

SEATTLE

CHICAGO

TACOMA



The  
Olympian

Chicago  
Milwaukee & St. Paul  
Railway



STANDARD

TAOONA

CHICAGO



Chicago  
 Milwaukee & St. Paul  
 Railway



PHILADA.

For Rates and further Information

Address GEG. J. LINCOLN

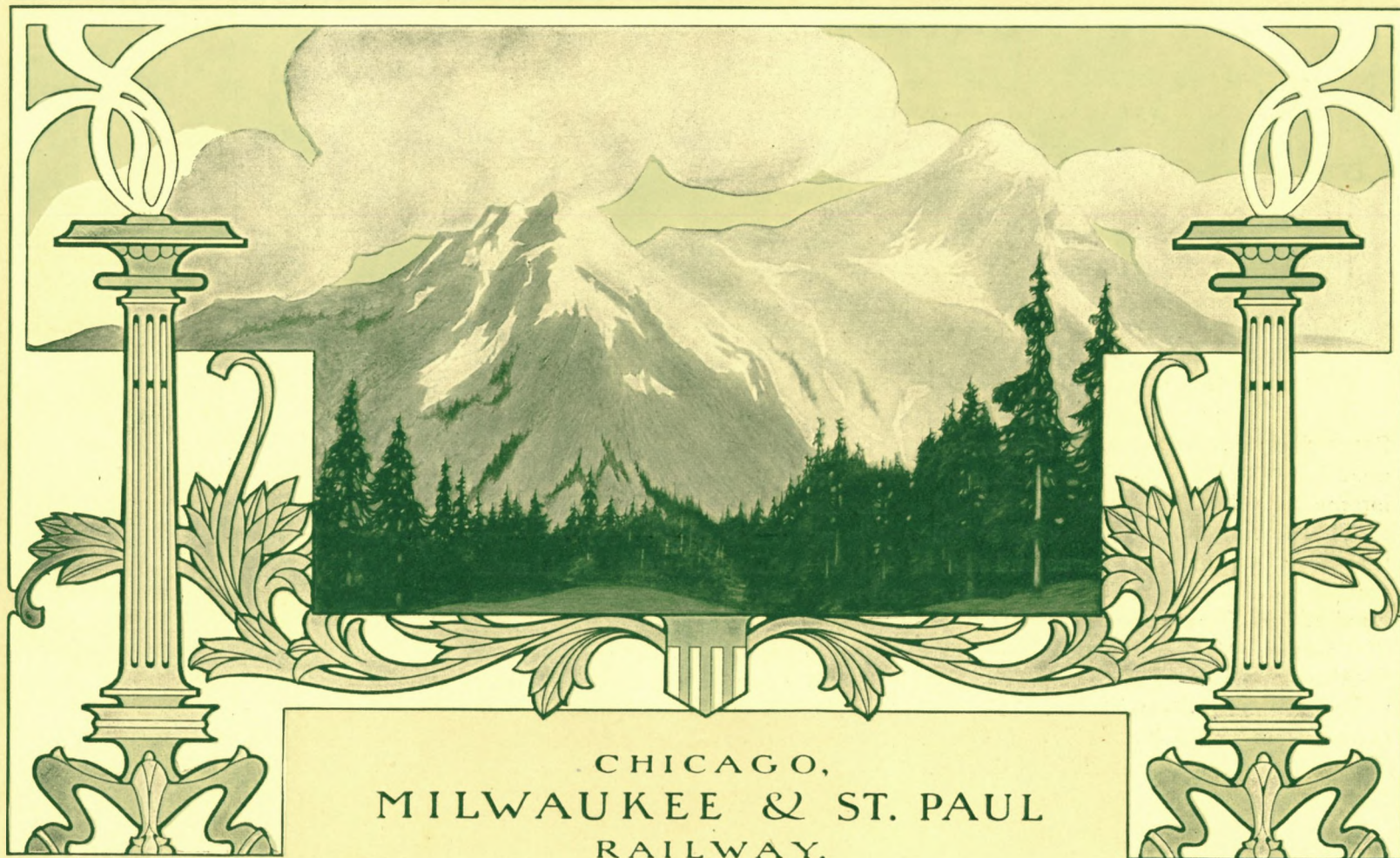
COM'L AGT.

No. 818 CHESTNUT ST.





# The OLYMPIAN



CHICAGO,  
MILWAUKEE & ST. PAUL  
RAILWAY.



# The OLYMPIAN

THE BEST TRAIN—PROVIDING GREATEST COMFORT—OVER THE  
SHORTEST ROUTE TO THE PACIFIC NORTHWEST.



The "Olympian" is without a peer in the excellence of service which it provides for the traveling public between the Great Lakes and the Pacific Northwest. The train, the railways over which it is operated and the service throughout, are all remarkable, even in these days of splendid railway efficiency.

With the installation of the "The Olympian" and its companion train "The Columbian" over the new scenic short line—THE CHICAGO, MILWAUKEE & ST. PAUL and THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAYS—a new and better standard of passenger train service and equipment between Chicago and Seattle and Tacoma was established, also serving the intermediate cities of Milwaukee, St. Paul, Minneapolis, Aberdeen, Butte and Missoula.

The new railway throughout is as thoroughly well constructed as the best engineering knowledge, experience and skill, backed with unlimited capital, could make possible, and holds the record for rapidity in railroad construction, the entire fourteen hundred miles having been built in the remarkably short period of less than three years. The service on "The Olympian" so nearly attains perfection that even the most fastidious and discriminating American traveler finds his every want supplied almost before he realizes its existence. "The Columbian" offers the same high excellence of service as "The Olympian," and with the latter provides unequalled double daily service to and from the Pacific Northwest.







Dining Car



The DINING CARS on "The Olympian" are models of dignified simplicity, beautiful in design, elegant in appointment, and provide a service fully up to the "St. Paul" standard of excellence, famous the world over. The cars are softly lighted from electric art lamps and are cooled by electric fans. All meals are a la carte, the cuisine is unsurpassed in railway travel, generous portions are served and supply stations en route insure fresh supplies of the best that the market affords.





