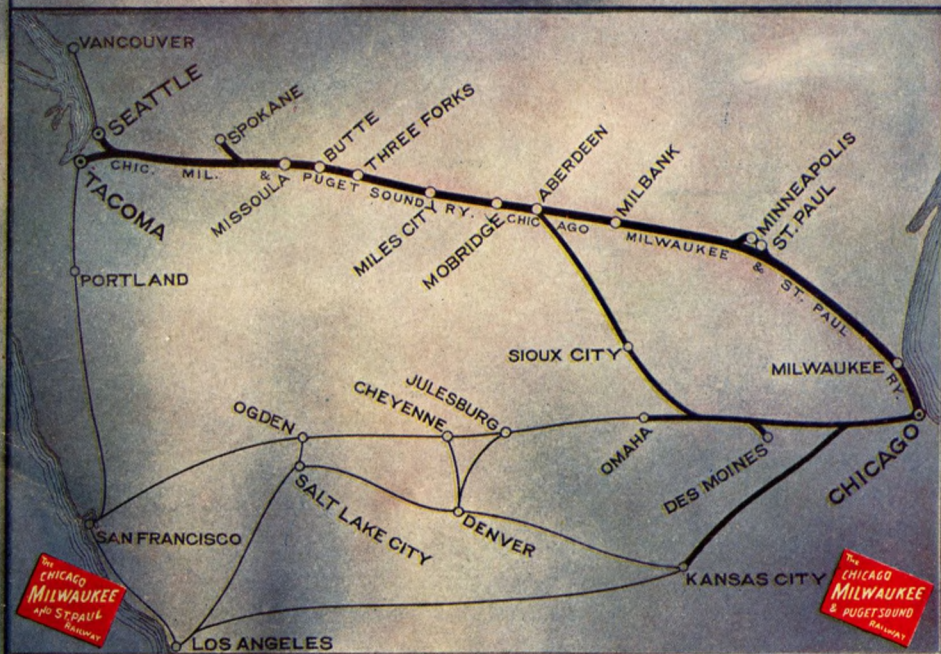
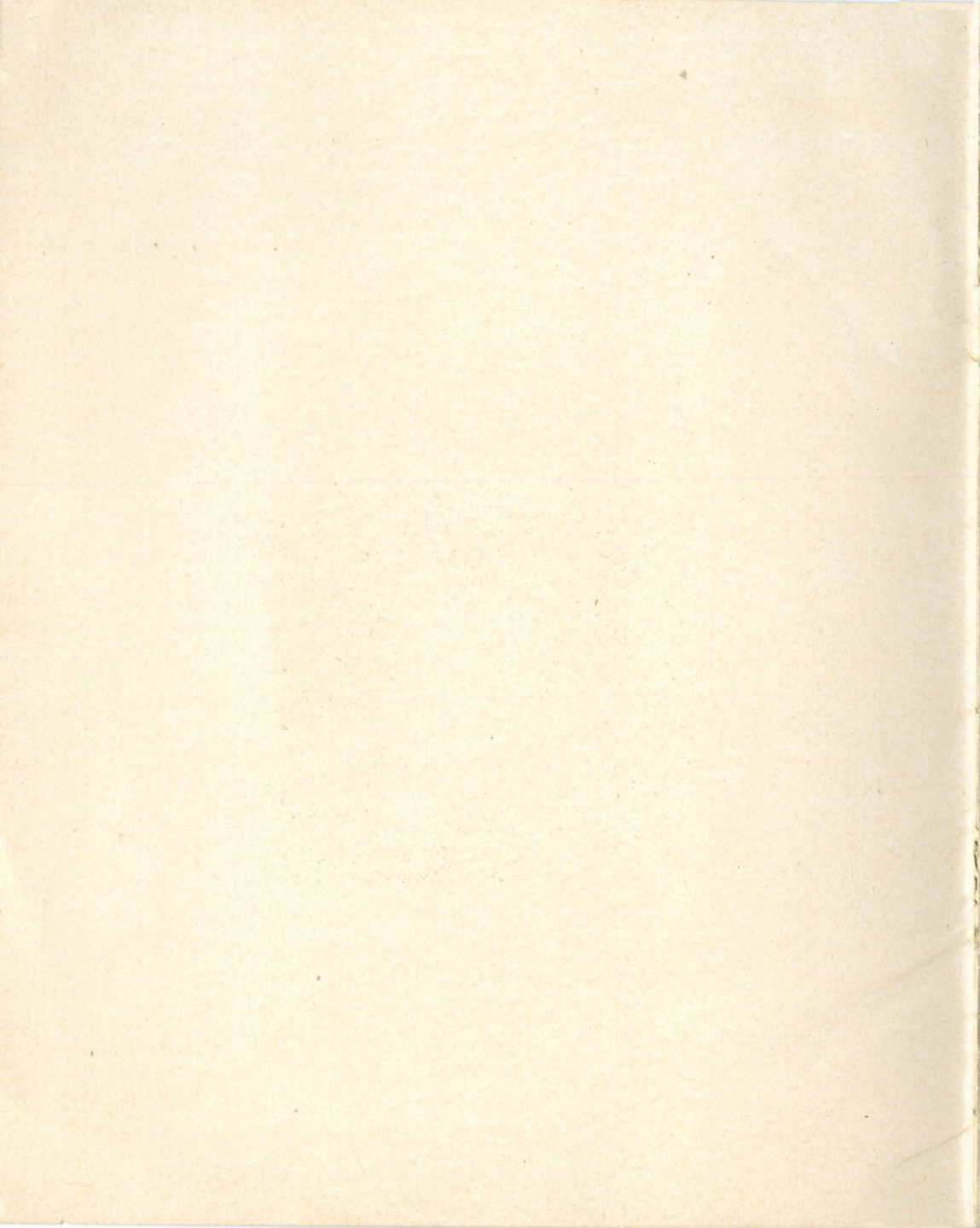


