplished.

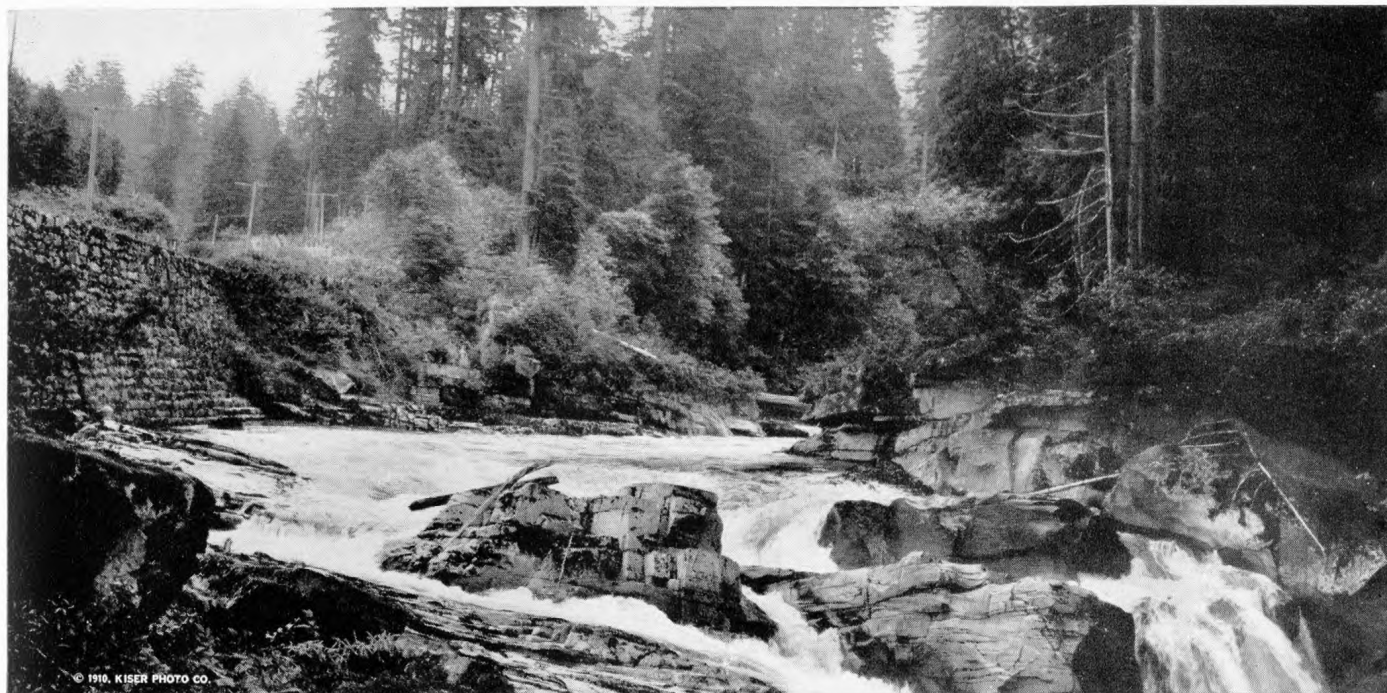
Near Summit the Great Northern Railway crosses the Cascades at an elevation which is one of the lowest high altitudes of any trans-continental railway. This is at the eastern end of the two and five-eighths miles long Cascade Tunnel.

All eastbound traffic is handled by giant electric locomotives, thereby eliminating smoke and gases in the tunnel on the upgrade. The power for these locomotives is generated by the large hydro-electric power plant owned and operated by the Great Northern Railway and obtaining its energy from the Wenatchee River.

A new 8-mile tunnel is now being bored through the Cascades. This will be the longest tunnel on the American continent and will materially reduce the elevation and shorten the running time of trains.



Through the Cascades, the Wonder Trip



The Wenatchee River, a Rushing, Straining Mountain Torrent

THE ride over the Cascades and through Tumwater Canyon is said by experienced travelers to be unexcelled by any trip in America.

The rails descend gradually for 10 miles beside the Wenatchee River, a rushing, strain-

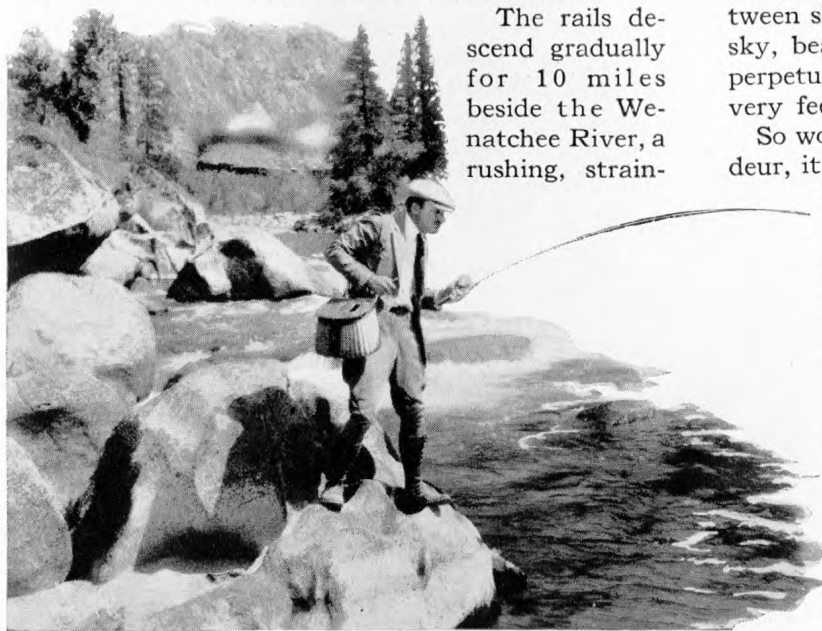
ing mountain torrent that leaps and twists among the boulders that strew its path.

Deep in the shadowy Canyon the train winds between sheer walls, that rise steeply to meet an azure sky, bearing on their crests and shoulders hoods of perpetual snow and over their sides, falling to their very feet, mantles of verdant forest green.

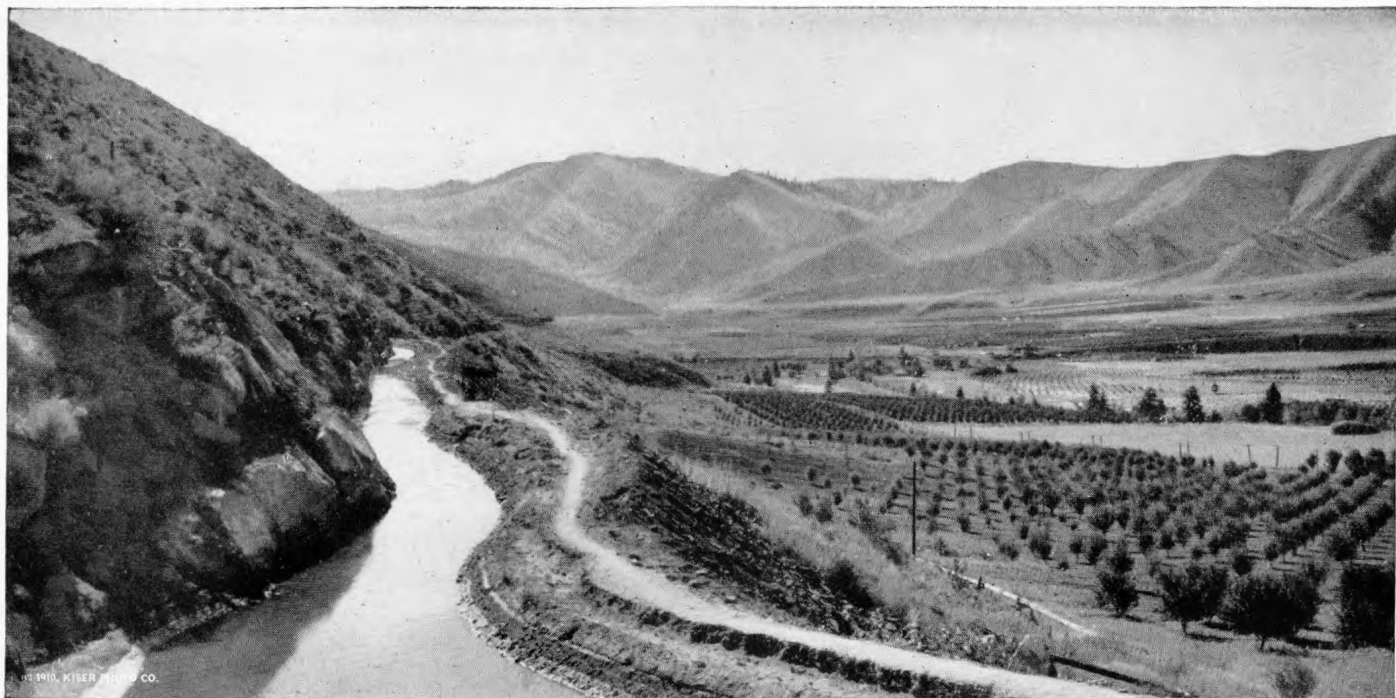
So wonderful is this region, so rich in scenic grandeur, it was chosen, recently, by a well-known motion picture company as "location" for a photoplay depicting "The Ancient Highway", a story of logging and thrilling adventure in the unsettled wilds. The enthusiasm of the director and cameramen for this region was made evident by many extremely beautiful "shots" throughout the picture.

The primitive wilderness in and about the Tumwater Canyon is a Sportsman's Paradise.

In the near-by mountains and surrounding forests bear, deer and goats may be found in abundance, while in the rivers and streams throughout this region the fishing is such rare sport that even the seasoned angler may find a thrill in the excitement it affords.



Where Fishing Is Truly Sport



A Bit of the Wenatchee Valley, Home of the Famous Wenatchee Apple

A generation ago, the Wenatchee Valley was an arid waste of volcanic ash, covered with sagebrush. This soil was rich in the elements necessary to fruit culture; an available source of water for irrigation was right at hand and it but needed

man's ingenuity to make this one of the greatest apple-growing regions in the world.

Thirty years ago Wenatchee apples were unknown in eastern markets, today the big, red, juicy Wenatchee apple is known wherever apples are eaten and Washington leads the nation in the production of this delicious fruit.

In May, when the trees are in blossom, the orchards, viewed from the surrounding hills, present a sight unsurpassed in beauty. It is at this time that the annual Blossom Festival is held in Wenatchee.

The apples served on the diners of the Great Northern Railway are all grown in the Wenatchee orchards and the traveler can readily ascertain why this region has become so famous through its product.

Soap Lake, Washington, 117 miles west of Spokane, is nationally known as a lake of unusual medicinal qualities. A number of sanitariums, for the treatment of various ailments, are located on the shores of the lake, housing patients from all sections of the country.



Soap Lake, Washington



Lake Chelan, Emerald of the Cascades

FROM Wenatchee, on the Great Northern's transcontinental main line, the side-trip to Lake Chelan is about two hours' travel.

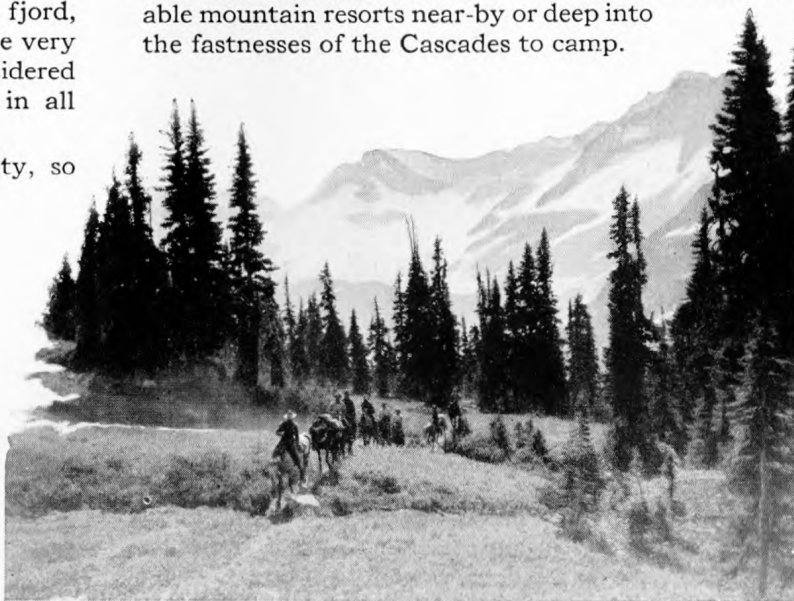
This stupendous and splendid mountain fjord, stretching for over a half hundred miles into the very heart of the Cascades of Washington, is considered one of the most remarkable mountain lakes in all America.

