

ANNOUNCEMENT LEAFLET  
OF  
"ACROSS THE CONTINENT"



THE FIRST BOOK  
OF THE  
CHICAGO  
MILWAUKEE & PUGET SOUND  
RAILWAY

## "ACROSS THE CONTINENT"

**T***HIS first book*—it's different—this book! Different and rich in honors. It *completes* the chronicle that Lewis and Clarke began a hundred years ago. It *begins* a chronicle that will be in progress long, long after the present generation shall have gone. The Yesterday of the great Northwest has been its day of conquest and reclamation. And within these covers is the final chapter of the history of that day. The To-morrow of the great Northwest is its day of development and growth. And between the lines of what is written here stand forth the brilliant possibilities of that time.

For fourteen hundred miles a great highway has been hewn through the heart of this long-veiled domain, and its wealth and beauty laid bare. Man now may go in comfort and even in luxury where heretofore he was forbidden. Enterprise has opened his way and smoothed his path.

Railways have ever been the nation's pioneers, but never before has so great a service been so speedily accomplished. The building of this new line has been even dramatic in its intensity. Great armies of men have labored to the utmost of their strength; millions upon millions of dollars have been expended in support of their effort. No man unfamiliar with the conditions and the progress that was made will ever half appreciate the task; no man who participated will ever forget it or cease to glory in the part he played.

It is done now—done well and thoroughly. There is no finer road in all the world—no safer one; no surer one. It completes the linking of the Great Lakes to the western sea, the Father of Waters to the Japan Current.

The beauties along this new steel trail across the continent are matchless. The day will come when they will be recognized as foremost among all panoramas of the rail. It is a different scenery from that of other routes—equally stupendous, infinitely more varied and far, far richer in color.

Of the wealth and progress of the country served, the pages of this book tell all that seems possible here. This newest Northwest unfetters man's ambitions and fires his zeal with the thought that here he has equality of opportunity. He will sow diligently—and he will reap tremendously, for the soil is virgin and the wealth untouched. In view of these things, in view of what has been and is yet to be, it might be well to keep this book; to put it in your library; to save it for your children's children, knowing that in their day it must seem the truth that is indeed "stranger than fiction."

## THE ROAD'S EARLY HISTORY

**T**HE Chicago, Milwaukee & Puget Sound Railway first grew into the knowledge of the public, during its formative days, as the Pacific Coast extension of the Chicago, Milwaukee & St. Paul Road, and when it was later concluded to dignify the new transcontinental line with an individual title, the distinction was made with but slight difference, "The Puget Sound" being an easy complement to "The St. Paul." The Puget Sound line is now a great railroad in itself, grown, in the few years since its inception, into an importance second to none. New possibilities of rapid and substantial work have been revealed in its construction, and its completion marks an epoch in engineering and commercial history.

The definite location of the line was finished in the Dakotas and in western Washington during the winter of 1905-6, and in the following Spring the first shovelful of earth was turned at Glenham, S. D. Shortly thereafter construction was also commenced near Seattle, and from that time forward two mighty armies marched steadily onward from East and from West, until they met on the 19th day of May, 1909, in the valley of the Hellgate River, near Bearmouth, Mont.

The highest engineering skill, supplemented by great construction forces directed by master minds, has secured to this company, in the minimum of time, the shortest line to the North Pacific Coast, with the easiest of grades and curves.

In the Fall of 1907 the railroad was in operation in the Dakotas, for rails were laid rapidly and traffic was waiting. Much of the line was through unsettled country, but under the aggressive colonization campaign early adopted, immigration preceded construction. Prosperous towns arose as if by magic, and steam plows were everywhere breaking ground for the settlers. Thus a new country came into existence before the last rail was in place, and local traffic awaited only the arrival of the locomotive.

The line was completed to Butte in the September of 1908, and in July, 1909, through freight traffic was established from Lake Michigan to the Pacific Coast.

No attempt has heretofore been made to attract through travel to the Puget Sound line, but now that every mile of the railroad, with its massive bridges of steel and masonry, its rock and concrete tunnels, and its substantial and well-ballasted roadbed, have been tested by time and the elements, the line is thrown open to the public by the inauguration of first-class through passenger service between Chicago and Tacoma and Seattle. Its trains of solid steel construction, with appointments and furnishings the best that the builders could supply, enable the new road to offer to the public a route, a service, and a degree of comfort in railway travel hitherto unknown.

## Chicago, Milwaukee & Puget Sound Railway

### For additional information address:

BUTTE, MONT. .... W. P. WARNER, Assistant General Freight and Passenger Agent  
 CHICAGO, ILL., 1353 Railway Exchange, S. M. EARLING, Assistant to Traffic Manager  
 CLEVELAND, OHIO, 217 Williams Building. .... F. E. CLARK, General Agent  
 MILES CITY, MONT. .... W. J. KEELEY, Division Freight and Passenger Agent  
 PORTLAND, ORE., Railway Exchange Bldg., 3d and Stark.