The New Steel Trail

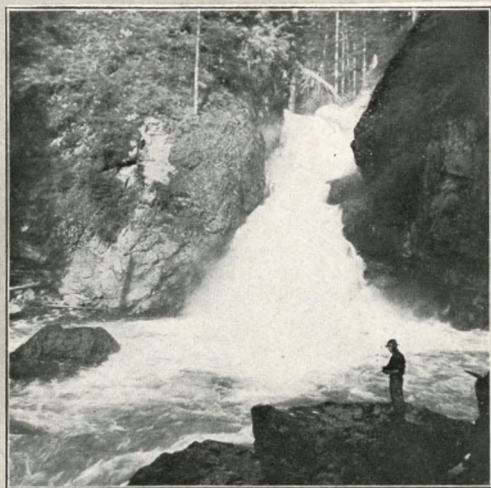
LAKE MICHIGAN to PUGET SOUND





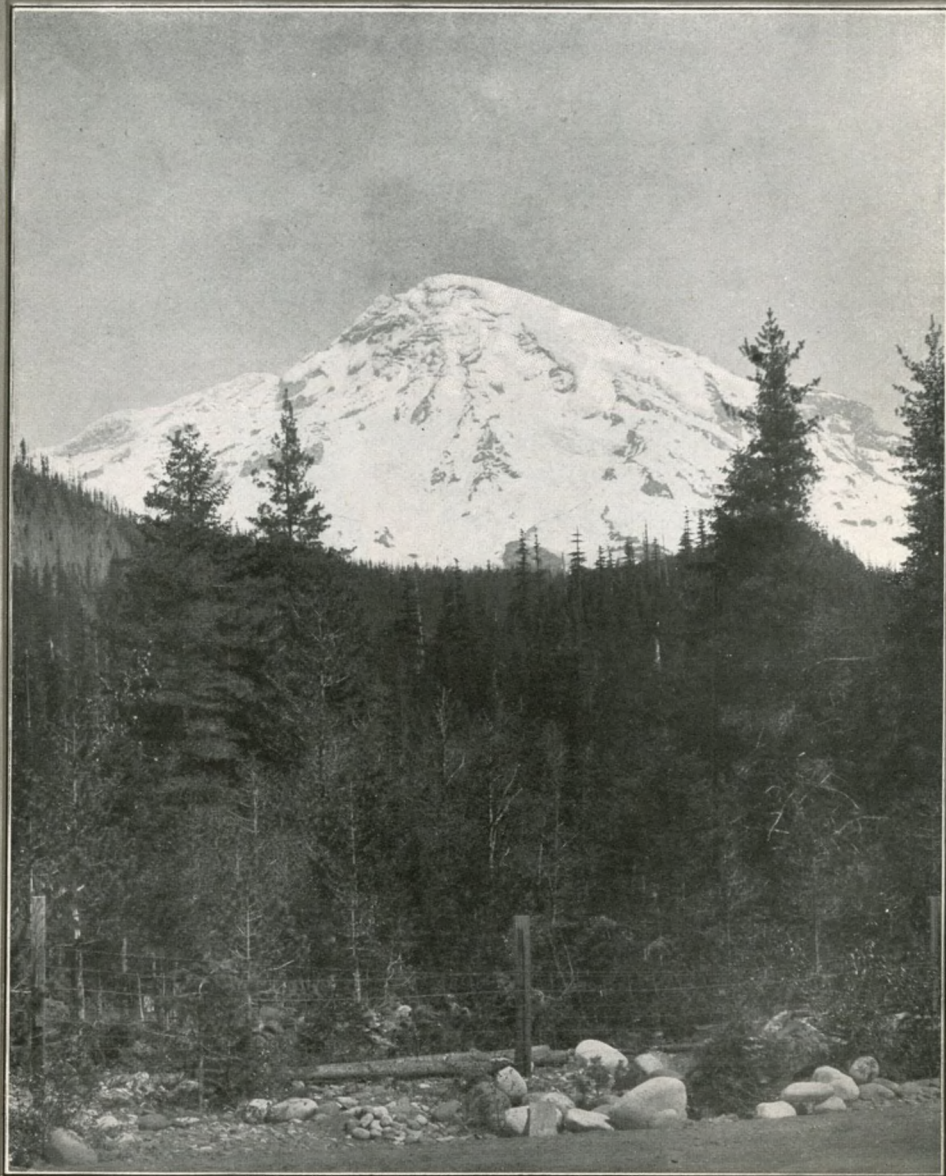
"THE NEW STEEL TRAIL"

LAKE MICHIGAN TO PUGET SOUND



CHICAGO, MILWAUKEE & ST. PAUL
AND
CHICAGO, MILWAUKEE & PUGET SOUND
RAILWAYS

MOUNT RAINIER WASHINGTON



"THE NEW STEEL TRAIL"

WALKING through your garden, when the dew is sparkling on the green, your eye rests, perhaps, upon a masterpiece of engineering that yesterday was not there.

The cunning artisan who has changed the map of the garden overnight sits at the center of his transportation lines, and you wonder, as you watch, by what wizardry Mr. Spider could have contrived to swing the first cable of his web across the canyon between the tomato vine and the neighboring cornstalk.

However it was done, it is done.

In manner quite as startling, the railway map of the great American garden has been changed, and, as it were, overnight.

In no more than three years' time — between 1906 and 1909 — a new line of steel was thrown across the continent.

The Chicago, Milwaukee & Puget Sound Railway, as the Pacific Coast extension of the Chicago, Milwaukee & St. Paul Railway, took its place in the development of the Northwest, and now the new through service of the System brings Chicago within seventy-two hours of Seattle and seventy-three of Tacoma.

Thus stands revealed a new America—with new glories of scenery, unsearched wealth in minerals and agricultural resource; and the traveler who today follows "The New Steel Trail" from Lake Michigan to Puget Sound is as one on a voyage of discovery.

This latest-built amongst the transcontinental lines is the shortest and most direct route between the inland seas and the Pacific Tidewater. Furthermore, its through service—only three days from Chicago to the Coast—in travel-comfort is unequalled.

ILLINOIS AND WISCONSIN

BEFORE the traveler who any day books his passage from Chicago, over the "St. Paul-Puget Sound" System, for the Pacific Northwest, there is about to unfold a panorama of lakes, rivers, valleys, upland, forest, mountains, glaciers, and gorges, the infinitely varied wonder of which he could not have foreseen.

The traveler may not know it, but he is bound on a voyage of rediscovery, along the trail of steel which the "St. Paul" has blazed through a wilderness.

He settles back into the upholstered comfort of section, compartment, drawing room, or seat—in "The Olympian," if he selects the evening train, or "The Columbian," if morning—and draws a breath of satisfaction as the solid steel train, drawn by ponderous locomotive, glides out of Union Station, gathers headway all unnoticed, and whirls away north to Milwaukee.