Standard Sleeping Car



he "Olympian" carries Standard Sleeping Cars, luxuriously furnished, and elegantly finished in mahogany, with berths of the well-known "longer, higher and wider" variety, assuring all the comforts of a real bed. In addition to the general lighting, the berths are provided with individual electric lights. Electric fans and perfect ventilation insure a plentiful supply of cool, fresh air, while the steam heat for each section is subject to the wish of the passengers occupying that section—a much appreciated innovation.

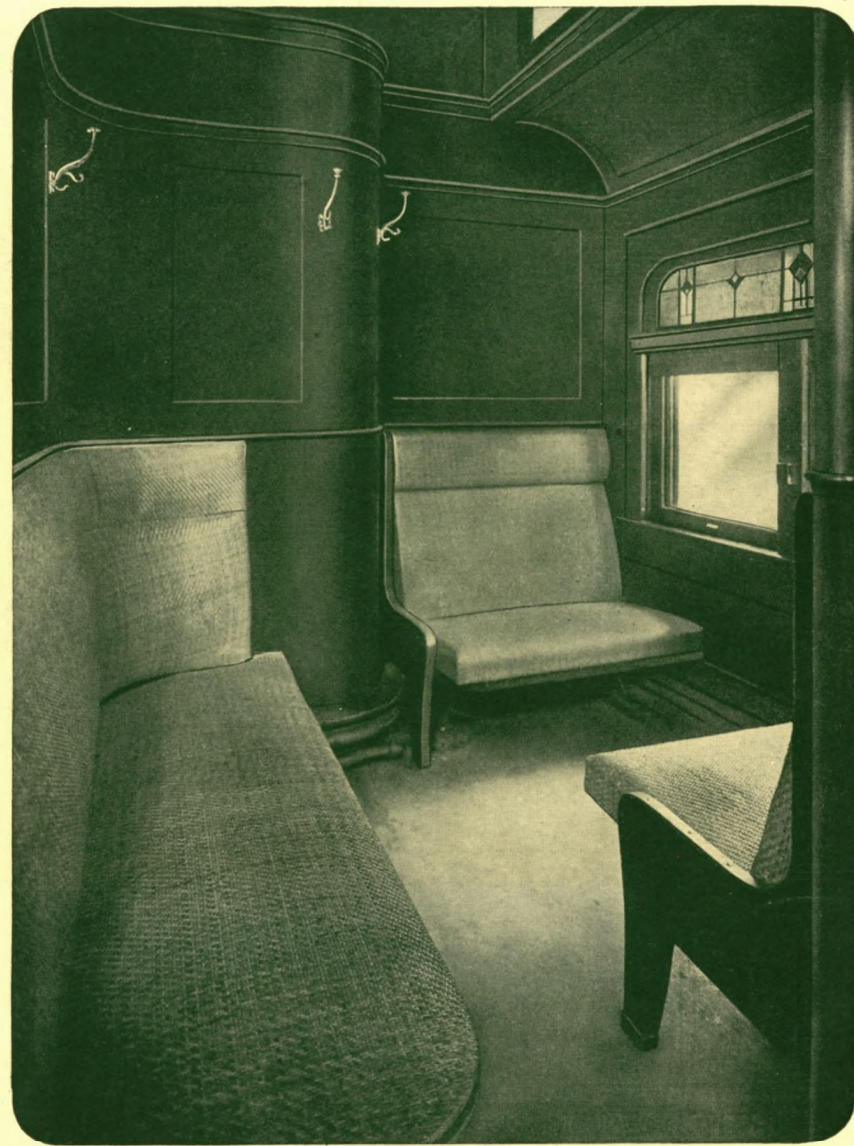






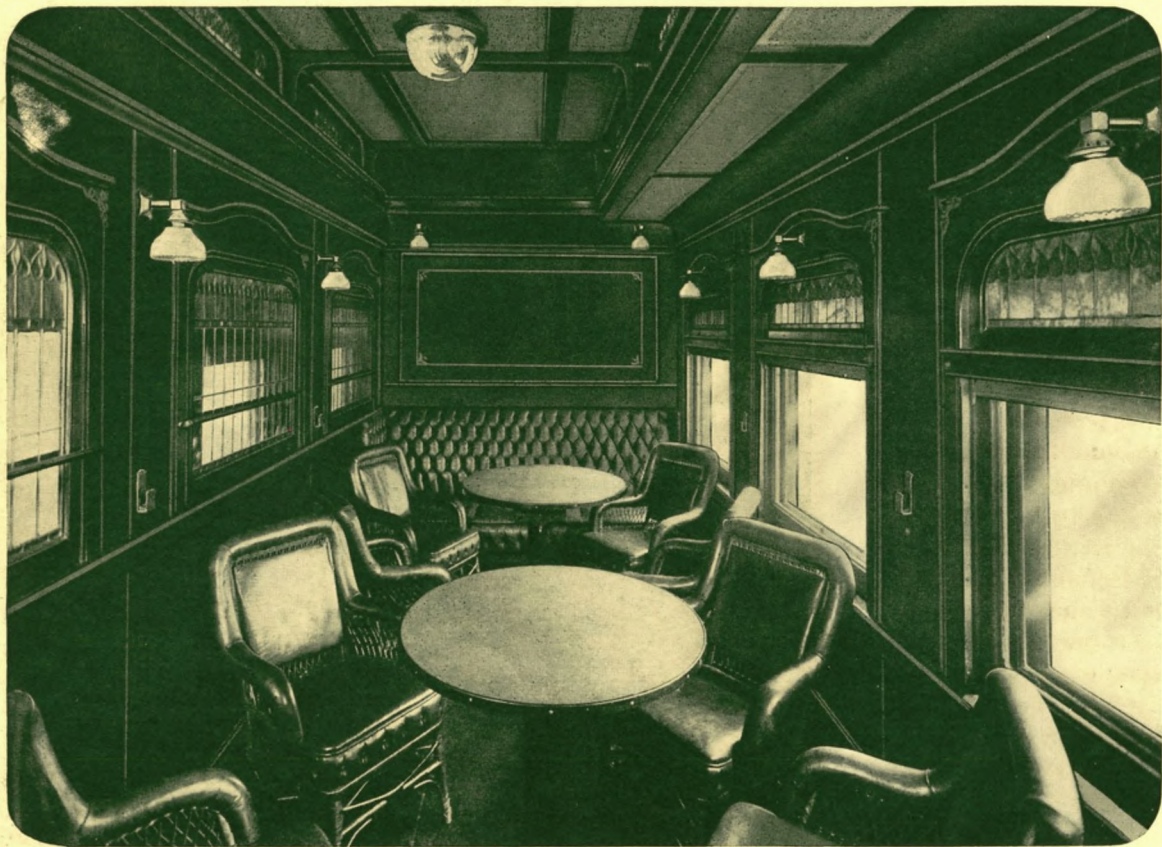
he Olympian" carries Tourist Sleepers of the newest type, large and roomy, finished in

