

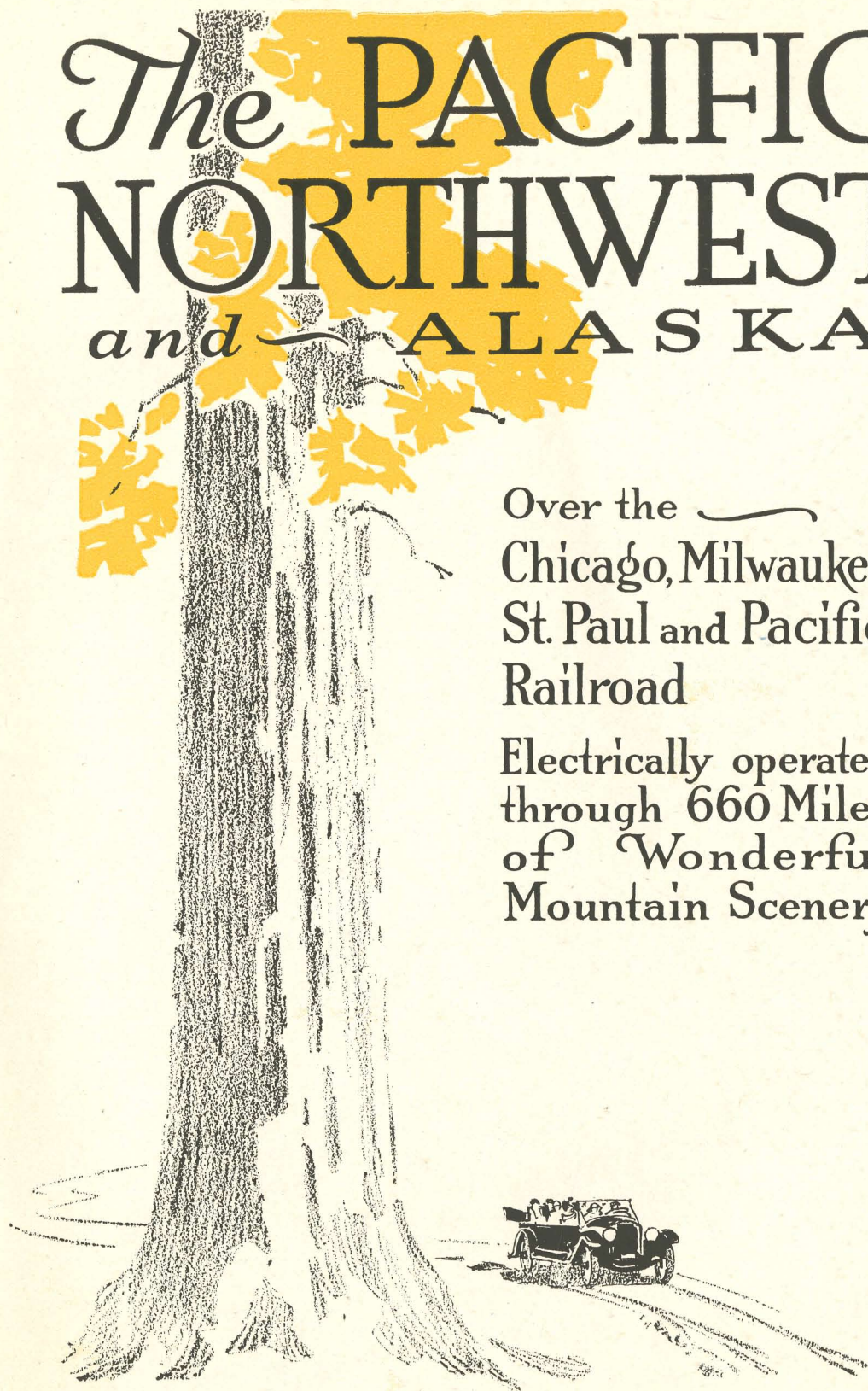
The
PACIFIC
NORTHWEST
and — ALASKA

Via —
*The World's
Longest
Electrified
Railroad*

The PACIFIC NORTHWEST *and* ALASKA

Over the —
Chicago, Milwaukee
St. Paul and Pacific
Railroad

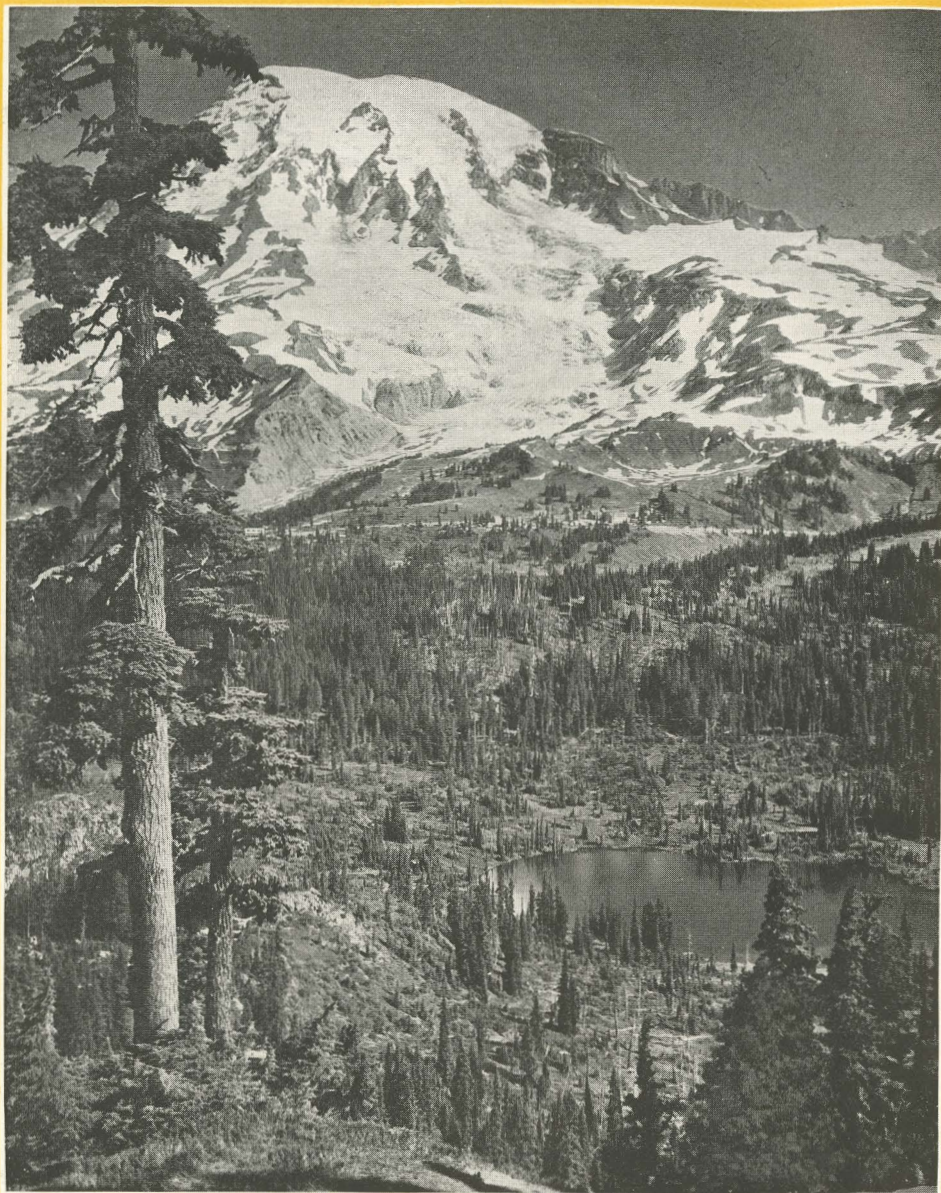
Electrically operated
through 660 Miles
of Wonderful
Mountain Scenery







The MILWAUKEE ROAD



*It is the most amazing region in America
... the highest snow-peaked mountains
... boulder strewn and thickly forested
slopes ... glacier fed lakes and streams
... flower sprinkled valleys ... all bound
together by the mysterious charm of the
spirit of the Pacific Northwest*

THE PACIFIC NORTHWEST AND ALASKA



THE Pacific Northwest is the most amazing region of America. Until you have seen this region and know its varied charms, you do not know America. From the eastern boundary of Montana to the waters of the Pacific, it embraces a wide diversity of temperature, moisture and topography. Diversity of soil content also plays its part. The result is landscapes of such variety in vegetation, colors, contours and horizons as to lift the journey through this country out of the commonplace and make of it "a thing of beauty and a joy forever."

The approach to this region through Wisconsin, along the beautiful Mississippi, across the Minnesota lake region lying west of St. Paul and Minneapolis, and the rolling agricultural lands of South and North Dakota, brings the traveler by easy stages to the great plains which (from the Twin Cities, in fact) rise gently to the Rocky Mountains.