Quiet speed consumes time and distance alike. The hours



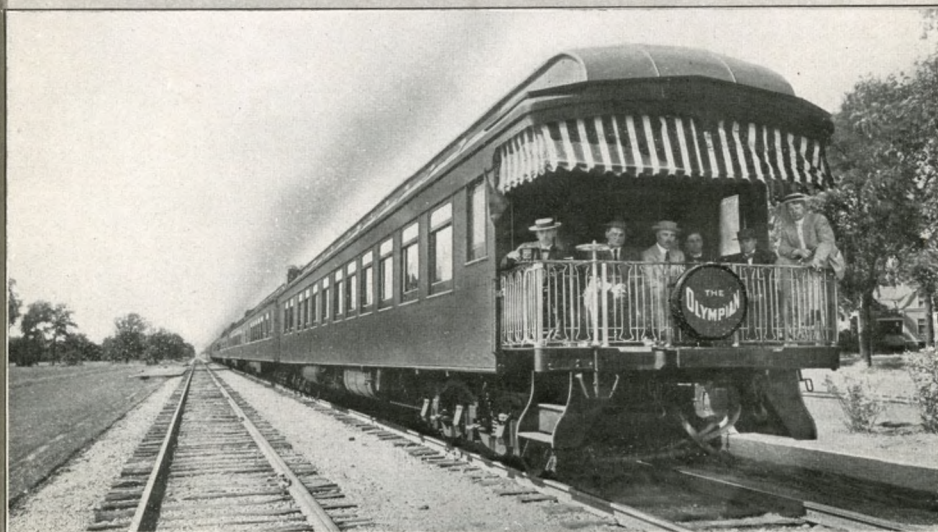
The Narrows, Dells of the Wisconsin, Kilbourn Wis.

"THE NEW STEEL TRAIL"

and the miles slip away. Northern Illinois and its prairie are behind him; the metropolis of Wisconsin is passed, and he is carried through timberland, meadows, and grain-fields—by lakes and over rivers and pastured hills—to Kilbourn and the Dells of the Wisconsin River, and beyond to La Crosse, and the bridging of the Mississippi.

The journey already gives happy augury. From the observation platform of "The Olympian" or the wide windows of "The Columbian"—to three quadrants of a horizon—spreads a pastoral view to please the eye. Within, there is all the luxury with which latter-day ingenuity can beguile what formerly was the tedium of travel. Mahogany and polished walnut hide the steel construction; but the safety of the steel is there, and underneath are the heavy rails and the solid, rock-ballasted roadbed.

From one end of the line to the other, block signals, and towermen, and dispatchers are set for unsleeping safeguard.



"The Olympian" New All Steel Train

ALONG THE MISSISSIPPI

FOR one person who travels for the fun of it, a hundred journey for their profit.

Accordingly, if we try to place ourselves at the point of view of this traveler of ours, trying, so far as we can, to see with his eyes, we shall look not only at the scenery, at the rock-cuts, and "fills," and tunnels, and bridges—engineering feats, all, that compel admiration, but at the remarkable industrial opportunities that lie open in this new northwest country.

With him we shall look out, as the train passes along the upper Mississippi, and we shall wish again, just as a few hours past, among the lakes and trout-streams of Wisconsin, that we might tarry awhile in this "vacation land."

To the right is navigable water with its commerce, and picturesqueness. To the left are the fields that feed the world's workers.

So on past prosperous-looking cities and towns—across the



Upper Mississippi River

"THE NEW STEEL TRAIL"

Mississippi again at Hastings—to St. Paul, the state capital, gateway to the great Northwest—and over the river again to Minneapolis, which may well be termed the western portal.

Opportunities still await the man who knows his chance when he sees it, in Illinois, Wisconsin, Minnesota, and Eastern South Dakota, along the old line of the Chicago, Milwaukee & St. Paul Railway. Our "New Steel Trail" starts in central South Dakota, at Mobridge, where the Chicago, Milwaukee & Puget Sound Railway, crossing the Missouri River on a two-million-dollar bridge, a quarter-mile in length, swings away westward to the Coast.

The bridge across the Missouri is the heaviest structure thus far built over the great stream. With its three magnificent steel spans, each sixty-five feet above the rails, and the rails fifty-five feet above the river, it is one of the most notable bridges in the world.



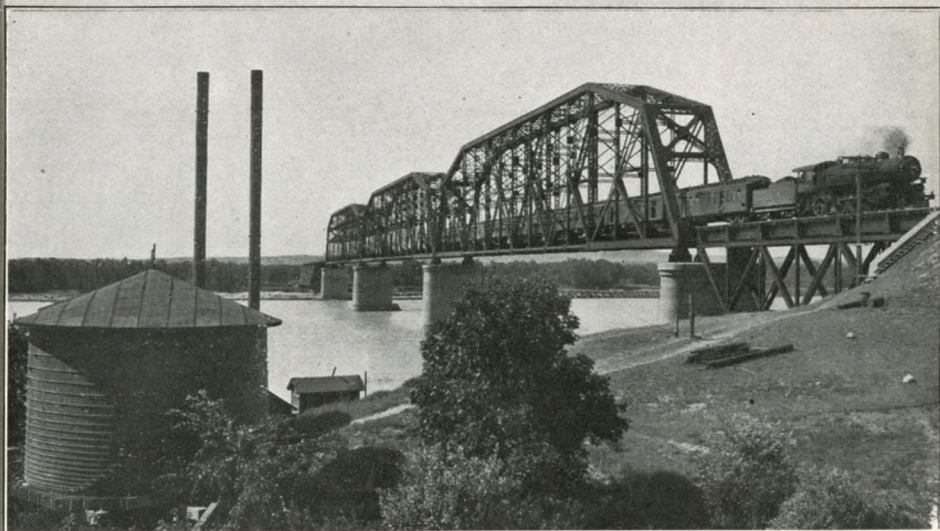
Short line Bridge between St. Paul and Minneapolis

IN THE DAKOTAS

LET it be said in passing, that if the Chicago, Milwaukee & Puget Sound Railway were to serve no other economic purpose than to further the development of the Western Dakotas and the State of Montana, the millions the line cost would have been well expended.

More and more this truth will impress itself upon the traveler. In order to complete the opening up of the Northwest United States, it was necessary to build this great new transcontinental line—and every square mile of territory thus linked with advanced civilization is, for some reason or other, worth while.

Passing on westward through South Dakota, the farming one sees is typical of the prairie lands, and steam plows and gangs of harvesters drawn by power tractors testify to the scale of operations. As the prairie swells into upland, toward the



\$2,000,000 Bridge over Missouri River, Mobridge, S. D.

"THE NEW STEEL TRAIL"

west, immense herds of cattle and bands of sheep appear, and activities generally become diversified.

Thence on, the main line of the railway skirts the northern state boundary while passing through the Standing Rock Indian Reservation, and, by means of branches, taps both this territory and the Cheyenne River Reservation, parts of which recently were thrown open for settlement.