mahogany, upholstered in clean and sanitary rattan, heated by steam, lighted by electricity and provided with the same sleeping accessories and the same size "longer, higher and wider" berths as the Standard Sleeping Cars. Ample lavatories, a large smoking room (an innovation in such cars), a cooking range where tea and coffee may be prepared and light cooking done, and tables which the porter will gladly provide, and on which basket lunches may be served at one's leisure, complete the unusual comforts and conveniences of these cars.



Smoking Compartment, Tourist Sleeping Car





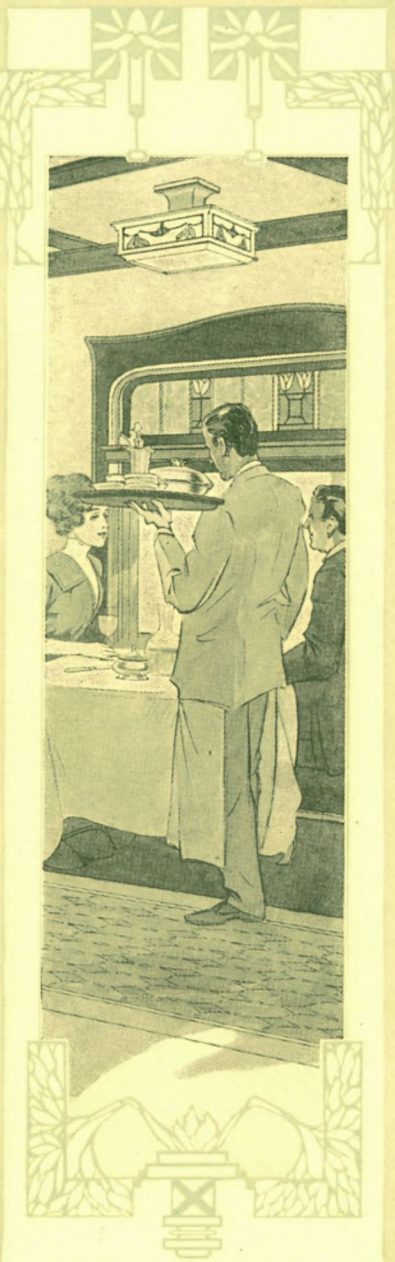
Smoking Compartment, Observation Car



The barber shop, buffet, bath room, smoking-card room, observation-parlor, writing desks, library of classics, fiction and magazines and commodious Observation Platform, are features of "The Olympian's" OBSERVATION CAR, which is the last word in luxury-providing equipment, with a men's club and latest news bulletins en route, and a ladies' parlor, where tea is served free each afternoon. Clothing is pressed, and a telephone enables the busy man to transact business at terminals and principal cities en route.

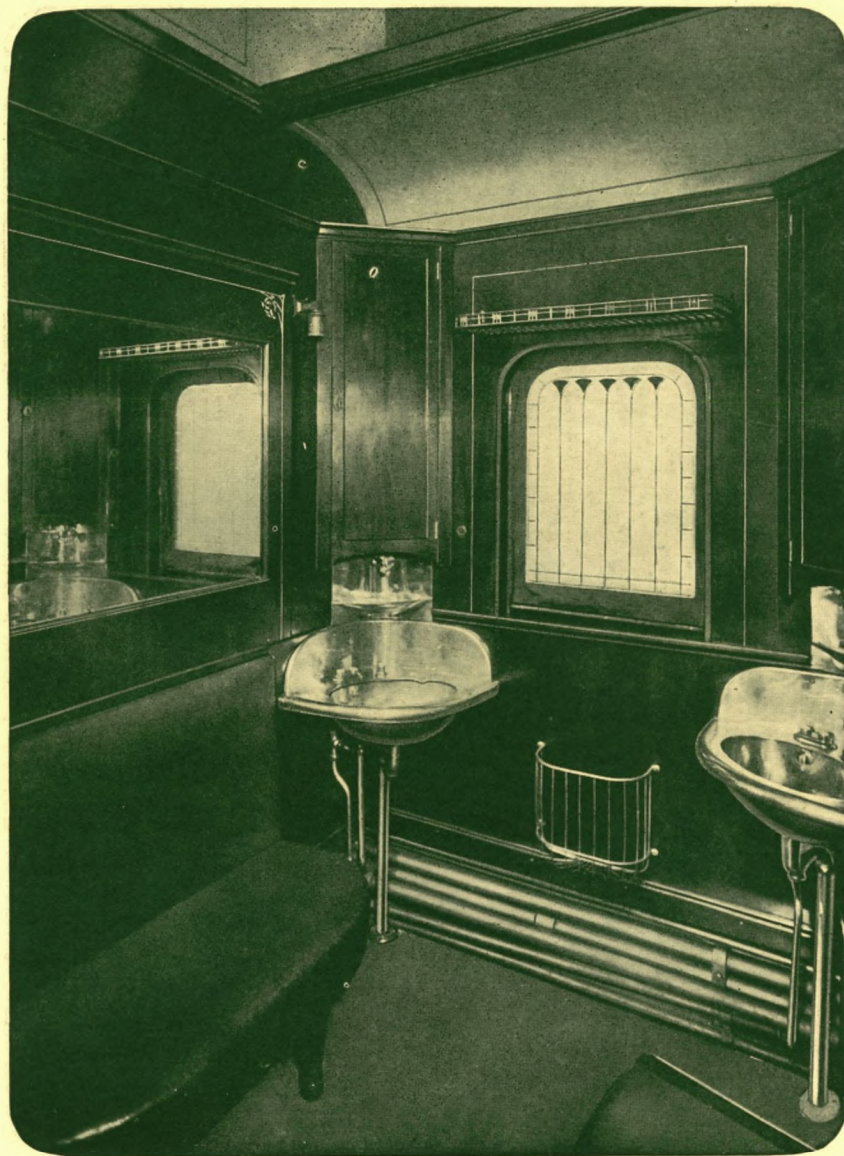






One of the important features of a sleeping car, when used for a transcontinental journey, is