So abundant is its remarkable scenic beauty, so varied are the opportunities it offers for horseback, hiking or boat trips, it has gained a place in interest second only to Glacier National Park.

This beautiful lake, seldom over a mile wide, 50 miles in length, shimmers and sparkles in a deep glacial cut that surpasses in depth the famed canyons of the Yosemite, of the Yellowstone and of the Colorado.

A cruise on Chelan by boat is a trip of never-to-be-forgotten splendor. From the docks at Chelan and Lakeside an ample fleet, that includes both spacious high-speed motor boats in express through service and

gas-driven boats in general passenger service, ascends Lake Chelan to Stehekin. Many trails, leading out of Stehekin, take the visitor or the sportsman to comfortable mountain resorts near-by or deep into the fastnesses of the Cascades to camp.



Deep in the Glorious Cascades



Spokane, the Hub of the Inland Empire

A VIVID green mountain torrent rushing through a city of skyscrapers. A tumbling cataract of churning water in the midst of the city's busiest section. This is one of the interesting sights of Spokane.

The hub of the Inland Empire, the largest city between the Cascades of Washington and the Rockies of

Montana, Spokane is set down in the midst of pine-clad mountains, waterfalls, lakes, apple orchards and flowers.

Spokane affords the visitor many opportunities for sight-seeing and enjoyment.

From High Drive Parkway, scaling the bluffs on the east bank of Latah Creek, a splendid view may be had of the entire valley. In Cliff Park, but a short distance from the heart of the city, is located Review Rock, an unusual basaltic formation from the top of which a fine view of the city may be had, a view which will make a visit to this spot decidedly worth while.

The Davenport of Spokane is one of the country's famous hotels. You will find the management courteous and more than glad to show you through the building.

Spokane is on the main line of the Great Northern Railway and liberal stop-over privileges, even on one-way tickets, permit the traveler to see and learn a great deal of interest in this most progressive and scenically rich city.



Spokane Falls and Monroe St. Bridge



The Majestic Columbia River at Sunset

BETWEEN Portland and Spokane the trains of the Spokane, Portland and Seattle Railway follow the north bank of the Columbia River for over 200 miles.

This trip is most interesting in many respects, but principally because, as the train travels eastward, of the gradual transition from the beauty of green forests and riotous vegetation to the sweep of vast stretches of volcanic ash soil with occasional outcroppings of rock formation with hardly a sign of green, except in places where irrigation waves its magic wand.

The swift-moving though majestic Columbia River flows beside the train, its way strewn, in places, with tumbled rocks. At the Dalles of the Columbia the river's broad flood, abruptly cramped, boils through a narrow, rock-walled gorge. During the June freshet, the Columbia has been known to rise over 100 feet in the Dalles.

For 25 miles eastward until White Salmon is reached the snow-capped peak of Mt. Hood is constantly in view.

During the entire trip view follows view in almost bewildering rapidity. Bridal Veil Falls, Multnomah

Falls, Castle Rock, the Pillars of Pompey, the Bridge of the Gods, Shepard's and St. Martin's Hot Springs, the Cascades of the Columbia and many other entrancing vistas, all visible from the car windows.



A Charming Columbia River Vista



Along Beautiful Pend Oreille

A LONG the Pend Oreille River, skirting Lake Pend Oreille and through the Canyon of the Kootenai, the traveler experiences one of the most beautiful train rides in North America.

In the Pend Oreille River, the chief tributary of the Columbia River, the water, dyed by nature an emerald green, leaps and flashes past the train, down rapids and over falls. Lovely and interesting scenes follow in rapid succession throughout the trip. A narrow gorge in the mountains forms the basin for Lake Pend Oreille and the rugged confining cliffs constitute a striking background for its clear waters.

The journey continues on through the Canyon of the Kootenai, where for over 100 miles the train follows every curve of the peculiarly green waters of the Kootenai River. Here the combinations of rock coloring, forest greens, the green river and blue sky form an ever-changing kaleidoscope of rainbow colors.

It is during this part of the trip that the train passes Kootenai Falls, a mountain cataract of unusual beauty.



Through the Canyon of the Kootenai



Flathead Lake, the Largest Fresh Water Lake West of the Great Lakes

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 Railway. This valley, rich in scenic beauty, embraces a region extremely fertile and acknowledged the best developed agricultural district between Spokane and Glacier National Park.



Fishing on the Flathead River

The good quality of soil, the mild climate and the grandeur of the scenic surroundings, together with the splendid possibilities in the undeveloped land, make the Flathead Valley and the surrounding region, extending into the Kootenai Valley, further west, a very attractive locality for permanent homes.

In this valley lies Flathead Lake, the largest body of fresh water west of the Great Lakes, a lake over 360 square miles in area, with a shore line clothed in a heavy mantle of green forests and a wonderful setting of majestic white peaked mountains.

This region is extremely attractive to those who wish to get away from the beaten path. The Flathead River, which flows through the valley, offers rare sport to the angler.

Through the Flathead Valley is now a recognized route between Glacier National Park and Yellowstone Park, by way of Kalispell and Somers on a branch of the Great Northern Railway, leaving the main line at Columbia Falls, thence down the Lake on steamers of the Flathead Navigation Company, and on the Northern Pacific Railway via Polson to Yellowstone.



PHOTO BY HILEMAN

Mts. Stimpson and Pinchot As Seen from the Railway

PROCEEDING eastward from Belton, the western entrance to Glacier National Park and the going-in-point for Lake McDonald, the train winding and turning seems to play a game of hide-and-seek among a tangle of mountains, pine forests and rocky canyons.

For 35 miles along the racing Flathead River and 15 miles along Bear Creek, the traveler experiences the never-ending charm found in rushing mountain streams where these streams flowing through rugged forest-clad canyons lend a happy companionship to a delightful journey.

At Summit, in Marias Pass, the train reaches the highest point attained by the Great Northern Railway's main line between Seattle and St. Paul—at the same time this is the lowest high point of any American transcontinental line.

Marias Pass is the long-sought way over the Rockies—the goal of Lewis and Clark and later of Governor Isaac Stevens during their early explorations.

The story of its discovery is recounted elsewhere in this book and the monument referred to in that account is directly to the north of the track at Summit.

During the entire trip of nearly 60 miles from Belton to Glacier Park Station the line of the Great Northern Railway follows the southern boundary of Glacier National Park.

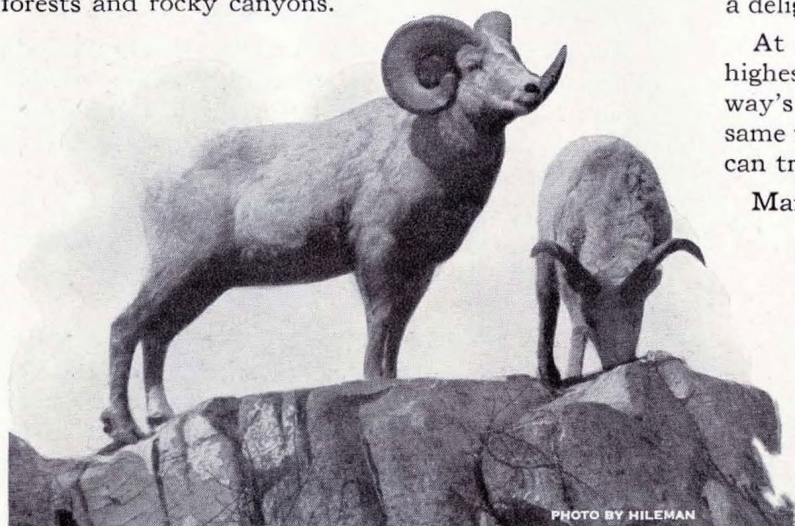


PHOTO BY HILEMAN

Ofttimes Mountain Goats Are Seen



Glacier Park Hotel and Entrance

GLACIER NATIONAL PARK is the only National Park in the United States directly on the main line of a transcontinental railway. It is indeed to be regretted if those traveling to or from the Pacific Northwest do not avail themselves of this most unusual opportunity to see nature at its grandest, for all transcontinental tickets permit stopover during the Park season.

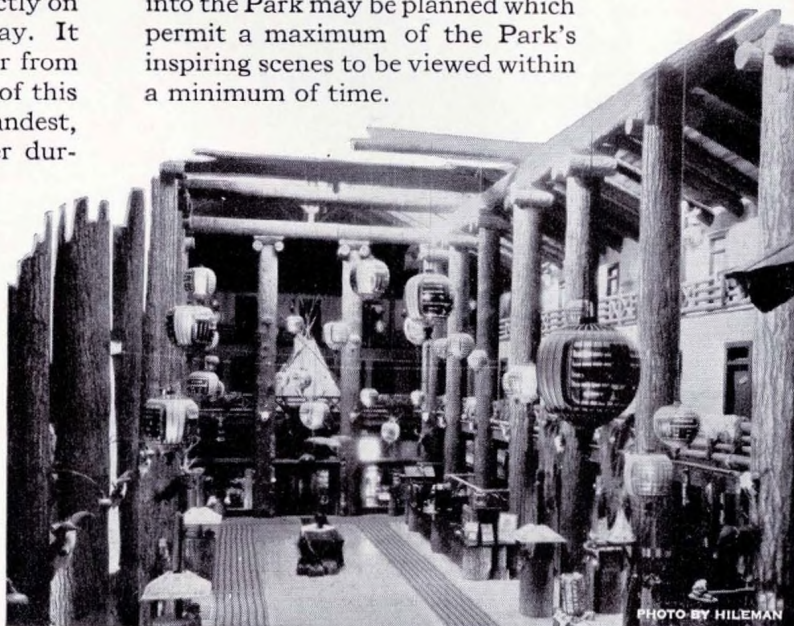
Glacier Park Station, the principal entrance, is at the eastern end of the Park and Glacier Park Hotel, but a few hundred yards from the station, is the starting point of all roads and trails leading into the Park.

The hotel has been christened by the native Blackfeet Indians, "The Big Trees Lodge", for it is an immense timbered structure, fashioned from the "Big Trees" of the Northwest.

The magnificent panorama of mountains, surrounding Glacier Park Hotel, is an ever-changing reminder of the even greater scenic wonders of the regions just beyond.

The possibilities of Glacier Park are such that one may spend a full vacation here,

filling several months with rare enjoyment, or trips into the Park may be planned which permit a maximum of the Park's inspiring scenes to be viewed within a minimum of time.