This section, which until 1880 was the wild range of the buffalo, for years has been the home of the Sioux Indians. Here Chief Sitting Bull lived; a few miles south of Tatanka station he was killed, and at Fort Yates, the Standing Rock Agency, he lies buried.

The Indians retain the richest of the lands, but that which has been thrown open is exceedingly fertile.



Steel Dining Car

WHERE THE "CHINOOKS" BLOW

LEAVING the Indian Reservation just east of Lemmon, South Dakota, the railway traverses a rolling prairie of great fertility, which during the past four years has been settled by homesteaders. Here land has increased in value from 50 cents—the price charged by the government—to an average of \$20 an acre.

Parenthetically it may be observed that even four years ago the impression was general that there remained no good government lands open for homesteading. The answer then was—Dakota! The same impression prevails today, and the answer is—Montana!

The temperature in Northwestern South Dakota and Southwestern North Dakota is modified by the frequent "Chinook" winds from the Pacific. Although the upward slope toward the hills now becomes more sharply apparent, farming still is in evidence, although more and more varied in character.

This district is rich in minerals, increasingly so as we pene-

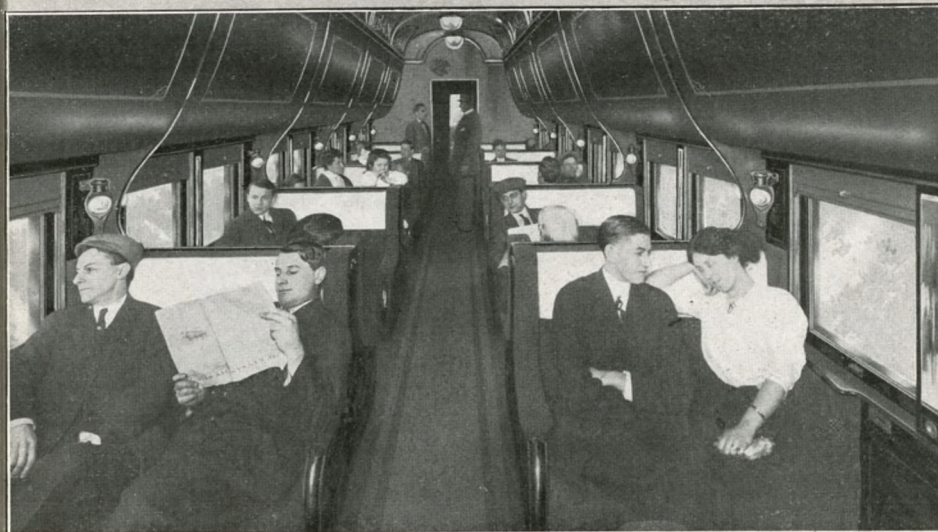


Shocking Wheat, South Dakota

"THE NEW STEEL TRAIL"

trate North Dakota. It is estimated that 30,000,000 tons of ignite, or brown coal, underlie the region, the seams sometimes attaining a thickness of seven feet. Two mines are in operation at Scranton, and the various minerals doubtless will be exploited now that a trunk railway gives shipping facilities.

Approaching the Montana state-line, we miss for a space the homesteaders' farms and the thriving country towns that were so numerous between McIntosh and Marmarth. Here for a few miles is vivid-hued scenery, with an occasional herd of cattle to lend the landscape life; for the railway is skirting the so-called "Bad Lands" of Dakota. "Bad," be it said, means "broken." There's nothing really bad in Nature's scheme, and this picturesque region of curious cones and fortress-like hills of sun-baked clay, not only gives the artist's eye a picture to dwell on, but affords excellent shelter for the thousands of range-cattle hereabouts.



Steel Sleeping Car

NEW-FOUND MONTANA

THE route of the "Puget-Sound" line on entering Montana, strikes across to the valley of O'Fallon's Creek, and thence to the rich valley of the Yellowstone, which lies partly in Custer County, and partly in Rosebud.

It seems incredible that there should remain a state in the Union, having ideal conditions of climate, a rainfall sufficient under modern methods of farming, greater natural wealth than Pennsylvania, an area as large as that of New York, Pennsylvania, Indiana, Maryland, and Connecticut combined, and yet with a population less than that of Rhode Island.

To be sure this is a condition which will not long continue. One of the most striking results of the building of the Chicago, Milwaukee & Puget Sound Railway through the very center of this little-known state will be a swift development, greatly to the



Sheep Grazing in Smith River Valley, Montana

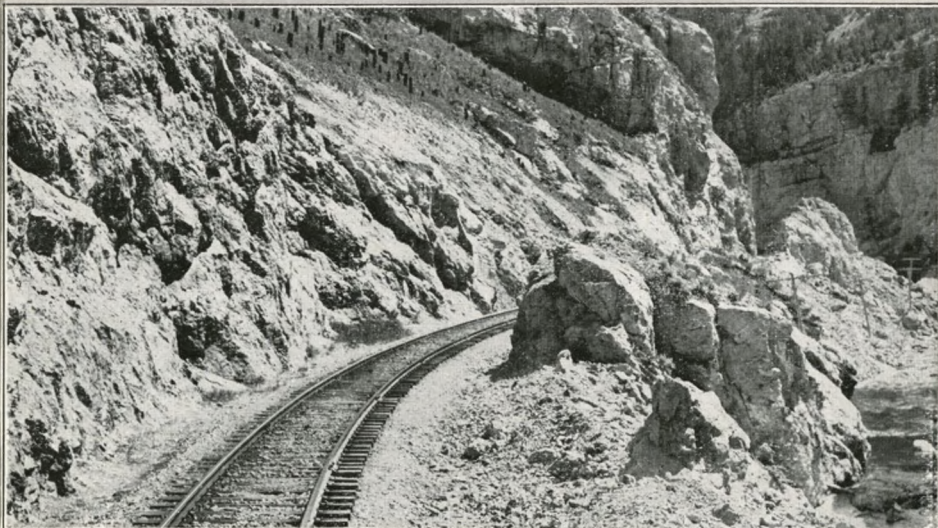
"THE NEW STEEL TRAIL"

advantage of those fortunate enough to bear part therein.

In Yellowstone Valley the scenery is pastoral and restful, and the market towns present an aspect of activity, easily understood in view of the extensive grazing interests. Miles City, in the heart of the valley, is the greatest primary horse market in the world.

Vast tracts of land are either irrigated, or susceptible of irrigation, water for which is drawn from Yellowstone River; but the soil, besides being unleached by heavy rains of the elements of plant-food, is of a consistency well adapted to "dry farming," it being easy to maintain the "dust-mulch" necessary to check evaporation and so conserve moisture.