J. R. VEITCH, District Freight and Passenger Agent  
 SEATTLE, WASH., Cor. 2d and Cherry,

A. P. CHAPMAN, JR., General Agent Passenger Department

J. L. CRISWELL, City Ticket Agent

SPOKANE, WASH., 618 Riverside Avenue. .... R. L. FORD, Commercial Agent

TACOMA, WASH., 1001 Pacific Avenue. .... F. A. VALENTINE, City Passenger Agent

R. M. CALKINS,  
 Traffic Manager,  
 SEATTLE.

GEO. W. HIBBARD,  
 General Passenger Agent,  
 SEATTLE.

### Also apply to the following

### PASSENGER REPRESENTATIVES

#### OF THE

## CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

ABERDEEN, S. D. .... O. F. WALLER, Division Passenger Agent  
 BOSTON, MASS., 260 Washington St. .... J. H. SKILLEN, New England Passenger Agent  
 BUFFALO, N. Y., 303 Main Street .... G. H. WESCOTT, Commercial Agent  
 CEDAR RAPIDS, IOWA .... C. J. MIKESH, Division Passenger Agent  
 CHICAGO, ILL., 52 W. Adams St. . C. N. SOUTHER, General Agent Passenger Department  
 CINCINNATI, OHIO, 204 Traction Bldg. ... C. C. MORDOUGH, Traveling Passenger Agent  
 CLEVELAND, OHIO, 426 Superior Ave., N. W. ... E. G. HAYDEN, Traveling Passenger Agent  
 DALLAS, TEXAS, Slaughter Bldg., 1017 Main St. .... J. B. MARSH, Commercial Agent  
 DAVENPORT, IOWA, 303 Brady St. .... P. L. HINKRICH, Commercial Agent  
 DENVER, COLO., 821 Seventeenth St. .... EDWARD MAHONEY, District Passenger Agent  
 DES MOINES, IOWA, 410 Walnut St. .... C. E. HILLIKER, Division Passenger Agent  
 DETROIT, MICH., 212 Majestic Bldg. .... H. W. STEINHOFF, Michigan Passenger Agent  
 DUBUQUE, IOWA .... S. N. BAIRD, Division Passenger Agent  
 DULUTH, MINN., Palladio Bldg. .... C. L. KENNEDY, Commercial Agent  
 HOUGHTON, MICH., 78 Sheldon St. .... H. E. STEWART, Commercial Agent  
 KANSAS CITY, MO., 907 Main St. .... G. L. COBB, Southwestern Passenger Agent  
 LIVERPOOL, ENG. { 18 Chapel St. } ..... J. JACKSON & SONS, European Agents  
                           9 James St. }  
 LOS ANGELES, CAL., 130 West Sixth St. .... E. K. GARRISON, Commercial Agent  
 MADISON, WIS. .... W. W. WINTON, District Passenger Agent  
 MASON CITY, IOWA .... W. F. CODY, Division Passenger Agent  
 MILWAUKEE, WIS., 400 East Water St. .... W. J. BOYLE, General Agent Passenger Dept.  
 MINNEAPOLIS, MINN., 328 Nicollet Ave. C. R. LEWIS, City Passenger and Ticket Agent  
 NEW ORLEANS, LA., 517 Hibernia Bank Bldg. .... WM. H. ROGERS, Trav. Pass'r Agent  
 NEW YORK, N. Y., 381 Broadway .... W. W. HALL, General Agent  
 OMAHA, NEB., 1524 Farnam St. .... F. A. NASH, General Western Agent  
 OTTUMWA, IOWA .... W. C. PARKER, Division Passenger Agent  
 PHILADELPHIA, PA., 818 Chestnut St. .... GEO. J. LINCOLN, Commercial Agent  
 PITTSBURG, PA., Room D., Park Bldg. .... JOHN R. POTT, District Passenger Agent  
 SALT LAKE CITY, UTAH, 319 S. Main St. .... C. S. WILLIAMS, Commercial Agent  
 SAN FRANCISCO, CAL., Flood Bldg., 22 Powell St. .... C. H. MILES, Dist. Pass'r Agent  
 SIOUX CITY, IOWA, 501 Fourth St. .... C. N. CURTIS, Division Passenger Agent  
 ST. LOUIS, MO., 213 Frisco Bldg., Ninth and Olive Sts. ... H. G. SELBY, Commercial Agent  
 ST. PAUL, MINN., 365 Robert St. .... W. B. DIXON, Asst. General Passenger Agent  
 TAMPA, FLA. .... JAS. F. TAYLOR, Commercial Agent  
 TORONTO, ONT., 8 King St. East .... A. J. TAYLOR, Canadian Passenger Agent  
 WINNIPEG, MAN., 349 Main St. .... THOS. DONALD, Commercial Agent