Glacier Park Hotel Lobby

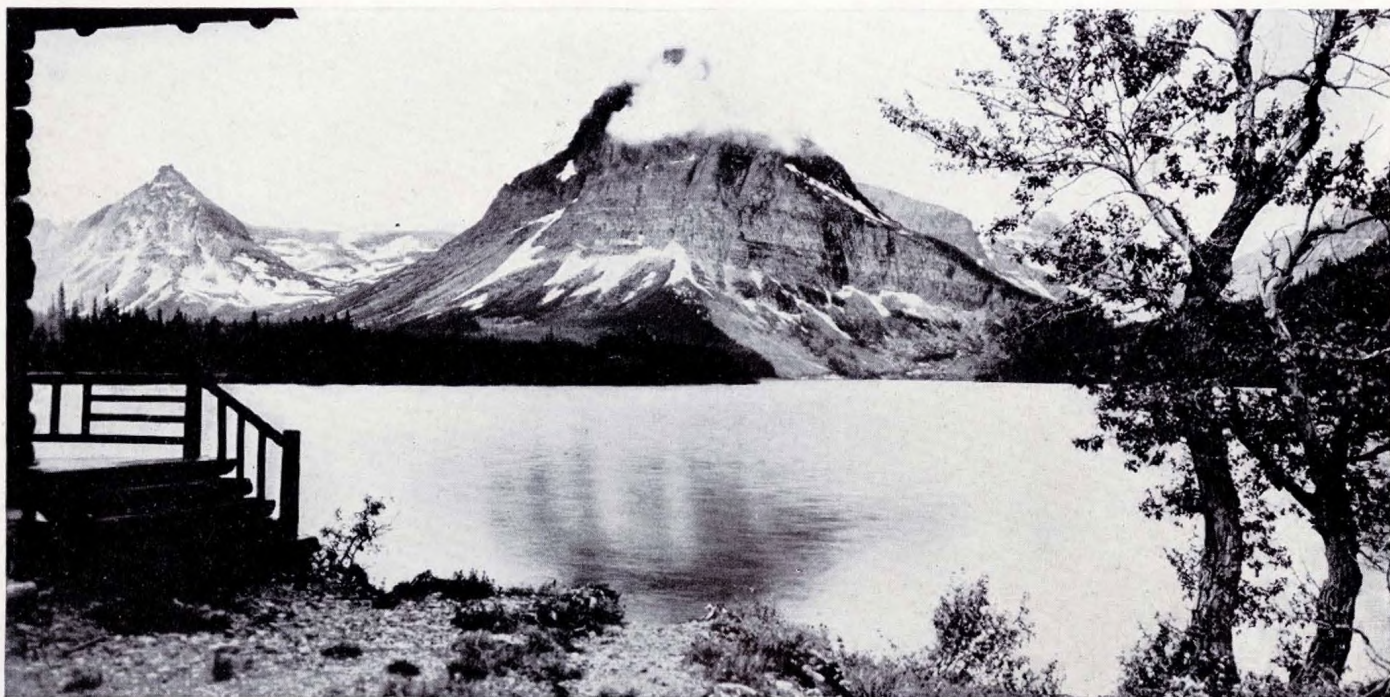


PHOTO BY HILEMAN

Two Medicine Lake from Chalets

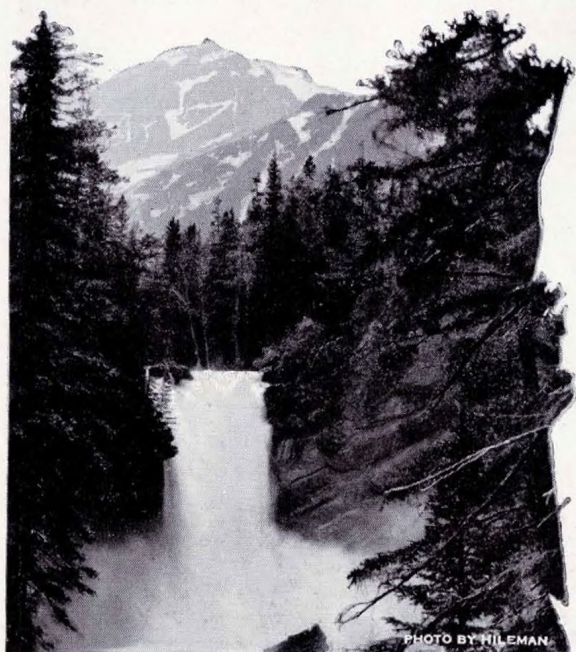


PHOTO BY HILEMAN

Trick Falls

THERE are several modes of travel in Glacier Park: by auto, by saddle-horse or as many prefer doing, in this age of athletic Americans, by walking, or as it is popularly known, the "hiking way".

Two Medicine is the first valley to be seen on entering the Park.

It is one of the most beautiful mountain-framed valleys in this region and is occupied by three charming bodies of water—the Upper, Middle and Lower Two Medicine Lakes.

At the lower end of Middle Two Medicine Lake are nestled the Chalets. Built in the style of the Chalets of Switzerland these rugged, little buildings constitute a picturesque and comfortable resting-place.

Rising Wolf Mountain, towering loftily 9,505 feet, is the dominating peak (in height) on Middle Two Medicine, though Mount Rockwell, at the head of the lake, with its 9,255 feet of grandeur, occupies such a commanding position it attracts unusual attention. As is peculiar to all imposing mountain peaks, the constantly changing lights from dawn to dusk; the masses of fleecy clouds which often hover about them—make possible an ever-changing, always intriguing picture. At the foot of Trick Falls, but two miles from Two Medicine, as well as in the lakes in the Park, excellent fishing may be found.

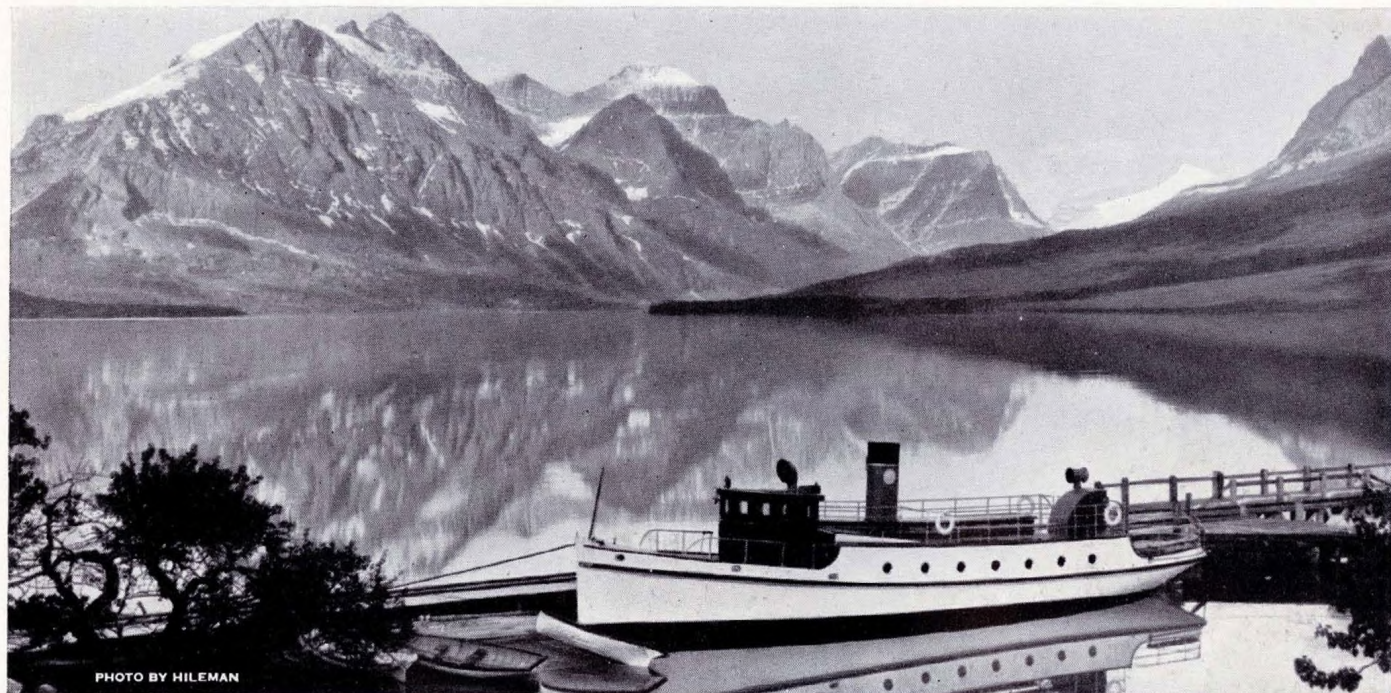


PHOTO BY HILEMAN

St. Mary Lake

AT the lower end of St. Mary Lake the Chalets of St. Mary occupy a position which commands a splendid view of the lake. One of the greatest charms of the St. Mary Valley is the lake itself, which is beautifully framed by imposing mountains on both sides, rising to heights of nearly a mile above the lake's sparkling surface.

From the St. Mary Chalets the cruiser St. Mary carries the traveler on a never-to-be-forgotten trip of 10 miles up the lake, the rare, clean atmosphere permitting a full enjoyment of the panorama of colorful mountain scenery and mirrored lake.

Just above the narrows, 9 miles up the lake, the Going-to-the-Sun Chalets perch upon a jutting rock formation, extending into the lake.

From the porches of these Chalets, 100 feet above the water, a marvelous view is obtained looking up the valley toward the Continental Divide.

Far above towers Going-to-the-Sun Mountain. Indian lore, translated, reveals a tale of a spirit who descended from his "Lodge

of the Sun" to instruct the Blackfeet Indians in all the useful things. His work completed, he returned to the "Sun", first carving his likeness on the face of the mountain as an inspiration to the tribe. This likeness may be seen today in the patch of snow near the top.



PHOTO BY HILEMAN

Going-to-the-Sun Chalets, St. Mary Lake



PHOTO BY HILEMAN

Lake Josephine

THE next valley to St. Mary and to the north is the Swiftcurrent, drained by the Swiftcurrent and St. Mary's Rivers to Hudson Bay. The area at the head of this valley is known as the Many-Glacier Region. On McDermott Lake, in the heart of this region, is the Many-Glacier Hotel, built, like its companion, the Glacier Park Hotel, of stone and timber hewn and sawed from its surroundings. This hotel is the largest of its kind in the Northwest. It is surrounded by



Many-Glacier Hotel

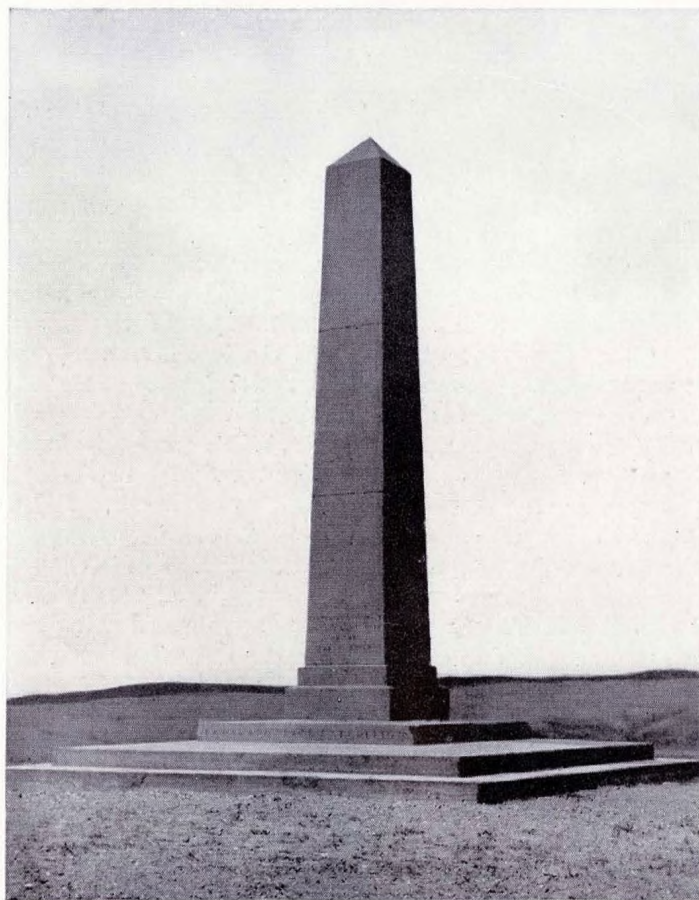
peaks of every description and located in the midst of lakes, glaciers, ice-fed trout streams and waterfalls, beautiful scenery and dense masses of timber.

Grinnell Mountain, one of the most imposing peaks in the Park, rears its mighty form across the lake, directly in front of the Hotel.