In Custer County, as in Dawson County just north, 320 acres, instead of the usual 160, may be homesteaded.



Sixteen Mile Canyon, Montana

VALLEYS AND BENCH LANDS

SINCE the railways, for engineering reasons, by preference follow the valleys, it is difficult to obtain from a train any adequate idea of the general character of such a country as Montana. These valleys are green, and manifestly fertile; but what one cannot see without breaking one's journey, are the bench lands higher up, where heavy grain crops are raised under the "dry-farming" system.

Leaving the valley of the Yellowstone near Forsyth, the railway turns to the northwest, and, a little east of Melstone, enters Musselshell Valley. Between this point and Musselshell, we catch our first glimpse of the Snowy Range of the Rockies. Only a little farther on, the Little Belt, and then the Crazy Mountains come into view, and thence on to Puget Sound (with the exception of a short distance in Eastern Washington), the salmon-violet battlements of the American Cordillera are always to be seen.

Through the Musselshell Valley to Harlowton, through a district which from an exclusively stock country has been transformed by the coming of the new railway into a rich agricultural



Alfalfa (second cut), Smith River Valley, Montana

"THE NEW STEEL TRAIL"

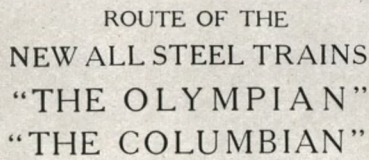
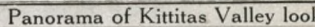
section, we enter upon a series of valleys which from this point to St. Joe, Idaho, are at all times surrounded by mountains, and the scenery-loving tourist begins to wish he had eyes on all sides of his head.

Just to the north of Harlowton, the famous Judith Basin lies between the Snowy and Little Belt Mountains on the south, the Judith Range on the east, and the Highwood Mountains on the north. This western portion of Fergus County has a rich black-loam soil, with lime-gravel-clay subsoil. Both on bottom and on bench lands, remarkable yields of grain, roots, and garden truck are obtained, and the dairying, stock-raising, wool, and poultry interests are important. Precious stones and other minerals are to be found in the mountains, and much of the district is heavily underlaid with coal. Lewistown the distributing center for the Basin is a lively growing town.

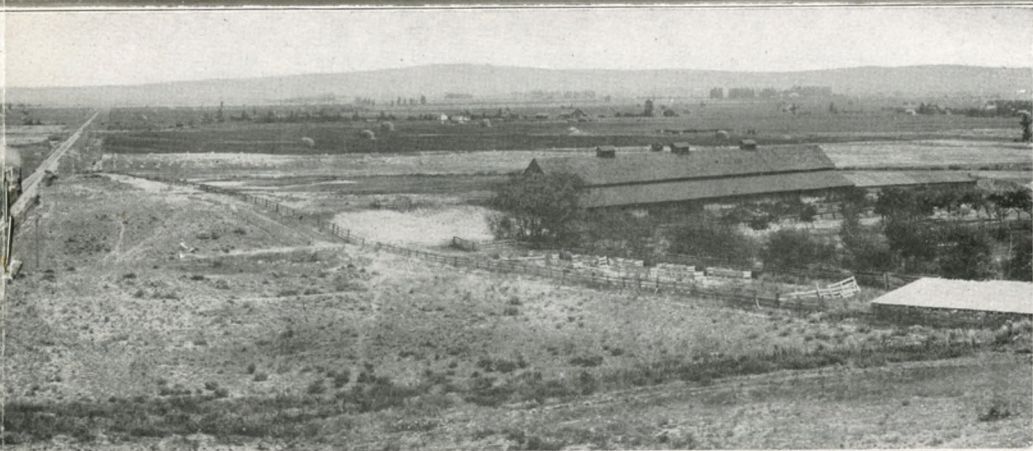
The passage of Sixteen Mile Canyon—one of the most beautiful in the whole journey—brings us to Lombard, just south of which flourishing town lies the Gallatin Valley, fertile and rapidly developing.



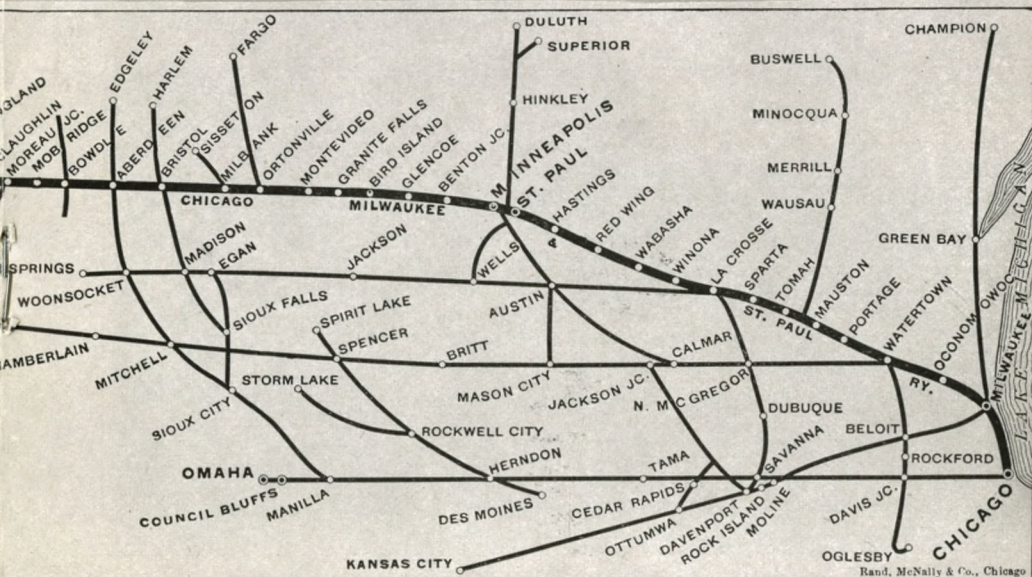
Crow's Nest, Sixteen Mile Canyon, Montana



"THE NEW STEEL TRAIL"



Looking East from Ellensburg, Wash.



PAGE upon page of description would fail even to indicate the rugged beauty of the country we now traverse, as we mount the rocky backbone of the continent to the Great Divide, wind corkscrew-fashion through, around, and over the mountains, whirl over Western Montana and Northern Idaho, then over wonderful Washington, and past its Cascade Mountains to the cities of Puget Sound.

In all these States there remain virgin opportunities without end, for the orchardist, the [farmer, the miner, the lumberman, the manufacturer, and the merchant.