**LAVATORY FACILITIES.** These were most carefully planned, both for the Standard and Tourist Sleeping Cars, having especially in mind that they should be roomy, well lighted and provide ample mirror space, and these particulars were especially considered in planning the women's apartment. Dental lavatories and all other late devices for the travel comfort and convenience of the passenger have been installed on both "The Olympian" and "The Columbian" and great care is exercised to see that the lavatories are kept tidy and scrupulously clean at all times.



Men's Lavatory, Standard Sleeping Car





Compartment, Standard Sleeping Car



he drawing room compartment sleeping cars used on "The Olympian" are provided with

two COMPARTMENTS and one DRAWING ROOM, with private lavatory and toilet conveniences. These apartments are beautifully finished in Cuban mahogany or English walnut. They each contain two berths of the usual "St. Paul" size, while the sofa in the drawing room makes up into a comfortable bed. Each apartment has its individual electric fan, and the occupants control the regulation of the steam heating of the room; a commodious dresser, above which is a full-sized mirror, completes the comfort accessories of these very home-like apartments, which, always being on the right side, have a view unobstructed by passing trains.







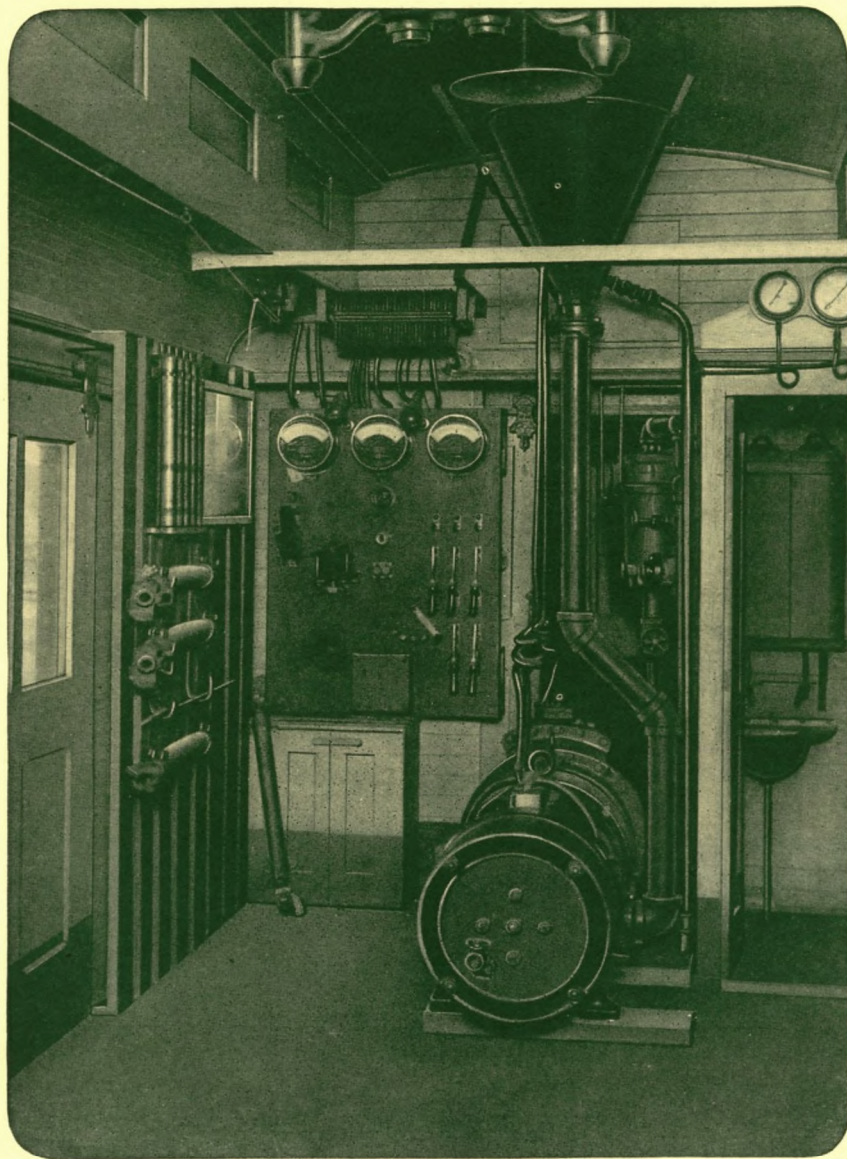
he traveler on "The Olympian" need not forego his customary refreshing morning plunge, or a cleansing bath before retiring. A real luxury, and perhaps the greatest of the many home comforts on this train, is the bathing facilities which are provided in a well-lighted bath room containing a porcelain bath tub with running hot and cold water.

The bath, ever-ready barber, and the attendant waiting to press one's garments enables the traveler on "The Olympian," the most popular train between Chicago and Puget Sound, to arrive at his transcontinental destination as spick and span and as free from travel stain as when the journey began.