Mount Wilbur, to the westward, catching the rays of the departing sun at eventide, presents a breathtaking spectacle which beggars description.

Like spokes in a wheel the trails lead out from the Hotel—to Lake Josephine immediately to the southwest of McDermott Lake; beyond, still to the southwest and immediately adjacent to Gould Mountain, Grinnell Lake and Grinnell Glacier; to the northwest, Iceberg Lake and Glacier; Cracker Lake at the head of Canyon Creek and adjacent to Mount Siyeh, with Siyeh Glacier at its head; to Morning Eagle Falls and across the Continental Divide through Piegan Pass and Swiftcurrent Pass.

Many-Glacier Hotel is connected with Glacier Park Hotel by a 55-mile auto road.



Captain Lewis' Monument, Meriwether, Mont.

THE journals of Meriwether Lewis and William Clark, in which they recorded their experiences on their memorable trip to the head of the Missouri River and westward to the Pacific, furnish tales more thrilling than may be found in the pages of fiction.

Their 6,000-mile journey through a primeval land, on the first official exploring expedition sent out by the American government, was so carefully mapped and recorded that for many years those who followed them into these wilds were guided and aided by the information they obtained.

Those who cross the Great Northwest in swift-moving trains, riding in ease and luxury, can hardly conceive of the task which confronted Lewis and Clark as they started across this same country over 120 years ago.

A journey of thousands of miles lay before them through a country unknown and unmapped. There was nothing to guide them but instinct and common-sense. Toiling upwards against the swift-flowing Missouri River, it took them 4 months filled with weary effort to cover a distance which is accomplished in 20 hours today by Great Northern trains.

Their belief that by following the Missouri River they would find a way through the mountains led them to turn aside from the Marias River and to miss discovering the pass through which the Great Northern Railway, today, finds its way to the Pacific. Instead, they crossed in the region of the headwaters of the Lo Lo fork of the Bitter Root River and proceeded with much difficulty and accompanied by many hardships down the Columbia River to the coast.

After wintering near what is now Astoria, the party again turned eastward, by now sadly lacking in clothing, food and supplies.

Their route on the return journey was practically the same as that followed westward until they reached the Bitter Root Valley where Clark turned south-eastward and Lewis proceeded to the northeast to further explore the Marias River region.

On July 26, 1806, Lewis and his party reached a point on the Cut Bank River about 25 miles from Glacier Park.

This point, the farthest point reached west on the Marias River is about 7 miles northwest from the main line of the Great Northern Railway.

On the railway, at the point nearest this historical spot, a sandstone shaft has been erected in honor of this man who with his companion Clark blazed a way the population of an empire has followed.

Lewis then retraced his way and rejoined Clark on the Missouri and on the 23rd of September the entire party reached the village of St. Louis.

Of particular interest is the fact that the Great Northern Railway follows, mile after mile, the same route that Lewis and Clark toiled over on their memorable expedition.

Both on the Great Northern Railway's main line and on several of its branch lines there are a number of stretches where passengers, even at this much later date, may obtain from the country traversed a very comprehensive idea of what Lewis and Clark had to contend with.



John F. Stevens' Statue, Marias Pass

AT Summit in Marias Pass the traveler on the Great Northern Railway may see to the north of the tracks a statue in heroic bronze, a statue which has been erected in commemoration of a great reconnaissance engineer, John F. Stevens, the discoverer of Marias Pass.

The story of the discovery of this pass is one of extreme fortitude and courage on the part of a man who has since received the highest award American engineers can give to one of their numbers—the John Fritz medal.

Marias Pass, until 1889, had been nothing more than an Indian legend.

Captains Lewis and Clark sought and nearly found it. Governor Isaac Stevens was likewise unsuccessful, being hampered and hurried by rumors concerning the hostile Blackfeet Indians. Timpkin, one of

his engineers, believed he was successful when he crossed Cut Bank Pass, though later developments proved him wrong.

Mr. Doty in 1854 was actually within sight of Marias Pass, but did not extend his exploration sufficiently to verify his discovery.

Then for more than 30 years Marias Pass continued to remain an illusive myth.

The Great Northern railway was thrusting its steel rails westward. In keeping with the character of the man who was directing the destinies of the road, James J. Hill, it was evident that when it crossed the mountains it would do so by the lowest, shortest route—the lost Marias Pass.

John F. Stevens entered Mr. Hill's service in 1889 and brilliantly inaugurated his career with the Great Northern by discovering the elusive Marias Pass, practically alone, in midwinter of that same year.

He was accompanied on the early part of his journey by one white man who was physically incapable of maintaining the pace Stevens set, necessitating his being sent back.

At the Blackfeet Agency on Badger Creek Stevens tried to obtain a Blackfoot guide, but the old Indian legend of the pass made it a place to be avoided by members of that tribe and he was forced to rely on the doubtful ability of a Flathead Indian as guide.

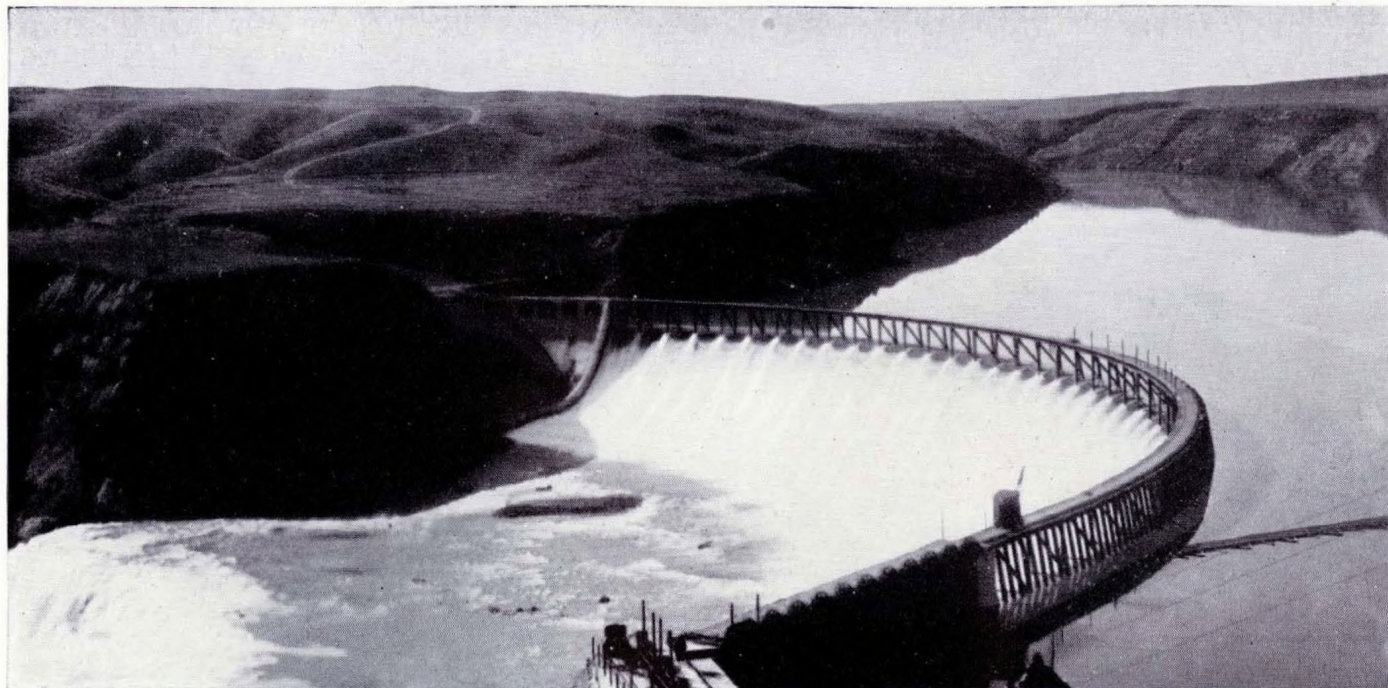
When they were still some miles east of the pass the Indian declared himself unable to continue and Stevens went on alone and as he modestly puts it, "walked right into the pass."

Satisfying himself that he had at last found the long-sought way to the Pacific he turned back and at the summit made a bivouac for the night. The deep snow prevented him from building a fire and he was forced to tramp back and forth all that bitter cold night to keep from freezing to death. Such things take courage.

Thus by tenacity and determination did a lone man triumph where many before him had failed.

His modest attitude toward the importance of his discovery is characteristic of the men of the frontier period as well as of the profession whose finest traditions John F. Stevens has so brilliantly upheld.

Through the discovery of Marias Pass the Great Northern Railway was enabled to connect the headwaters of the Mississippi with Portland and Puget Sound by the straightest, lowest transcontinental route in the country.



Great Falls Power Dam

GREAT FALLS is located midway between Yellowstone and Glacier National Parks, with direct rail transportation in either direction.

Large and strictly modern hotels and apartments, many recreational places and points of interest prove a means of entertainment to thousands of visitors each year, especially those traveling between these two popular National Parks.



Great Falls Bids You Welcome

Great Falls was correctly planned by its founder. Wide streets cross each other at right angles; the business district is well built and attractive; an abundance of power permits a lighting system unexcelled.

Several large and important industries make Great Falls an active commercial center. The copper wire mill, the only one of its kind west of the Mississippi, and the electrolytic zinc plant, the largest in the world, are owned by the Anaconda Copper Mining Company.

Three large power plants, operated by the Montana Power Company, furnish heat, light and power to Great Falls; to the Anaconda and Butte smelters and mines, also to 70 cities and towns. Great Falls also boasts a large oil refining plant, a flour mill, with a daily capacity of 5,000 barrels and the largest meat-packing plant between Spokane and St. Paul.

Great Falls is named from the Great Falls of the Missouri, discovered by Lewis and Clark on their memorable expedition of 1804-6.