In so little space it has been possible to refer to only a few agricultural districts, typical of all the rich regions that are claiming new settlers with astonishing rapidity. The traveler from mid-Montana west will pass through some of these valleys, and pass by others lying to north and south, gaining from the train-view some idea of their characteristics. Such are Smith River, Madison, Jefferson, Deer Lodge, and Flathead Valleys, not to forget Missoula Valley, "The land of the red apple," where irrigation has worked wonders.



Harvesting Oats Near Missoula, Montana

"THE NEW STEEL TRAIL"

Each and all of these districts are worthy of the investigation of one who is ambitious to till the soil under ideal conditions for large returns.

Issuing from Sixteen Mile Canyon—where one is divided in emotions betwixt awe at the sublimity of Nature's architecture and amazement at the skill of the railway-builder, who has defied Nature—we approach the Great Divide.

Passing through the wideawake town of Three Forks, it is recalled that this was one of the camping places of the Lewis and Clark expedition, and the site of the first trading post in Montana. The town takes its name from the junction here of the three rivers which form the source of the Missouri River.

From Piedmont on, until the topmost ridge of the Rockies is pierced by the tunnel of Pipestone Pass, wonder grows momentarily at the natural obstacles which the "St. Paul's" engineers have met and overcome. The summit work includes two tunnels, in all more than half a mile in length, besides three steel trestles over ravines from 100 to 160 feet deep, and from 400 to 600 feet wide.



The Source of the Missouri River, Three Forks, Montana

THROUGH WESTERN MONTANA

IN THE passage of Pipestone Pass tunnel, we have gone from the watershed of the Atlantic to the westward slope that carries the drainage of the continent to the Pacific Ocean. Now the railway hugs the mountainside, with Silver Bow Valley spread out below, and, as the line swings around the valley, Butte, the principal city of Montana, appears.

Leaving behind us this mass of smelter towers and stacks and modern office buildings and costly residences, we pass through Silver Bow and Hell Gate Canyons into the Missoula Valley. Here the traveler smiles, perforce, at recalling descriptions of these mountain pictures and titanic sculptures in granite—smiles, at comparing the tameness of mere words with the vivid reality.

Hell Gate Canyon lives in the history of Montana as the scene of the first gold excitement, with accompanying lawlessness, and also as the field of the earliest labors here of the Jesuit Fathers, who, at St. Mary's, established the first Christian church in the territory.



Combination Harvester and Thresher, Whitman County, Wash.

"THE NEW STEEL TRAIL"

Crossing and recrossing the Missoula River, we pass through another green lowland, appropriately named Grass Valley, one of the most productive of Montana's famed hay regions, and proceed to a gradual ascent of the Bitter Root Mountains. Nothing barren is there about this portion of the Rocky Mountain group, for dense timber covers the highest peaks. Some of them, hung with green from base to summit, have all the appearance of mammoth trees whose low-hanging boughs quite conceal the trunks.

In St. Regis Valley, and the two-mile tunnel of St. Paul Pass, where the ascent of the mountains ends at an elevation of 4,170 feet, some of the most difficult of all the railway construction work was found necessary—problems that taxed the best minds for mastery.

From the haunts of the mountain lion, and of elk, deer, bear, and moose, the train glides down the mountains to beautiful St. Joe Valley, where lumbering, mining, and agriculture appear. St. Joe, a busy place at the head of navigation, is connected by steamboat lines with the Coeur d'Alene Lake Ports.



In the Bitter Root Mountains

THE IDAHO "PANHANDLE"

THE tunnel of St. Paul Pass, already mentioned, where for six months the bore was pushed through the mountain at an average rate of twenty feet a day, is far from being the last of the engineering triumphs we shall encounter.

Before reaching the St. Joe Valley of Idaho, in East Fork Loop, the track runs first over a long, deep "fill," then through a tunnel, over another embankment, through a curving tunnel, and out upon a bridge, describing a complete semi-circle on the mountainside. Indeed, in the twenty-five miles between the summit and water-level at St. Joe, there are fourteen tunnels and twenty-six bridges—and all constructed in the space of two years, in face of all the difficulties inseparable from work at high altitudes.

Westward from St. Joe is St. Maries, in the very heart of the greatest remaining white pine limits in the world. The mineral wealth of the surrounding mountains is beyond estimate, while valley and benches afford every natural inducement to stock-raising, dairy-farming, and fruit and truck-gardening.



Hay Field near St. Maries, Idaho

"THE NEW STEEL TRAIL"

On through the Coeur d'Alene Indian Reservation, our journey leads us by and above beautiful Lake Chatcolet, hemmed in by pine-grown bluffs, with mountains receding to the skyline.

Farther by a little, and we come to Plummer, thence Rosalia, Wash., from where free side trip is allowed to Spokane, the "Power City" of Eastern Washington, where a series of cataracts in the very heart of the town fall a distance of 132 feet within a quarter of a mile. Spokane, as an industrial and commercial center, belongs as much to Idaho and Oregon as to Washington, and almost as much to British Columbia as to any. The city is the center of a great wheat-growing region, and is also the principal mining center between the Rocky Mountains and the Cascades. The population is well past 100,000, and increasing rapidly.

As has been indicated, large game abounds in the wilds of the Idaho "Panhandle," and indeed, at varying intervals from Wisconsin to Washington may be found every sort of sport for fisherman and hunter.



Coeur d' Alene Mountains, St. Joe, Idaho

EASTERN WASHINGTON

THE route from the Idaho boundary to Ellensburg lies through the Columbia River Basin, in which are found vast areas of Washington's irrigated, grain-raising, and fruit-growing lands. To the wealth of this district, and notably of the fertile Palouse wheat country, and to its exploitation by prosperous homeseekers in recent years, the city of Spokane owes much of its remarkable development in commerce.

"Dry farming" is largely followed in the eastern portion of this state, the lightness of the soil being favorable to this system. Toward the center, and due south of the great bend of the Columbia River, a rich volcanic soil is watered by Crab Creek—a stream which time and again disappears in its subterranean bed, only to reappear for a time farther on. Many irrigation schemes are projected, which eventually will add to Washington's wealth of territory another broad productive acreage.

The Chicago, Milwaukee & Puget Sound Railway crosses



Diversified Farming, Eastern Washington

"THE NEW STEEL TRAIL"

the Columbia River at Beverly, on a new steel bridge nearly a mile in length, where shipping passes constantly beneath the high central span.

The peaks of the Cascades, with Mount Rainier overtopping all, are becoming visible to westward, but the traveler finds plenty to occupy his attention in the nearer scenery of the Saddle Mountains and the fruit gardens of the Kittitas Valley. The Kittitas orchardists are intensive farmers, making every square foot of land count, for prices range from \$125 to \$250 an acre. The staple fruits are apples, pears, grapes and berries, all grown under irrigation.