The Bath Room

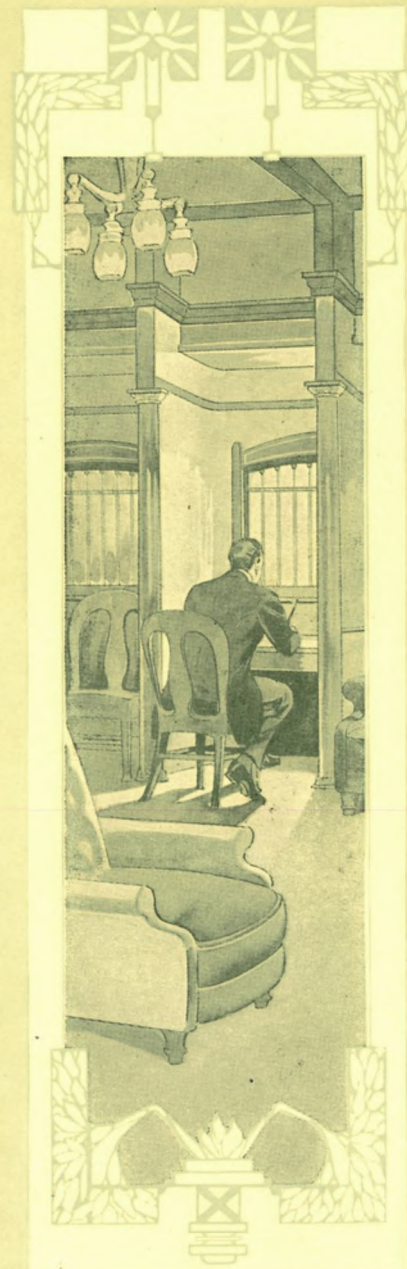




The Electric Dynamo



he Olympian" and "The Columbian" are electric-lighted throughout by the dynamo system (the most satisfactory of all methods of modern car lighting), which, with a supplementary storage system of batteries in each car, insures a brilliant, steady light at all times. An electrician accompanies the train to see that the lighting system is always in perfect operation. Both trains also carry a vacuum cleaning outfit in charge of a uniformed employe and all cars are vacuum cleaned every day while en route, as well as at terminals, so that there is an entire absence of dirt and dust at all times and the transcontinental journey is ended as begun—in clean, sanitary cars.





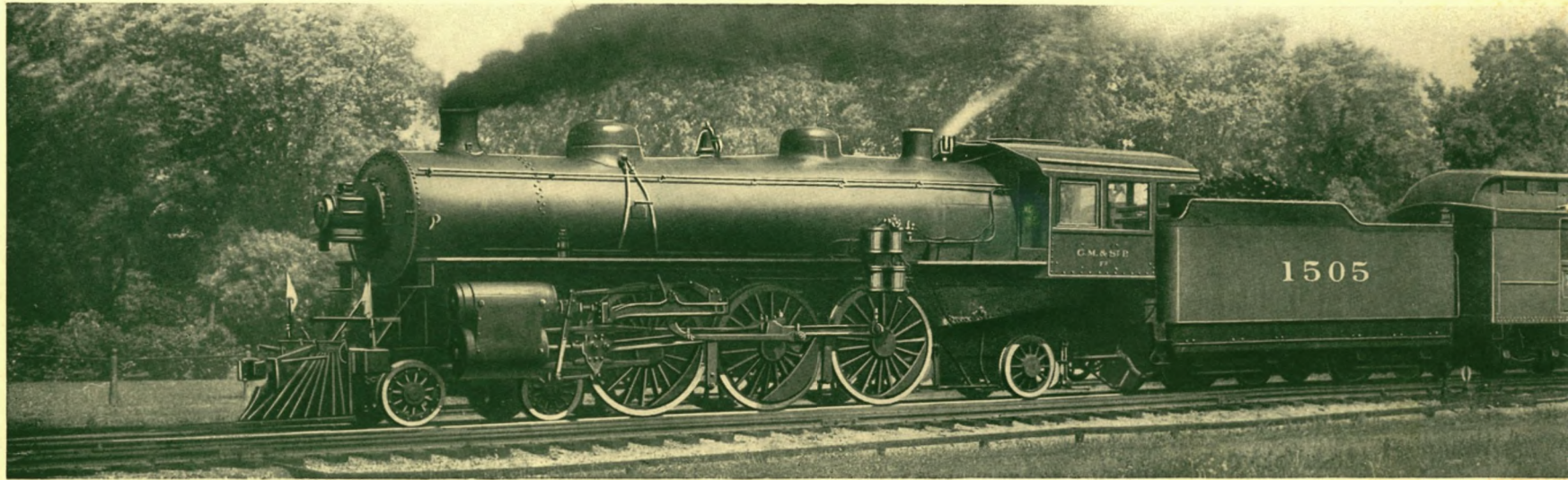


En Route over "The Shortest Line"