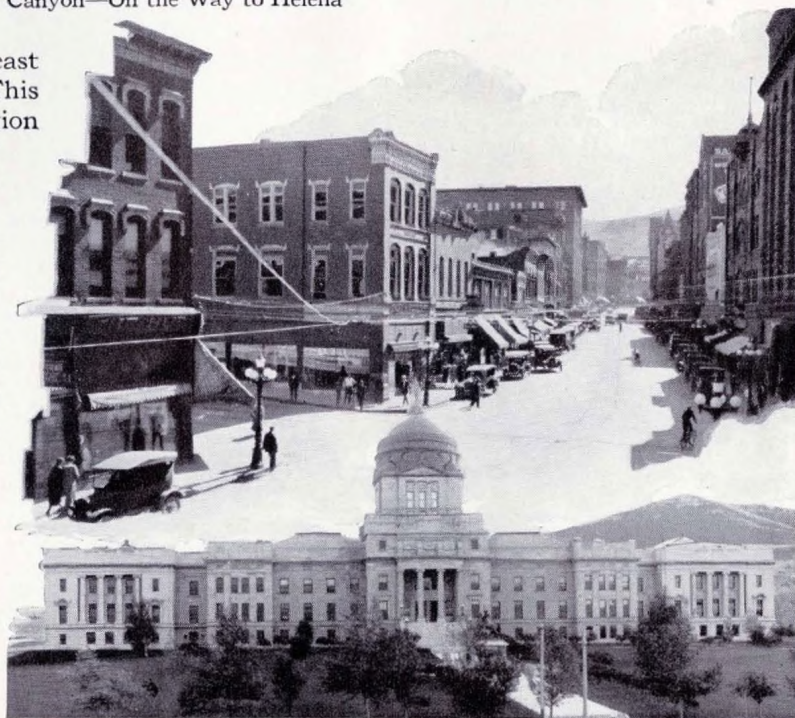


Prickly Pear Canyon—On the Way to Helena

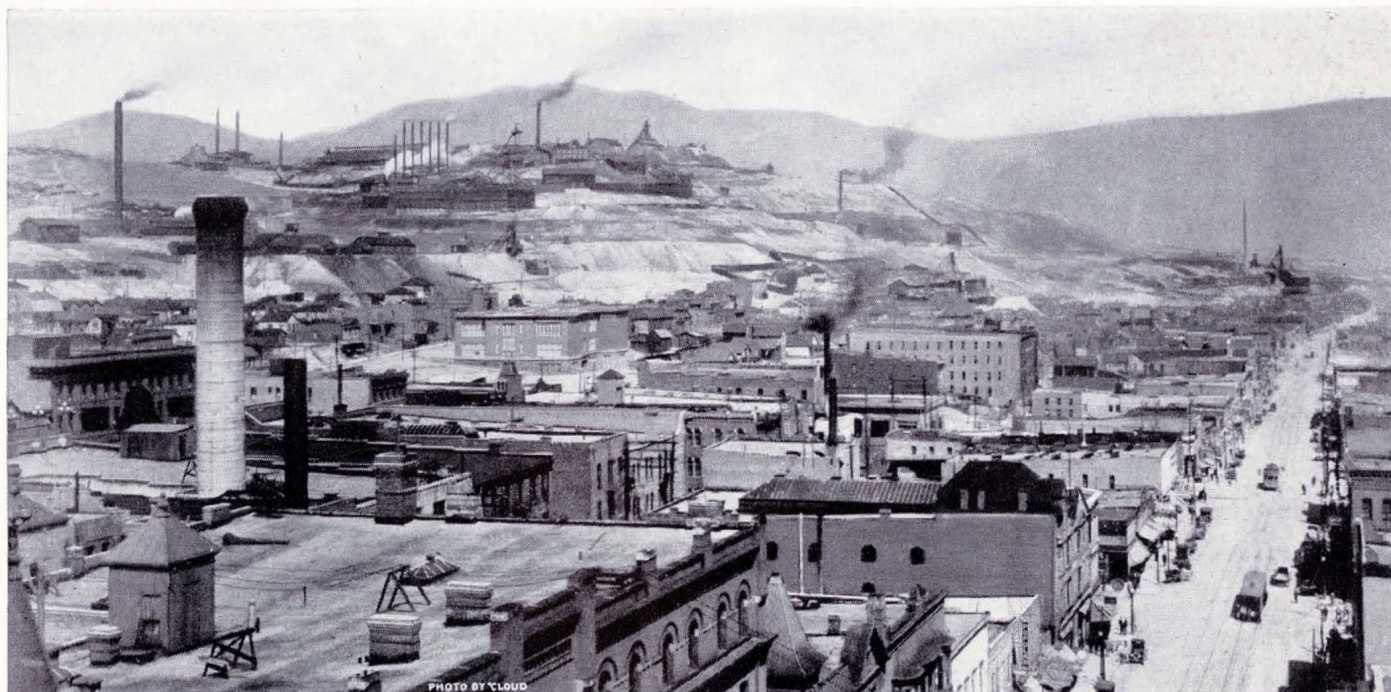
HELENA is picturesquely located on the east slope of the Continental Divide. This Capital City of Montana owes its location primarily to the discovery of gold in "Last Chance" Gulch in the year 1864, in fact, the present city's main business thoroughfare is built over this famous "Last Chance" from which a total of over \$40,000,000 of gold has been taken.

The eager, bustling activity of mining has given way to the less romantic, yet none-the-less eager pursuit of industrial and commercial achievement and the fame of Helena has in no way diminished. The location of Helena makes it one of the greatest distributing points in the state, and its many industries contribute materially to its wealth.

Practically the entire country surrounding Helena constitutes a delightful out-of-doors playground, for on every hand are mountains, shady forests and rushing streams which serve as an irresistible lure to the lover of nature and the sportsman.



A Busy Street and the State Capitol, Helena



Butte, the Richest Mining Camp in the World

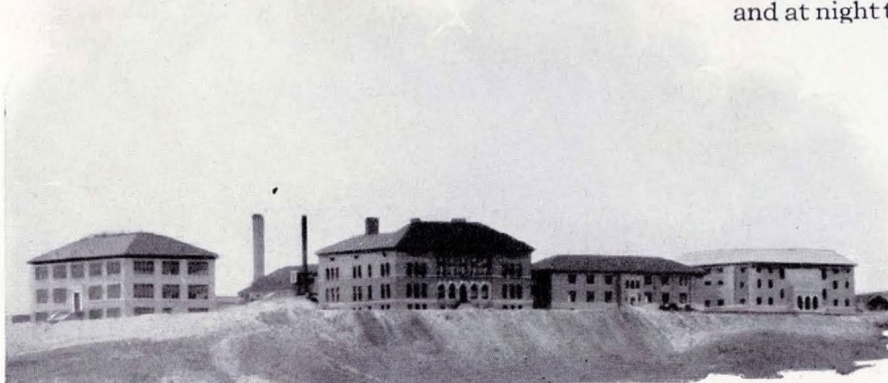
PERCHED on the west slope of the Rockies, almost at the crest of the Continental Divide, is Butte, Montana, the richest mining camp in the world. Located in the heart of the world's richest copper-producing district, this modern metropolis is girt about with smelters and with mines whose vast workings honeycomb the earth far below the streets of the city.

The copper mines of the Butte district aggregate 900 miles of workings and produce nearly one-third of the copper mined in the United States or one-sixth of that mined in the world. The greater part of this output is smelted within the city.

The vast panorama, stretching on every side, of smelters, and the buildings incidental to the mining operations, are indeed an awe-inspiring sight. The copper-hued slag heaps, glinting in the sun against a deep blue sky, the tall stacks and mine head-houses, and at night the ruddy flames from the furnaces, leaping among the stars, create a vivid, lasting impression, a machine-made painting of industry greater than any artist could depict on canvas.

In this tremendously rich mineral region, gold, silver and zinc are also mined.

The Montana State School of mines is located at Butte and is considered one of the foremost institutions of its kind in the United States.



Montana State School of Mines



A Bird's-eye View of Billings

BILLINGS, MONT., is a most attractive city, nestling among the high bluffs of the Yellowstone River and located at the foot of the east slope of the main range of the Rocky Mountains.

The large sugar factories, which are located here, exporting 100,000,000 pounds a year, have earned for Billings the title, "The Sugar Bowl of the Northwest."

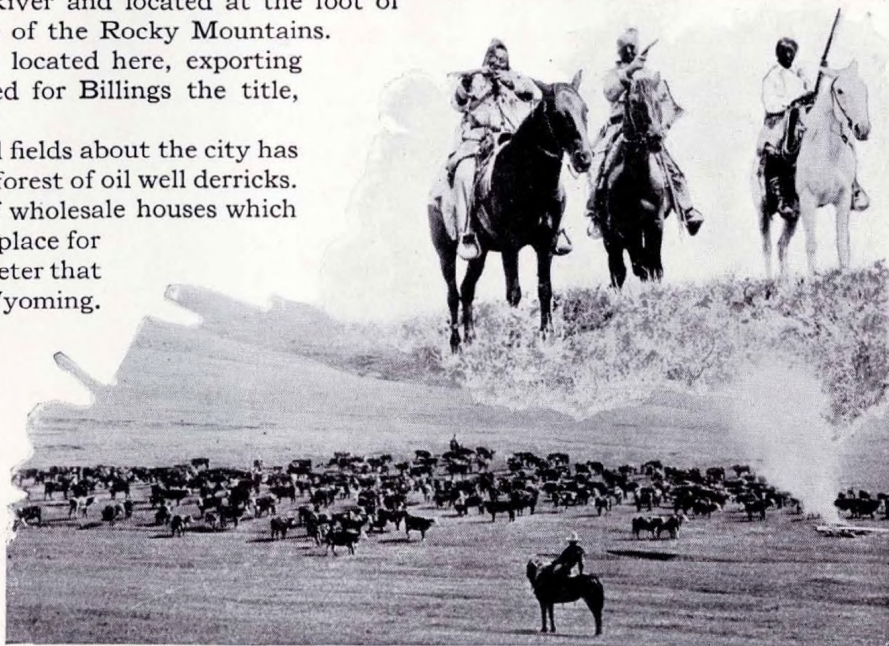
The discovery and development of oil fields about the city has dotted the surrounding territory with a forest of oil well derricks.

This city possesses a large number of wholesale houses which have made of Billings the chief market-place for a circular area of about 100 miles in diameter that covers southern Montana and northern Wyoming.

The Great Northern tracks end here and the Burlington's begin.

The Burlington Route to Kansas City through Wyoming, Nebraska and Missouri is replete with interesting scenery and historical spots.

Within a short distance of Billings the train passes close to that famous battlefield on the Little Big Horn, where the gallant Custer and his entire command were wiped out by the Indian hordes of Sitting Bull.



Vast Herds of Cattle Now Graze Where Savage Indians Used to Roam



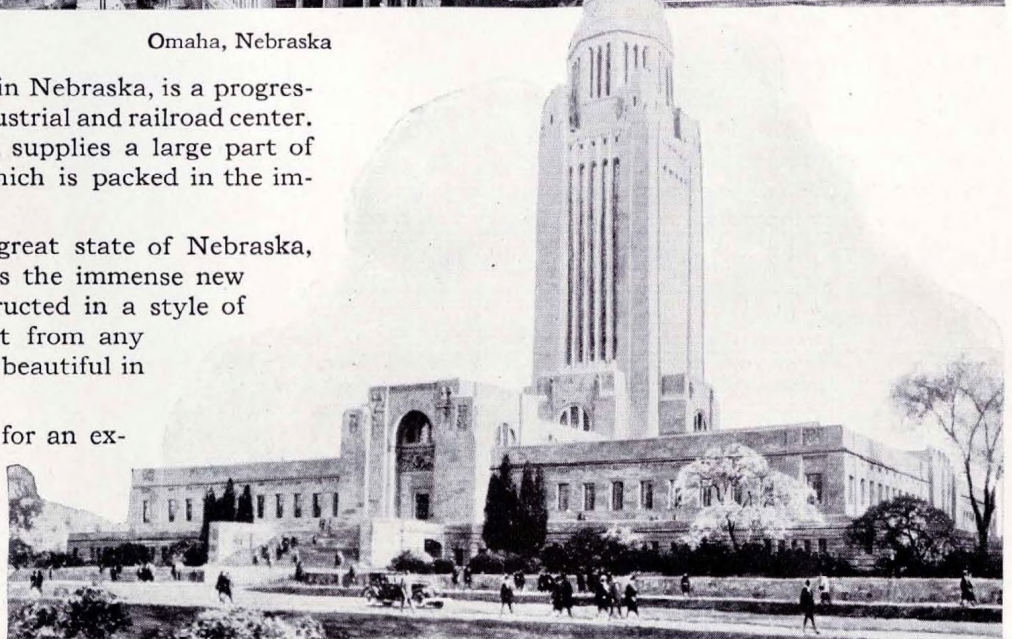
Omaha, Nebraska

OMAHA, the largest city in Nebraska, is a progressive manufacturing, industrial and railroad center. The State of Nebraska supplies a large part of the nation's meat, most of which is packed in the immense stockyards of Omaha.

Lincoln, the capital of the great state of Nebraska, numbers among its attractions the immense new State Capitol Building, constructed in a style of architecture radically different from any accepted form, yet extremely beautiful in its dignified simplicity.

Lincoln is the market-place for an extremely bountiful agricultural territory.

The unusual charm of this typical Mid-Western city lies not alone in its beauty, but also in the optimistic spirit which prevails among its citizens.