Ellensburg, the county seat of Kittitas County, is a town of 5,500, at the center of the valley, so that this district offers exceptional attractions to the city man who wishes to cultivate a fruit ranch profitably, without foregoing urban advantages.



Commonwealth Creek, Cascade Mountains, Washington

CROSSING THE CASCADES

AS THE Cascade Mountains are approached, timber industries quickly succeed fruit-growing, truck-farming, and grainraising. In these mountains, which occupy the eastern one-third of Snohomish County, are undeveloped mineral deposits of value, inviting the prospector and the capitalist. Even after the timber is gone there will remain mining and smelting, and farming on the cleared areas, besides the manufactures tributary to both.

The summit of these coast mountains is reached at Snoqualmie Pass, famed for many a battle with the Indians whose valor in fight supplies a thrilling chapter in the early history of the state.

Here, from an elevation of 3,010 feet, is visible the grandest panorama of the whole wonderful journey. From the granite pillar of McCall's Peak, on to the rugged hills that stretch as far as the eye can see, the scene conveys a vivid idea of the immensity of this whole engineering accomplishment. When one



l In the Cascade Mountains, Washington

"THE NEW STEEL TRAIL"

has ridden over the embankment at Topographer's Gulch—long, and as deep as a twenty-story skyscraper is high—the biggest hydraulic "fill" in the world—one has gained some conception of what the engineers mean when they declare that the construction of this railway has necessitated the excavation of 60,000,000 cubic yards of material, to say nothing of 200 miles of tunnel driven, and twenty miles of bridges built.

The descent of this last slope into Cedar River Valley—land of abundant rainfall and luxuriant vegetation, of prosperous small farmers, fruit-growers, and dairymen—brings us into the Puget Sound country, and near to the journey's end.

Moisture-laden, the winds from the Pacific strike the colder air-strata that surround the Cascades, and their burden of vapor is condensed in rains that are always ample. The result is the vegetation of Western Washington—close masses of towering, intertangled forest, that grows, and grows, and has been growing for the centuries.



Little Lake Kachess, Cascade Mts., Washington

PUGET SOUND AND ITS CITIES

TIMBER such as surrounds Cedar River Valley of itself would supply a sufficient industry for the upbuilding of numerous coast-towns. And such an industry, along with such a land-locked harbor as Puget Sound, jutting in eastward full half-way to the center of the state, is quite enough to account for the existence and prosperity of two such cities as Seattle and Tacoma.

Seattle with its magnificent harbor, and Tacoma, with its immense shore-line and six-miles of wharves, have great traffic with the Orient and Alaska, while agricultural and mining development hold promise for the future.

Looking to the southeast from Seattle and Tacoma, we see now at close range what might well have drawn us across the continent—Mount Rainier. Flanked by minor retainers from amongst the Cascade peaks, it raises its huge bulk almost three



Mt. Rainier as seen from "The Inn". Rainier National Park

"THE NEW STEEL TRAIL"

miles above sea-level. Mount Rainier has a larger glacial system than the whole of the Swiss Alps, and in exploring its ice-fields and gulches and precipices and waterfalls, without speaking of the big-timber glories of Rainier National Park one may consume days upon days.

Indeed, there would be no use in attempting in a page or two even to sketch the attractions and activities of the portion of Washington that lies west of the Coast Range. Geologically, geographically, historically, commercially, industrially—this single district could be described adequately only in volumes.

Suffice it, then, that the traveler westward from Lake Michigan, with his appetite for marvels whetted by each successive mile of the 2,000, finds in the Puget Sound country—now brought by the "St. Paul" System within three days' journey of Chicago—marvels enough.



Nisqually Glacier, Rainier National Park

"OLYMPIAN"- "COLUMBIAN" LUXURY

TWENTY complete steel trains are required to provide "The Olympian" and "The Columbian" through service from Chicago, Milwaukee, St. Paul, Minneapolis, and Aberdeen to Seattle and Tacoma.

Two trains leave each terminus daily, for the three-day run over the Puget-Sound route.

"The Olympian," leaving Chicago in the evening, has an Observation Car, with lounging-room, library, smoking-room, buffet, bath, barber-shop, and observation platform, also Draw-

ing Room, Standard, and Tourist Sleeping Cars, Dining Car, and Coaches. It reaches Seattle and Tacoma in the evening of the third day.

"The Columbian," the morning train out of Chicago, with the exception of the Observation Car has identical equipment with "The Olympian." This train reaches the Pacific Coast terminus at noon of the third day.

The trip from the Great Lakes to the Coast involves not the slightest abatement of home comfort and convenience.



Compartments in Sleeping Cars

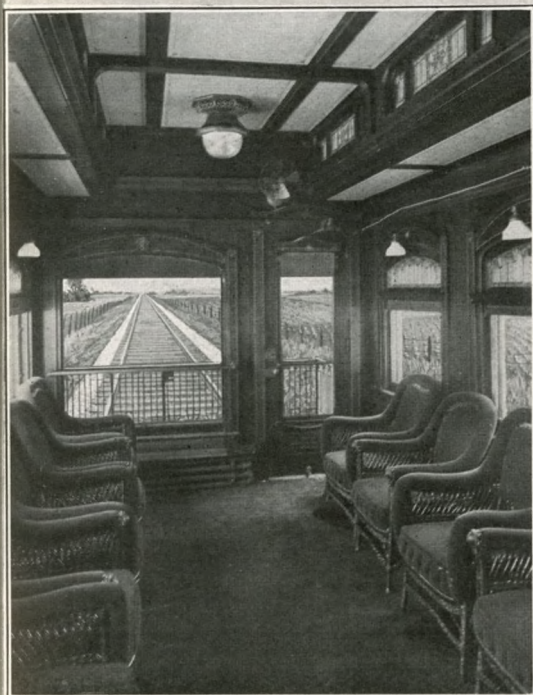
"THE NEW STEEL TRAIL"

The Compartments and Drawing Rooms have each a private lavatory and toilet conveniences, electric fans, and commodious dressers, above which are full-sized mirrors. The occupants control their own heating.

The luxuriously furnished Standard and equally comfortable Tourist Sleeping Cars provide perfect ventilation, heating under the passengers' control, soft yet brilliant—"Mazda" electric lights, and all the comfort of real beds in the "longer, higher and wider" berths for which the "St. Paul" is famous.

Besides the scrupulous cleaning the trains undergo at terminals, a white-uniformed attendant with vacuum-cleaning outfit is at hand to keep the trains clean and sanitary.