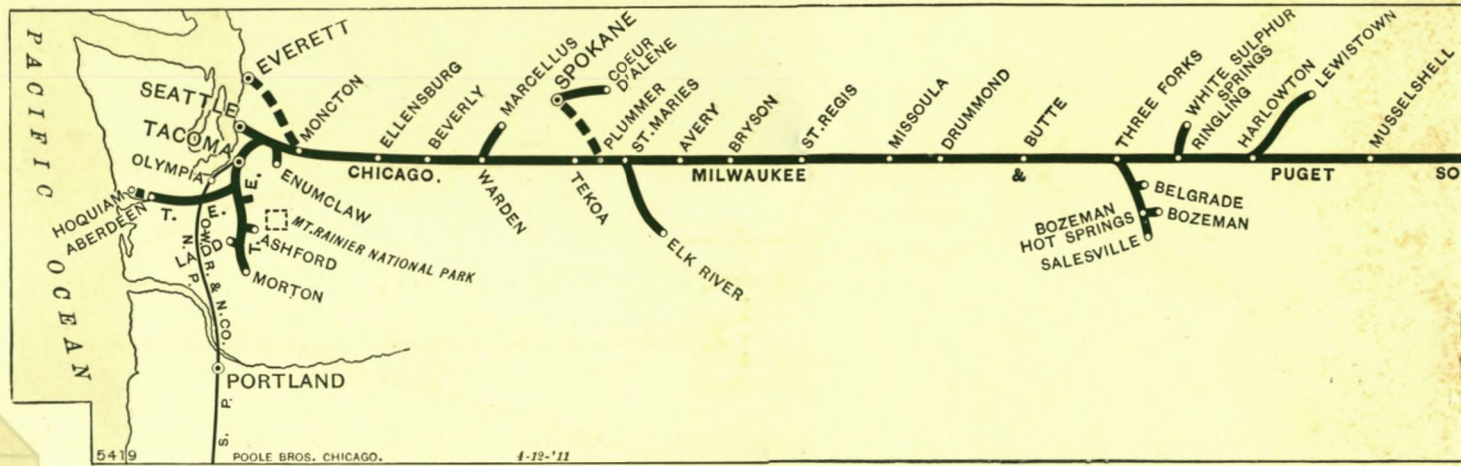


Eighty-five-pound steel rails, rock ballast, a solid roadbed, block signals throughout the entire line, superior equipment, and the most powerful locomotives, combine to insure the maximum of safety, absence of dust, and an easy, comfortable journey. The one ownership and management of the entire line from the Great Lakes to the Pacific Coast insures a uniform service of the "St. Paul" standard of excellence, which contributes greatly to the passenger's comfort en route.

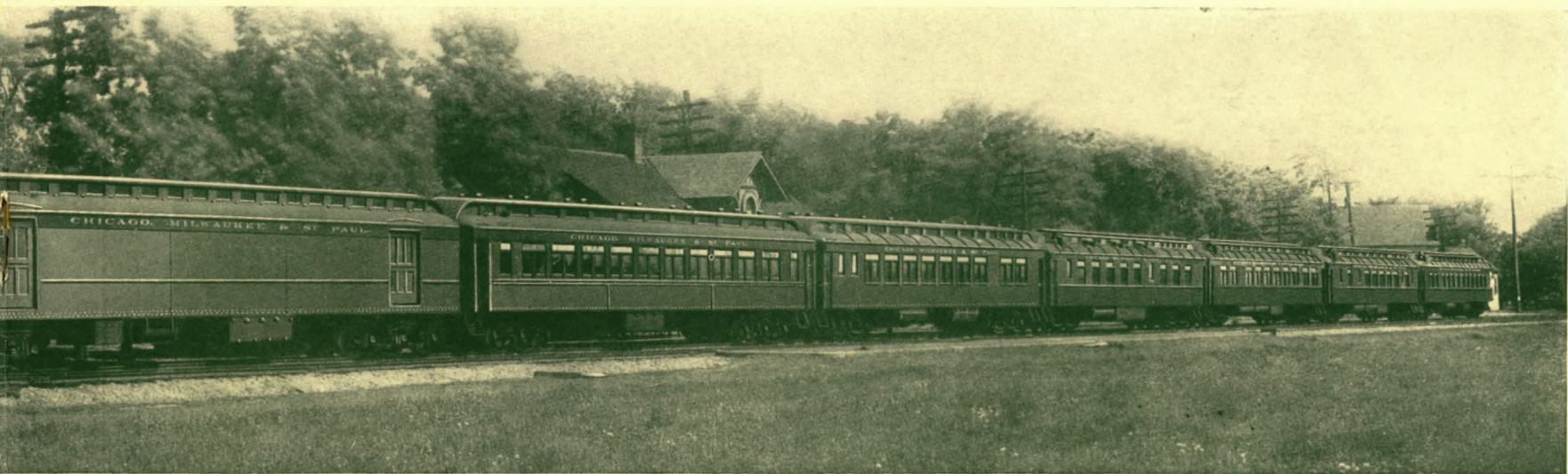




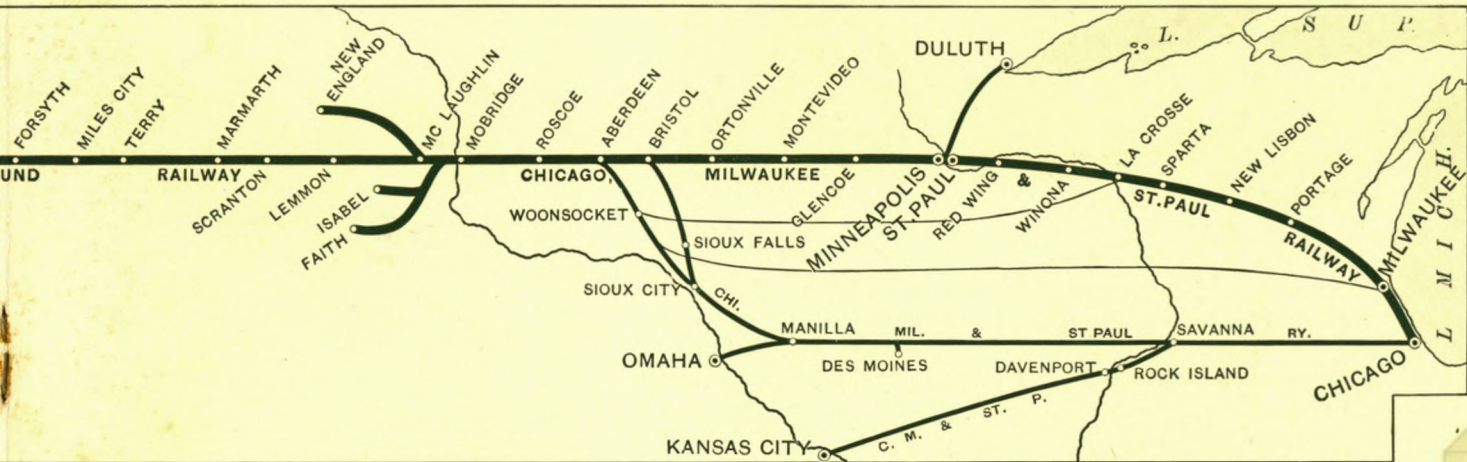
"THE OLYMPIAN" en Route Ch







Chicago to Seattle and Tacoma.







Steel Bridge, Missouri River, Mobridge, S. D.

In the building of the new line, man has provided for the traveler all that a superlative regard for his comfort, convenience and safety could conceive, but it remained for Nature to provide for the traveler's enjoyment en route, scenery such as seldom falls to his lot to enjoy in so short a journey anywhere on earth.

Ranging from the pastoral and quietly picturesque to the sublimely grand, it is unequalled on any other transcontinental route.