Nebraska State Capitol, Lincoln



A Section of St. Louis and Old Courthouse

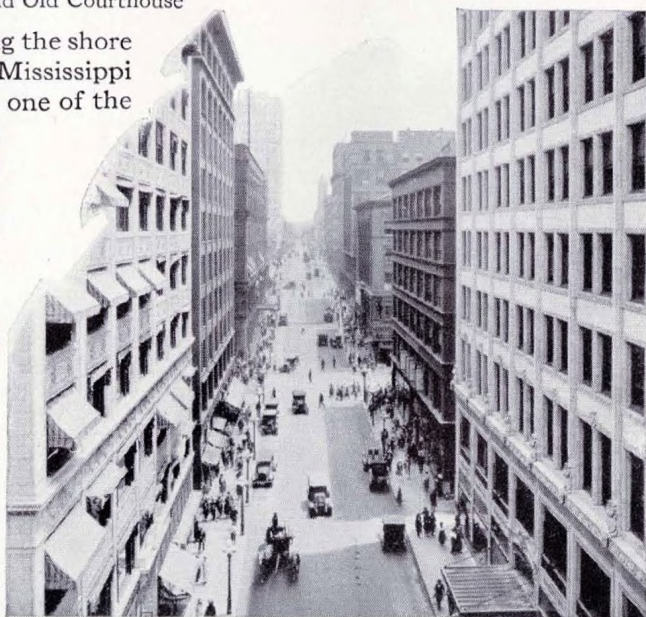
ST. LOUIS, MO., America's sixth city, stretches along the shore of the "Father of Waters," in the midst of the rich Mississippi Valley. Located as it is, it draws its support from one of the richest agricultural territories in the United States, through a network of railroads that converge upon this city making it an extremely important railroad center.

St. Louis is a great manufacturing city and market, in fact, it leads the world in the output or sale of a number of the commodities which it handles.

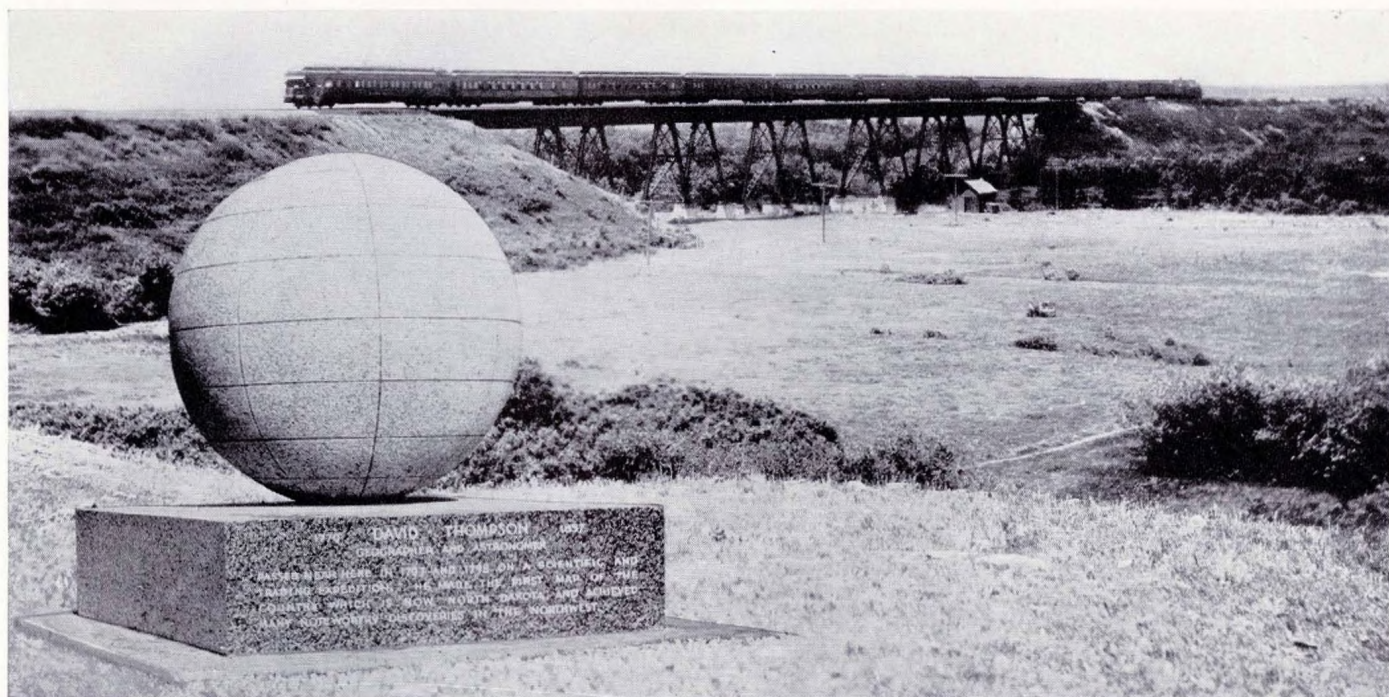
Kansas City, Mo., the gateway to the great Southwest, is a city which, through its splendid enterprise and initiative, has more than doubled its population in the last 20 years.

It is one of the country's great railroad, packing-house and manufacturing cities.

Conscious of the civic value of beautiful and pleasing surroundings, the citizens have made of Kansas City a metropolis of broad streets, and in recent years have expended vast sums of money to beautify the city's parks and residence districts.



Petticoat Lane, Kansas City



David Thompson Monument, Verendrye, N. D.

IN the fall of 1738 a band of some 25 Frenchmen, under the leadership of Sieur de la Verendrye, accompanied by a host of Assiniboiné Indians, forced their hazardous way southwestward from Fort La Reine.

These men searching for a way to the Pacific were the first white men to enter the boundaries of what is now North Dakota. In view of the present-day prosperity of that fertile region this early expedition is of more than usual significance.

A variety of motives lay behind these early adventures. The leaders who braved the unknown wilderness and the ever-present danger from savages, struggling against torrential streams and over untraveled trails were true discoverers, content to match their skill against the Indians and the elements, lured by the irresistible charm of what lay beyond the frontier.

The Grand Portage route, following Pigeon River, the great chain of lakes and Rainy River along what is now the northern boundary of Minnesota, had become a familiar way for traders who brought their furs by canoe down to the Great Lakes.

To supply the fur markets men were constantly reaching out into new territory, blazing trails and establishing posts.

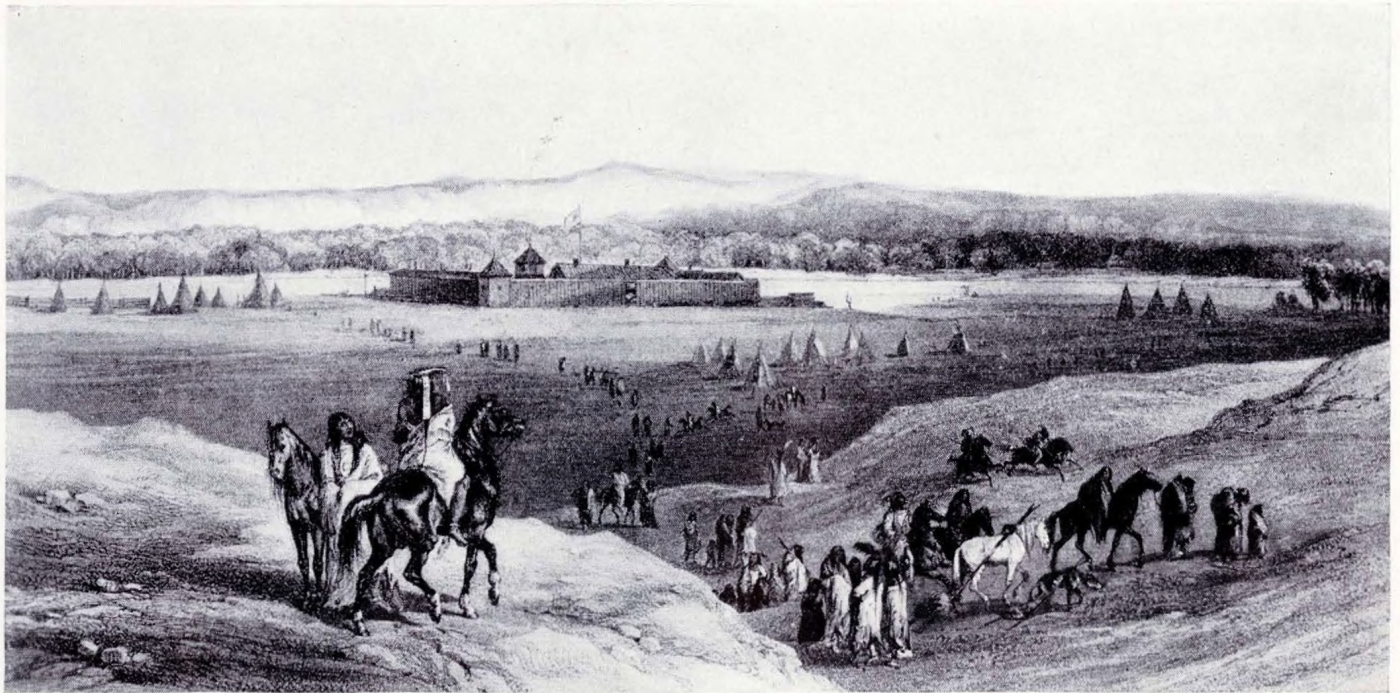
Although Verendrye's personal motive for his historical venture into Dakota was to find a way to the Pacific, he was pledged by various Montreal merchants to erect and maintain trading-posts in this new territory in return for their financial support.

The consequent difficulties resulting from this agreement proved a decided handicap and it devolved upon his two sons to continue the explorations on which he had set his heart.

Their exact route is not certain, though it is reasonably sure they eventually reached the foothills of the Rockies.

Verendrye never found his way to the Pacific, but his indomitable courage has emblazoned his name on the colorful pages of Northwest history.

The monument to David Thompson, another noted pathfinder, erected by the Great Northern Railway near the present town of Verendrye, North Dakota, also marks the site of the camp of Verendrye established on his epoch-making trip nearly 200 years ago.



Fort Union As It Appeared in 1829

SO rapid and complete has been the settlement and cultivation of the vast areas that are now known as the Dakotas and Montana it is difficult to realize that a trifle over 100 years ago this territory was an untamed wilderness, a battle-ground for savage Indian tribes and unknown to any white men other than the hardy fur traders and explorers.

To the venturesome, courageous pioneers who built their forts and trading-posts here, holding the land by fair dealing or fearless force, as occasion demanded, the present-day inhabitant of this fertile territory owes much.

One of the early, more important posts in this region was Fort Union, located on the Upper Missouri about 3 miles from the mouth of the Yellowstone River near the present site of Fort Union on the Great Northern Railway. Within a year of its establishment by the American Fur Company it grew to be the largest and most powerful trading-post in the United States.

So extreme was its dominion that the factor of the post ruled in feudal magnificence over a domain as large as all Europe. The thrilling adventures of the fur traders and voyageurs who traded and found

shelter within its walls are responsible for much of the color lent to stirring tales of the Northwest.

From Fort Union the American Fur Company directed its vast fur traffic for a period of 40 years. It was here in 1831 a treaty with the Blackfeet Indians was signed which established trade relations with this warlike Montana tribe which up to that time had been hostile to the white men.

This trade relation with the Blackfeet, coupled with their already friendly relations with the Dakotahs or Sioux Indians, gave the traders almost limitless power over an extremely rich territory.

The history of Fort Union is inseparably linked with that of the early Northwest, since this post was used as a base for most of the expeditions which were destined to play important parts in the opening of new lanes of travel.

The activities of the factors and traders at Fort Union were largely responsible for the later growth of this country, though the real influx of settlers did not begin until after the Great Northern Railway, thrusting its rails westward, furnished a means of access, swifter, safer and more sure than the old ox-carts, wagons and pack-horses.



A Herd of Beef Cattle on a Typical Dakota Farm

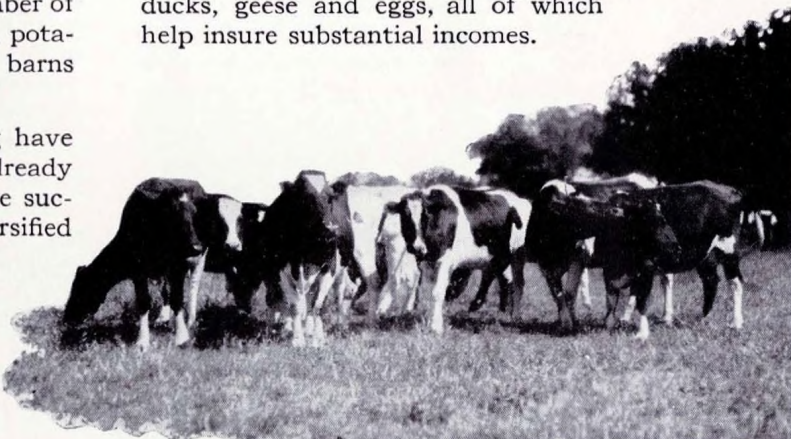
VIEWED from the car windows the broad, fertile plains of North Dakota present a vast panorama of agricultural prosperity.