Only a part of the conveniences provided for men and women passengers have been cited. For the rest, let it be said that every detail of equipment and service is under the Company's control, which insures the maintenance of its high standard of excellence.



Interior, Observation Car

PASSENGER REPRESENTATIVES

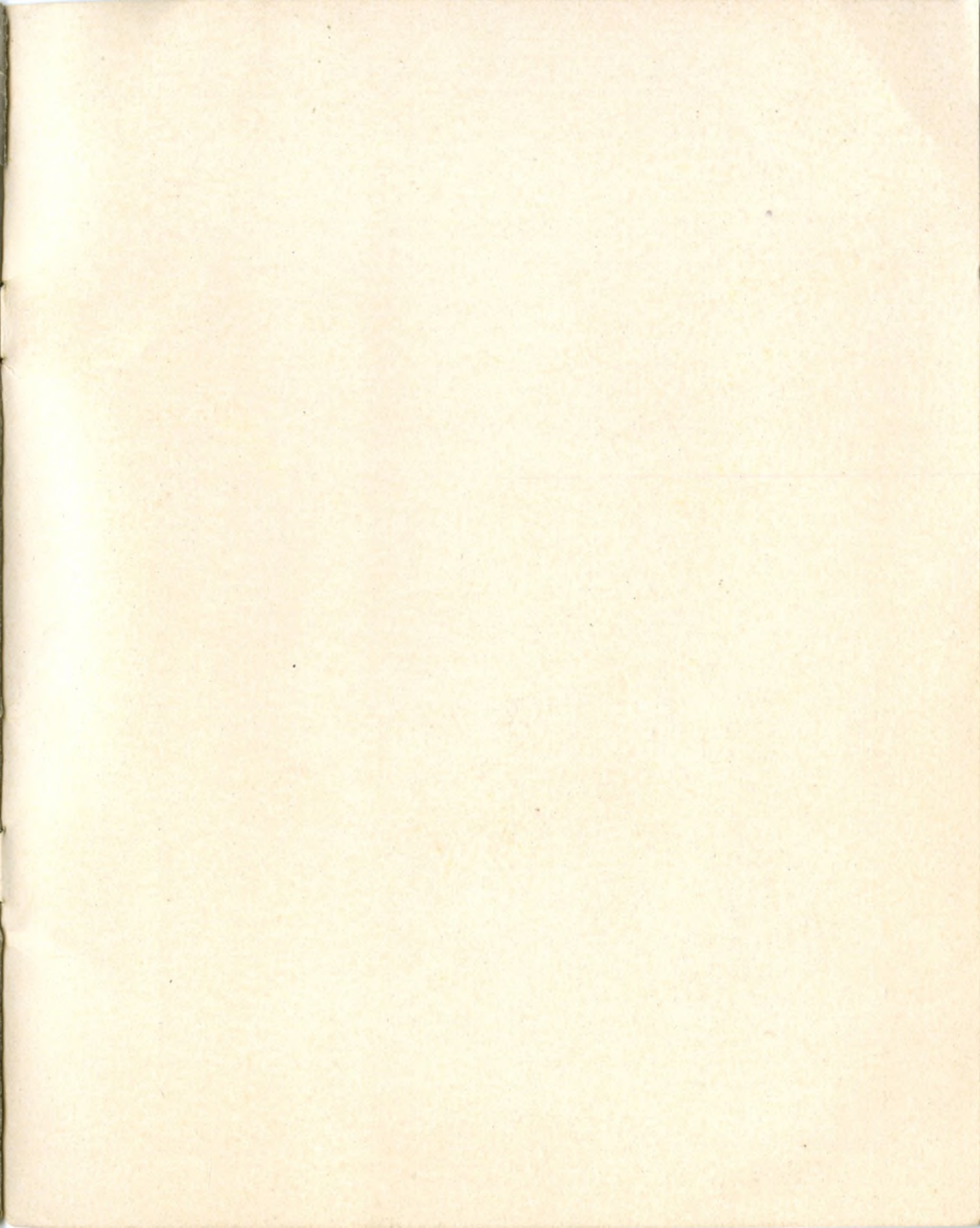
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

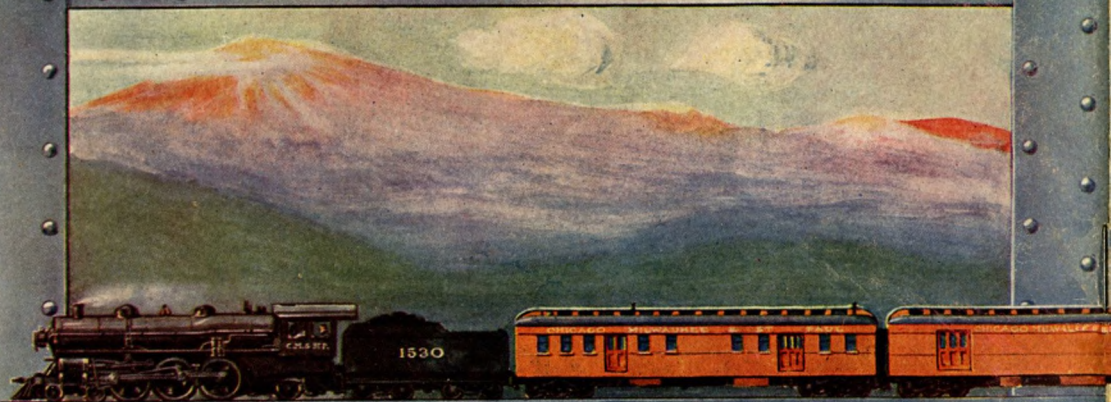
ABERDEEN, S. D. O. F. WALLER, Division Passenger Agent
 BOSTON, MASS., 260 Washington St. J. H. SKILLEN, New England Passenger Agent
 BUFFALO, N. Y., 303 Main St. G. H. WESCOTT, Commercial Agent
 CEDAR RAPIDS, IOWA. C. J. MIKESH, Division Passenger Agent
 CHICAGO, ILL., 52 W. Adams St. { C. N. SOUTHER, General Agent Pass'r Department
 E. G. WOODWARD, Traveling Passenger Agent
 CINCINNATI, OHIO, 204 Traction Bldg., C. C. MORDOUGH, Traveling Passenger Agent
 CLEVELAND, OHIO, 426 Superior Ave., N. W., E. G. HAYDEN, Trav. Passenger Agent
 DALLAS, TEXAS, Slaughter Bldg., 1017 Main St. J. B. MARSHALL, Commercial Agent
 DAVENPORT, IOWA, 303 Brady St. P. L. HINRICHS, 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
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