Eagles' Nest Tunnel, Montana Canyon



virgin forest and boundless prairie, rugged peak and sylvan glade, quiet meadow brook and boiling mountain torrent — all contribute their share to the constantly changing panorama of Nature's handiwork.

The Indian in his native habitat and the white man crowding past the last frontier are to be seen side by side. The wilderness is being transformed before the very eye of the traveler and the advance of civilization is seen on every hand.





Sixteen Mile Creek,, Montana



an in his effort to wrest the riches of Nature from Mother Earth is seen in his every activity—the manufacturer of the eastern city gives way to the truck farmer and the dairyman of the rolling farms of Illinois and Wisconsin, and he to the grain king of the vast bonanza farms of the North; the stockman roaming the fertile ranges with his vast herds of sheep and cattle, the so-called “dry” farmer gaining a livelihood where none was thought to be, the irrigator with his canals and reservoirs







Box Canyon, Montana

and intensive methods of farming, the miner, burrowing in Earth's richest copper mines, the orchardist with his fabulous fortunes from miniature farms, the lumberman taking toll from Nature's mightiest forests, and the fisherman exacting vast tribute from the sea—all these are to be seen along the new line between the Great Lakes and the Pacific Seas.

The route of the new line is also rich in historic interest, for while the ancient trails are largely obliterated, sites made famous by Lewis and Clark and other early explorers, and battlefields made sacred by the blood of the intrepid Indian fighter, are frequently seen.





Clear Creek Bridge, Bitter Root Mountains



From Chicago the route of "The Olympian" and "The Columbian" lies northwest to La Crosse, Wis., thence along the picturesque Mississippi to St. Paul and Minneapolis. The golden grain fields of Minnesota and South Dakota are crossed, and soon the city of Mobridge on the "Big Muddy" is reached, and here actually begins the new steel trail which at this point crosses the Missouri River on a superb new steel bridge which cost approximately two million dollars.







Coeur d'Alene Mountains and "The Shadowy St. Joe" River



From Mobridge the new line crosses the Standing Rock Indian Reservation, and after skirting the "Bad Lands" of North Dakota, passes into Montana, the "Treasure State," to cross which seven hundred and fifty-six miles of travel are required. Montana fairly teems with opportunity for the newcomer, the valleys of the Yellowstone and Musselshell Rivers, Bitter Root and Missoula Valleys, Judith Basin and many other districts, famous for irrigation, "dry" farming, fruit growing and grazing being traversed by



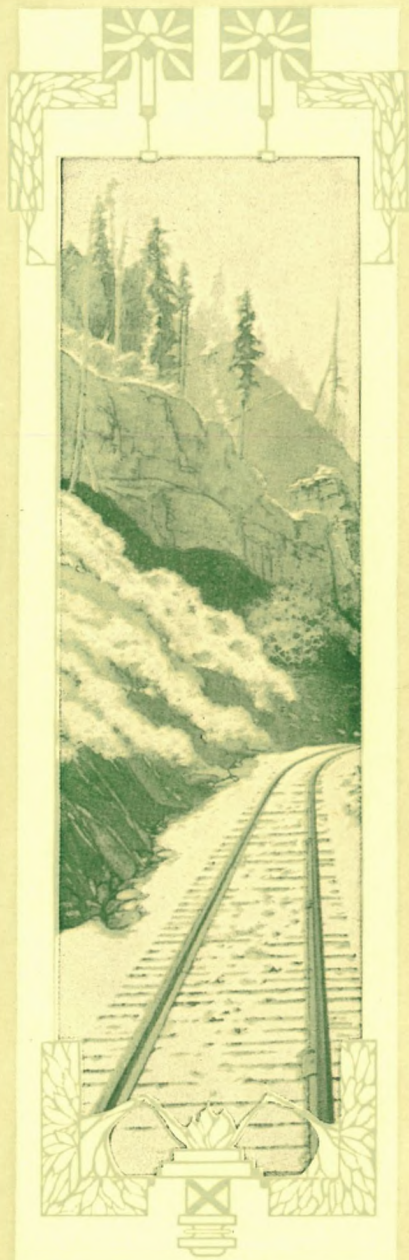


Commonwealth Creek, Cascade Mountains

or tributary to the new line, while the mighty Rockies furnish for hundreds of miles the most magnificent scenery, which reaches its greatest grandeur and beauty in the Bitter Root Range, and of which the pictures shown herein give an all too inadequate idea. Just before passing through Butte, the greatest copper camp in America, the new line reaches its highest elevation, 6,322 feet above sea level, and pierces the Continental Divide through Pipestone Pass tunnel; here Coast meets Coast, for on the one hand flow the waters bound for the distant Atlantic, while on the other flow the streams which reach the nearer Pacific.







**C**rossing the panhandle of Idaho, with continuously splendid scenery of mountain peaks, narrow gorges, lakes and rivers, the new line enters the State of Washington just south of Spokane, and passes through the rich Palouse grain country, soon giving the traveler his first view of Mt. Rainier, that snow-capped sentinel of the North Pacific Coast; at Beverly the strange and majestic Columbia River is crossed on a new sixteen-span one-million-dollar steel bridge and traversing the Kittitas Valley, one of the choicest fruit districts of the State, and passing lovely Lakes Kachess and Kacheelus, a veritable fisherman's paradise, the line, ever climbing, soon reaches the summit of the Cascade Range.



Upper Twin Falls, Snoqualmie River, Wash.





Nisqually Canyon, Wash.



he thrillingly picturesque and beautiful scenery of the forest-clad Cascades, with their towering peaks, thundering waterfalls and rushing rivers, is a fitting scenic climax to the transcontinental journey; from Snoqualmie Pass, where the line crosses the summit, the route drops quickly down through the beautiful canyons and valleys of the Snoqualmie rivers, and soon Pacific tide water is reached at the sister cities of Tacoma and Seattle, the Puget Sound termini of the new line. Here also the trains of the new line meet the steamers of its Trans-Pacific connection, the Osaka Shosen Kaisha, and exchange the products of the Occident and the Orient.