Whereas North Dakota was, at one time, essentially a grain-raising state, today a new era in farm progress has begun. There still may be seen on every hand the exclusive grain farms, with their unfenced, waving sea of wheat, yet each year brings a greater number of smaller, well-cultivated fields, containing corn, potatoes and alfalfa, while fenced pastures, dairy barns and silos may be seen in every community.

The modern methods of diversified farming have made possible greater financial welfare in an already prosperous state. Instead of depending on the success of but one crop, the farmer using diversified farming methods has a steady income from several sources. Instead of crowding a tremendous amount of work into a few months of seeding and harvest, with the attendant necessity of hiring large numbers of extra help, a comparatively small number can cultivate the smaller fields and harvest the crops in the varying periods in which they ripen.

The fact that dairying is becoming extremely important in North Dakota is evidenced by the increasing number of dairy barns, silos and creameries throughout the state.

In North Dakota the production of beef, pork and mutton has increased rapidly for several years. This is also true of the production of chickens, turkeys, ducks, geese and eggs, all of which help insure substantial incomes.



Dakota Is a Wonderful State for Dairy Herds



A Minot Thoroughfare

THE fast-growing and enterprising city of Minot is the headquarters city of the rich Mouse River Loop, on the historic Mouse River, the route traveled by Verendrye, French explorer and first white man to enter the boundaries of what is now North Dakota. Minot is a division point on the Great Northern Railway and a commercial center and distributing point for northwest North Dakota and eastern Montana.

An active progressive spirit prevails in Grand Forks, for this enterprising city is imbued with the "watch us grow" spirit. Grand Forks is essentially a city of beautiful homes and of culture.

Its well-built, extensive business district, with modern, fine buildings and public parks, make it a city of charm and interest. Here is located the University of North Dakota.

Fargo is a city populated with a people filled with the spirit of optimism and progressiveness, and it is this spirit which today makes Fargo one of the leading cities of the Northwest.

Fargo is splendidly situated in the rich Red River Valley at the Gateway to North Dakota and on the lines of three large railways.

Fargo is one of the most important jobbing and manufacturing centers in the Northwest outside of the Twin Cities and Duluth.



(Above) Fargo, North Dakota

Grand Forks, City of Homes



Duluth Business District and Harbor

AT the extreme western end of Lake Superior, the head of navigation on the Great Lakes, stands Duluth, the third city of Minnesota.

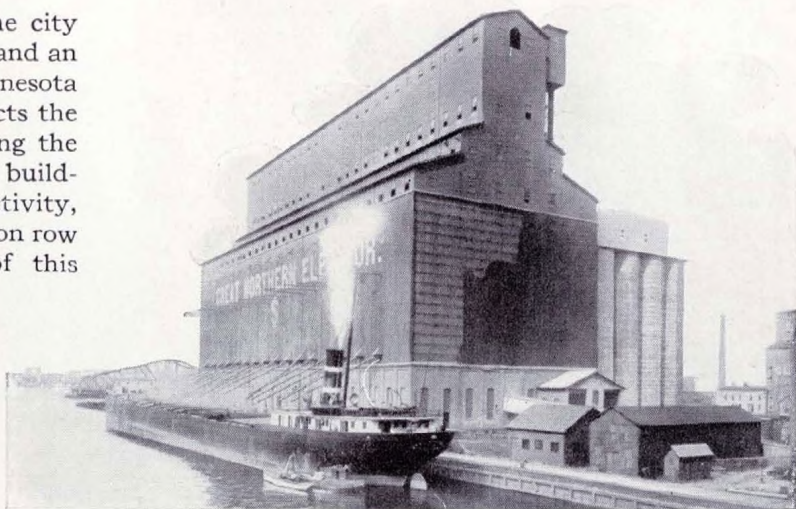
Landlocked by the long spit of Minnesota Point, Duluth Harbor is one of the finest natural harbors in the world.

Sloping steeply upward from the harbor the city rises tier upon tier to lofty heights that command an impressive view of the lake, the harbor, Minnesota Point and the unique aerial bridge that connects the city and the point. On the lower levels, lining the harbor, lies the business district, its attractive buildings and streets presenting scenes of busy activity, while high on the bluffs, directly above, row upon row of beautiful homes attest the prosperity of this modern city.

Across the harbor is Superior, the second city of Wisconsin and the twin port of Duluth, its water-front presenting an interesting sight, with its ore docks, coal docks and grain elevators. The Great Northern Railway's iron ore docks at Superior are among the greatest in the world.

The cool lake breezes which fan Duluth and

Superior, the surrounding regions, rich in outdoor recreation spots, are responsible for the popularity of these two cities as vacation centers. A short distance down the lake, by steamer, is Isle Royale, one of the country's popular resorts for hay-fever sufferers.



At the Dock, Superior



The Arrowhead Country—Where Outdoor Sport Is at Its Best

MINNESOTA has been aptly christened, "the Land of Ten Thousand Lakes." Even from the car windows the traveler may obtain some impression of the meaning of the title, as lakes

are almost constantly in view on the trip across the state. In their settings of rolling hills and overhanging trees, reflecting the blue sky and fleecy clouds, one may behold lakes of nearly every size and shape. Minnesota is indeed a paradise for the sportsman and the vacationist, for here are found every known sport. Here are lakes dotted with white-winged sailing craft and speeding power-boats, often with a leaping aqua-board trailing behind; lakes with wonderful sandy bathing beaches; peaceful, lazy streams where the canoeist may spend many restful hours or further north, streams with spray-tossed rapids where the more hardy may test their skill. Regions abound where it is still possible to venture forth with camping outfit and guide to seek and find spots where man has hardly ever trod.

Down across the Arrowhead country, through the chain of lakes forming the present boundary of northern Minnesota, the early French fur traders transported their canoe loads of pelts, paddling the clear waters and portaging over forest trails, traveling nature's own highway to what is now Duluth.



"The Land of Ten Thousand Lakes" Is a Fisherman's Paradise



Minneapolis from the Milling District

MINNEAPOLIS is known best as the "Mill City". The Falls of St. Anthony, discovered by Father Hennepin in 1680, are now harnessed to furnish power to the great flour mills which have made Minneapolis famous, since the products of these mills are known in every corner of the world.

Minneapolis is the first city in Minnesota in point of population, and the cosmopolitan atmosphere of its broad, busy streets and impressive business districts reminds one strongly of the larger eastern cities.

A chain of beautiful lakes, located directly in the heart of the residential district, permits an arrangement of drives, lawns, gardens and attractive homes unequalled throughout the land.

Included among the many points of interest are Minnehaha Falls, immortalized by Longfellow in the poem "Hiawatha".

On the east bank of the Mississippi, high on the bluffs overlooking the river, is the University of Minnesota, one of the foremost institutions of learning in the country.

The Minneapolis Institute of Art, which

recently sprang into national prominence, by its purchase of the Titian masterpiece, "The Temptation of Christ", contains many other treasures of special interest to the Lovers of Art, as does also the valuable private art gallery of Thomas B. Walker.



Old Stone Arch Bridge and the "Oriental Limited"



St. Paul and the Mississippi River

THE 10-mile right-of-way between Minneapolis and St. Paul was the site in 1862 of Minnesota's first railroad, the old St. Paul and Pacific, from which evolved the present Great Northern Railway System with over 8,000 miles of track.

In this Midway District now are many large and several nationally known manufacturing industries.

The high bluffs overlooking the Mississippi River form a most picturesque setting for St. Paul, Minnesota's capital city.

In and about the city many beautiful lakes add to the city's attractiveness, both in appearance and as a place where real recreation and sports may be found.

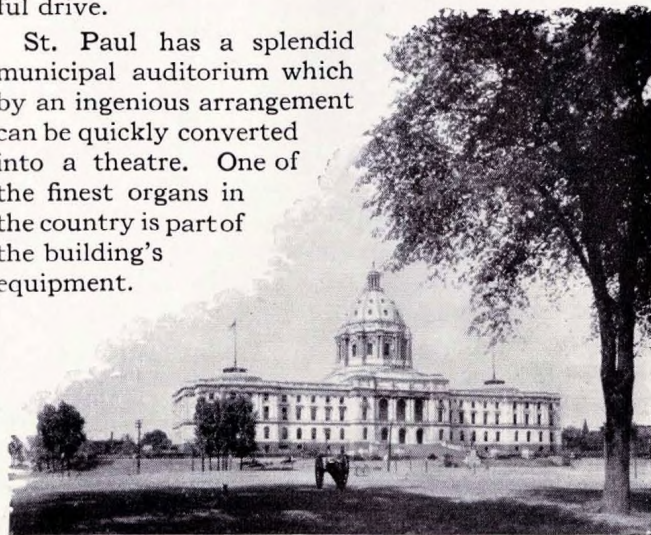
The city abounds in spots of historical interest, such as the Indian Mounds, situated on a bluff commanding a wonderful view of the Mississippi Valley in one direction and the City of St. Paul in the other. The Mounds served as a burial-place for the chiefs of a mighty tribe of Indians and stand as a lasting monument to a vanished race.

Midway between St. Paul and Minneapolis is Fort Snelling, one of the government's army posts, where still remain parts of the original fortification, built to

guard the early pioneer against hostile Indians.

Summit Avenue, one of the finest residence thoroughfares in the United States, connecting with the River Boulevard, forms a most interesting and beautiful drive.

St. Paul has a splendid municipal auditorium which by an ingenious arrangement can be quickly converted into a theatre. One of the finest organs in the country is part of the building's equipment.



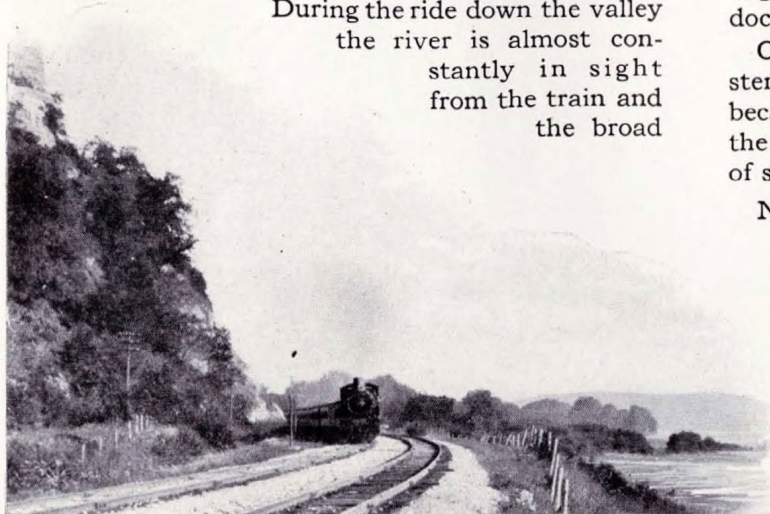
Minnesota's Beautiful Capitol Building



"Where Nature Smiles 300 Miles"

BETWEEN the Twin Cities and Chicago the route of the new "Oriental Limited" follows the valley of the majestic "Father of Waters". the Mississippi River, for nearly 297 out of the 442 miles.

During the ride down the valley
the river is almost constantly in sight
from the train and
the broad



Winding Beneath Towering Bluffs

island-dotted expanse of water, winding among towering bluffs, presents a seemingly endless succession of charming nature pictures.

Quaint villages cling picturesquely to the river's edge with all manner of odd craft moored to their docks.

On the river, from time to time, may be seen the stern-wheel steamers, a style of boat which has, because of its efficiency in river navigation, retained the same type of construction from the earliest years of steam-propelled craft.

Not only is the trip along the upper Mississippi beautiful, but a vast number of stirring historical events, which have taken place in this region, lend a vivid coloring of romantic and legendary interest.

Many views may be had of the important and interesting industry of pearl fishing.

Once the wealth of beauty and interest of this route is seen it is very evident why the slogan, "Where Nature Smiles 300 Miles" is considered so apt.



Michigan Boulevard, Chicago

CHICAGO, ILL., the second largest city in America, is situated on the southern end of Lake Michigan, in the very heart of the continent.

Because of its splendid natural position as a distributing center, Chicago has become one of the world's greatest markets.

From here railroads radiate to every point of the compass and the vessels which dock in its harbor carry cargoes from every port on the Great Lakes.

The most spectacular of Chicago's many industries are the vast Union Stockyards located on the south side of the city.

Michigan Boulevard, facing Lake Michigan, famous as one of the finest business thoroughfares in the country, the Field Museum, the Art Institute, the Municipal Pier and Chicago's many wonderful shops are but a few of the places which attract innumerable tourists yearly. A drive over the broad, beautiful boulevards of Chicago fills the visitor with amazement how a city which has grown so rapidly could have been planned with such a far-seeing idea of beauty.

Milwaukee, north of Chicago, on Lake Michigan, is the largest city in the state of Wisconsin, a port and manufacturing center of importance.

Milwaukee's system of lake-front boulevards and parks are an attraction attested to by innumerable visitors.



Along the Lake Front, Milwaukee



Water-front, Detroit

DETROIT'S principal claim to fame is universally recognized as arising from the fact that the city is the center of the automobile industry of the world since two-thirds of the cars produced annually are made here.

A visit in these automobile factories is extremely interesting, for in no line of industry is there a more successful endeavor made to conserve time and labor in obtaining a production output, at least not in anything as intricate as the modern auto.

Due to the automobile and allied industries the population of Detroit has doubled twice in 20 years.

Detroit's parks and playgrounds, including the famous Belle Isle, are most attractive, yet are only a few of the city's many points of interest.

The city of Cleveland has grown up around a high plateau that rises in a steep bluff from the very edge of Lake Erie.

Through this plateau, at the very bottom of a ravine, the navigable Cuyahoga River flows into the lake.

The business of the port of Cleveland is comparable with that of the port of Liverpool, one of the greatest and busiest harbors in the world. Though a busy, rapidly growing municipality, Cleveland has by no means neglected the beautiful in her parks and boulevards.



A Portion of the Business Section, Cleveland



A View of the "Golden Triangle", Pittsburgh

PITTSBURGH is situated at the junction of the Monongahela and Alleghany Rivers, in the midst of a region exceptionally rich in coal fields, petroleum and natural gas.

Though Pittsburgh is preeminently a manufacturing and industrial center, its large number of beautiful homes are decidedly worthy of note.

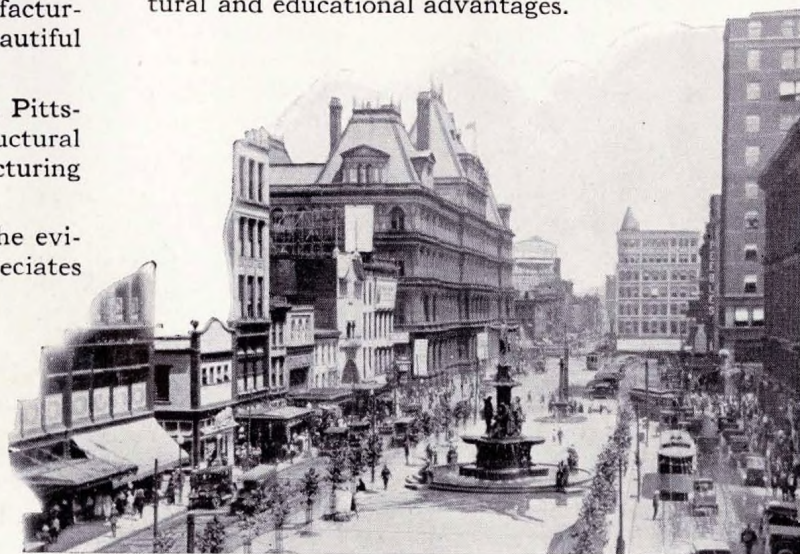
The title, "The Steel City", has been given Pittsburgh, for here is the home of the largest structural steel plant and the largest electrical manufacturing plant in the world.

The visitor in Pittsburgh is impressed by the evidence on every hand that this busy city appreciates beauty and culture, having expressed it lavishly in terms of libraries, museums, art galleries and splendid parks.

Cincinnati, Ohio, is situated on a commanding and strategic position on the Ohio River which accounts in a large measure for her steady, conservative growth. The available water transportation, coupled with splendid rail facilities, gives Cincinnati many trade connections with a wonderful, richly produc-

tive and prosperous surrounding territory in which she can readily dispose of the products of her industries.

Among the Middle-Western municipalities Cincinnati has won distinction as a city of decided cultural and educational advantages.



Fountain Square, Cincinnati



Niagara Falls

NIAGARA FALLS, one of the marvels of the world, should be a stopping-point for everyone interested in the beauties and wonders of America.

The great steel arch bridge, which spans the Niagara River a few hundred feet below the Falls, is a splendid vantage point from which a magnificent panoramic view of the American Horseshoe Falls may be obtained, a picture of breath-taking beauty and never-failing interest.

The constantly changing wall of tumbling water with its rainbow-tinted mists of fine spray never fails to impress the spectator with the mighty majesty of nature.

From the steel arch bridge may also be seen the Canadian rapids above the Falls, greenish-hued, madly swirling water, gathering momentum for its mighty leap over the chasm.

Buffalo, N. Y., ranks high among American cities by reason of her greatness as a transportation center, for she is not only a great lake port, but an extremely important railway terminal as well.

Out-of-doors Buffalo offers many beautiful and interesting recreation spots where visitors can enjoy themselves to the utmost.



Lafayette Square, Buffalo



The Capitol, Washington, D. C.

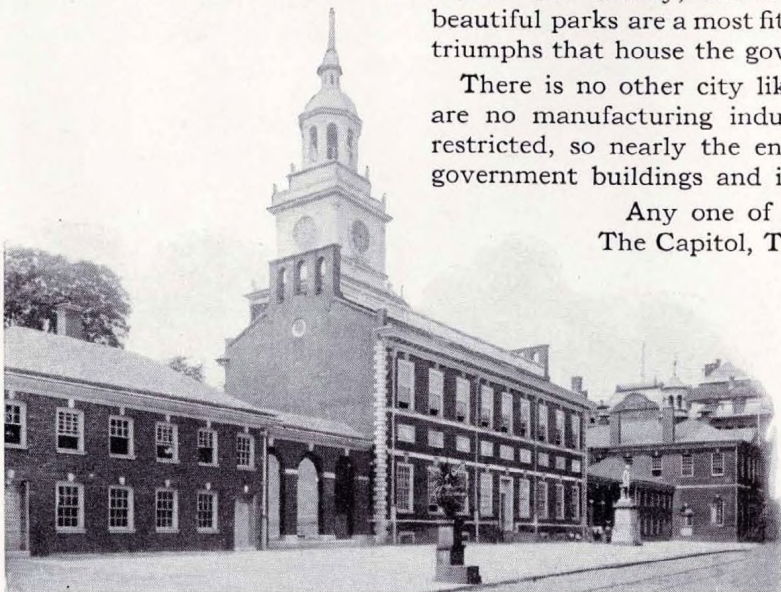
WASHINGTON, D. C., is of extreme interest to the visitor. This city, the nation's capital, has been planned with a definite idea for impressive beauty, and its many memorials, statues, broad streets and beautiful parks are a most fitting setting for the splendid array of architectural triumphs that house the government's varied activities.

There is no other city like it in the world. In Washington, D. C., there are no manufacturing industries, nor commerce. The business district is restricted, so nearly the entire city is composed of residences, embassies, government buildings and institutions.

Any one of a number of points about Washington, such as The Capitol, The Smithsonian Institution, Lincoln Memorial or Washington Monument would prove of sufficient interest to warrant a visit to this city.

Philadelphia is the birthplace of American freedom. Here in Independence Hall was signed the Declaration of Independence and this building and the many relics it contains is a point of interest to many visitors.

A most impressive view of the city may be obtained from the tower of the courthouse where the visitor may receive a very definite idea of the vastness and the activity of this most interesting American city.



Where the Declaration of Independence Was Signed, Philadelphia



New York's Skyscrapers from the Air



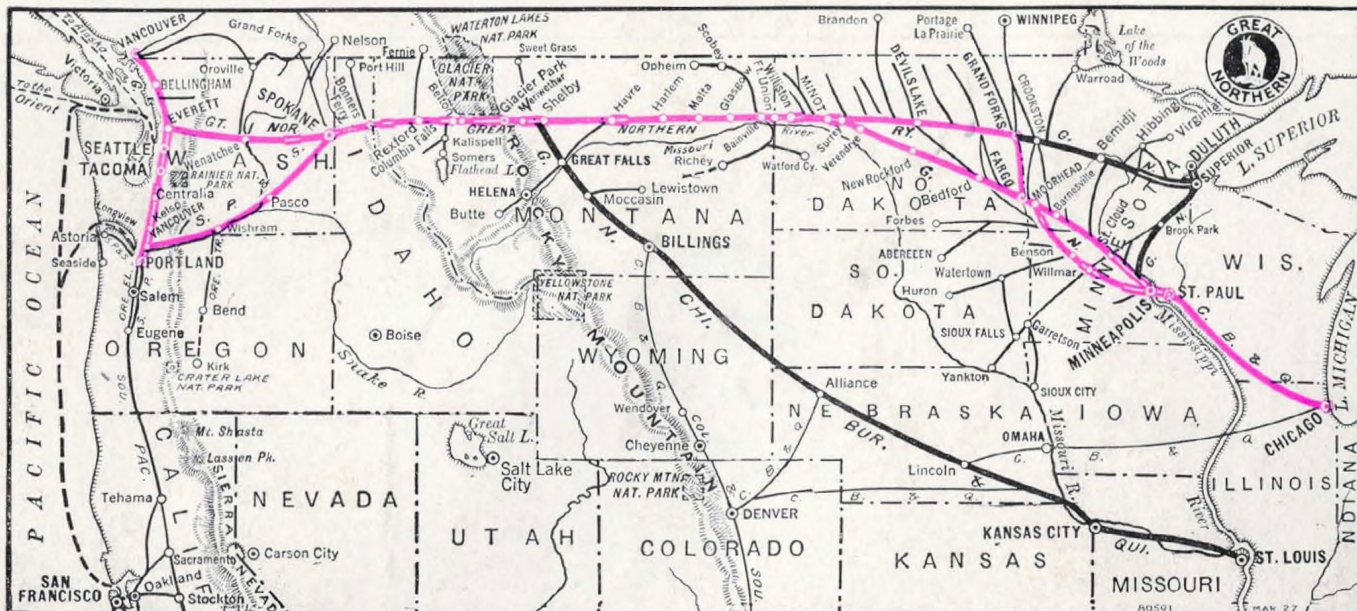
Boston Commons, Boston

RARE indeed is the person who does not thrill to the magnificence of New York. This largest city in the world, rearing its mighty columns of masonry skyward, reminds one vividly of some fantastic illustration for a fairy tale rather than of anything real.

Here such names as Wall Street, Broadway, Fifth Avenue and Riverside are each an "open sesame" to inexhaustible stores of interest, entertainment and new experiences.

Boston, Mass., and its immediate surroundings, are among America's richest localities in point of historical interest.

Boston Commons, Old North Church, Cambridge, Concord and Lexington all recall, vividly, events intimately connected with the struggle for the freedom of America.



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