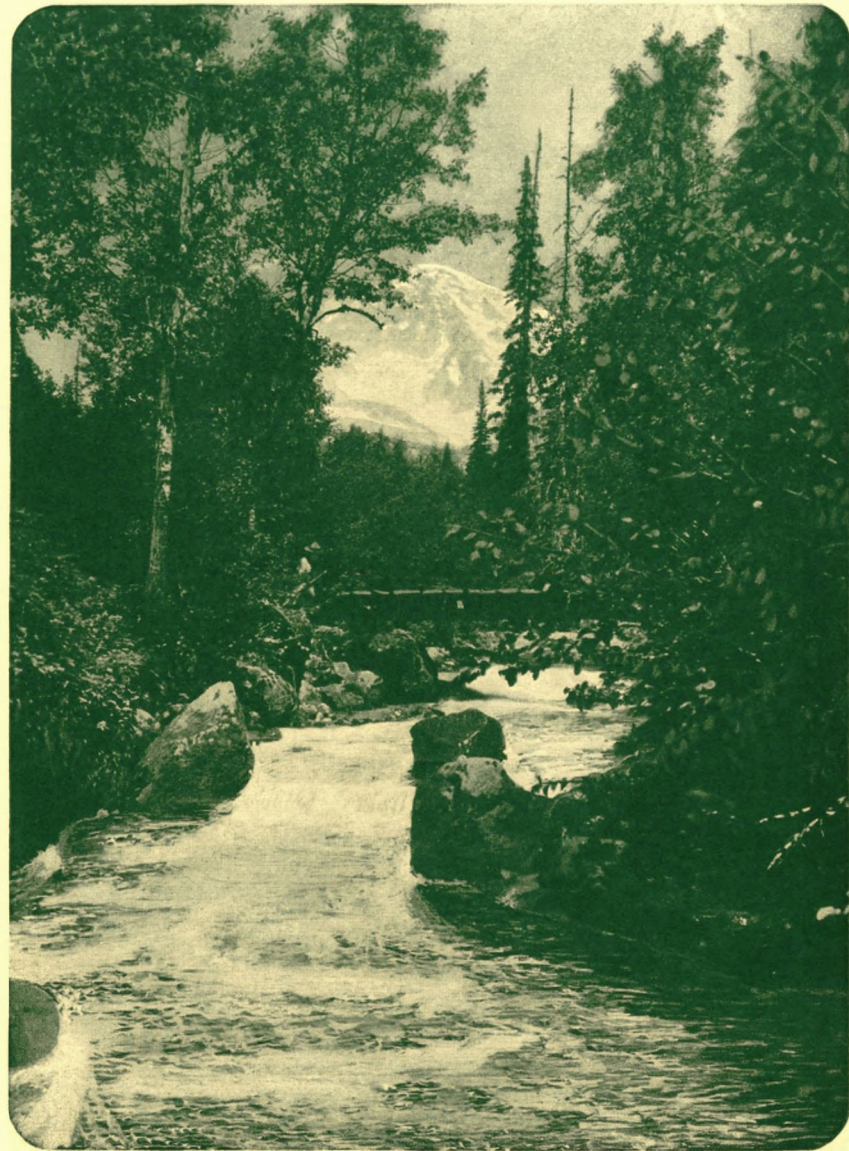




**M**t. Rainier,  
snow-  
capped,  
glacier-  
covered,  
and pierc-  
ing the sky  
at an alti-  
tude of

14,526 feet, the highest peak, outside of Alaska, in the United States, is the predominant feature of Rainier National Park, well named the "Wonderland of the Cascades," and destined soon to be one of the most popular outing spots in America.

This natural park, a beautiful region of mountain streams, lakelets, timber-covered slopes, cliffs, canyons and glaciers, with a general elevation of 6,000 feet, is reached from Tacoma by a short branch of the new line, the Chicago, Milwaukee & Puget Sound Railway, which also operates Rainier National Park Inn, a modern hotel at the base of Mt. Rainier.



Mt. Rainier, Washington



**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 St. . . . . G. E. CHASE, 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. MURDOUGH, Trav. Passenger Agent  
 CLEVELAND, OHIO, 907 Euclid Ave. . . . . E. G. HAYDEN, Trav. Passenger Agent  
 DALLAS, TEXAS, Slaughter Bldg., 1017 Main St., J. B. MARSHEL, Commercial Agent  
 DAVENPORT, IOWA, 303 Brady St. . . . . P. L. HINRICH, 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  
 HELENA, MONT., Montana Club Bldg. . . . P. H. SCANLAN, Commercial Agent  
 HOUGHTON, MICH., 78 Shelden St. . . . . H. E. STEWART, Commercial Agent  
 KANSAS CITY, MO., 907 Main St. . . . . G. L. COBB, Southwestern Passenger Agent  
 LIVERPOOL, ENG. { 18 Chapel St. }  
 { 9 James St. } . . . . . J. JACKSON & SONS, European Agents  
 LOS ANGELES, CAL., 130 W. Sixth St. . . . . D. T. BERRY, Commercial Agent

MADISON, WIS. . . . . W. W. WINTON, District Passenger Agent  
 MASON CITY, IOWA . . . . . W. F. CODY, Division Passenger Agent  
 MILWAUKEE, WIS., 400 E. Water St. . W. J. BOYLE, General Agent Pass'r Dept.  
 MINNEAPOLIS, MINN., 328 Nicollet Ave., C. R. LEWIS, City Pass'r and Ticket Agent  
 Metropolitan Life Bldg. . . . . A. S. WILLOUGHBY, Division Passenger 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., 1612 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 South Main St., H. H. HUNKINS, Trav. Pass'r Agent  
 SAN FRANCISCO, CAL., Flood Bldg., 22 Powell St. { L. E. STANTON, General Agent  
 { C. H. MILES, Dist. Pass'r Agent  
 SIOUX CITY, IOWA . . . . . C. N. CURTIS, Division Passenger Agent  
 ST. LOUIS, MO., 213 Frisco Bldg., Ninth and Olive Sts. . . H. G. SELBY, Com'l 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

J. H. HILAND, Vice-President,  
CHICAGO

F. A. MILLER, General Passenger Agent,  
CHICAGO

