These mountains mark the beginning of a rugged, lightly-timbered country, a mixture of boulder-strewn mountain slopes, snow-capped peaks and small valleys watered by swift-moving mountain streams, all bound together by a mysterious and appealing charm. This is the backbone of the continent. From its sides the waters flow to the Gulf and to the Pacific in two of the world's mighty streams, the Mississippi and the Columbia.

Toward the setting sun the browns and the tans of the plains gradually take on flecks and splotches of green as groups of trees and growing crops dot the landscape. The speeding wheels bring more and more of the restful green as forests and cultivated fields increase in number.

Big Belt Mountains, the first of the Rockies, is crossed at Loweth, Montana, elevation 5,788 feet. Twenty-two miles

westward the entire length of Montana Canyon is traversed, a narrow and tortuous twenty-five miles of fantastic walls, sheer precipices and gently receding slopes, here rock-strewn, there soft with waving grasses, now gray and forbidding, now brightly colored and gay, which all too soon are left behind.

Emerging from the canyon, Three Forks is soon at hand. Here comes the Jefferson, the Madison and the Gallatin rivers to unite their waters in the Missouri. Across this fertile valley Lewis and Clark found their way in that laborious but momentous trek to "where rolls the Oregon."

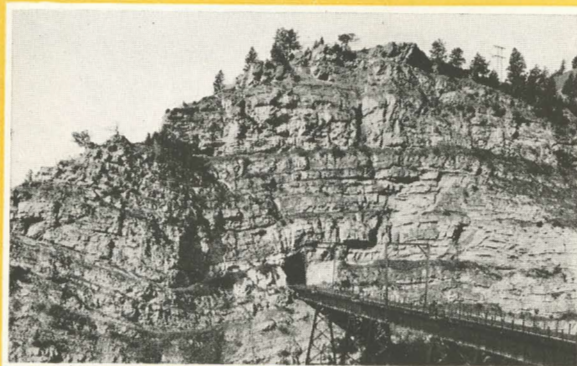
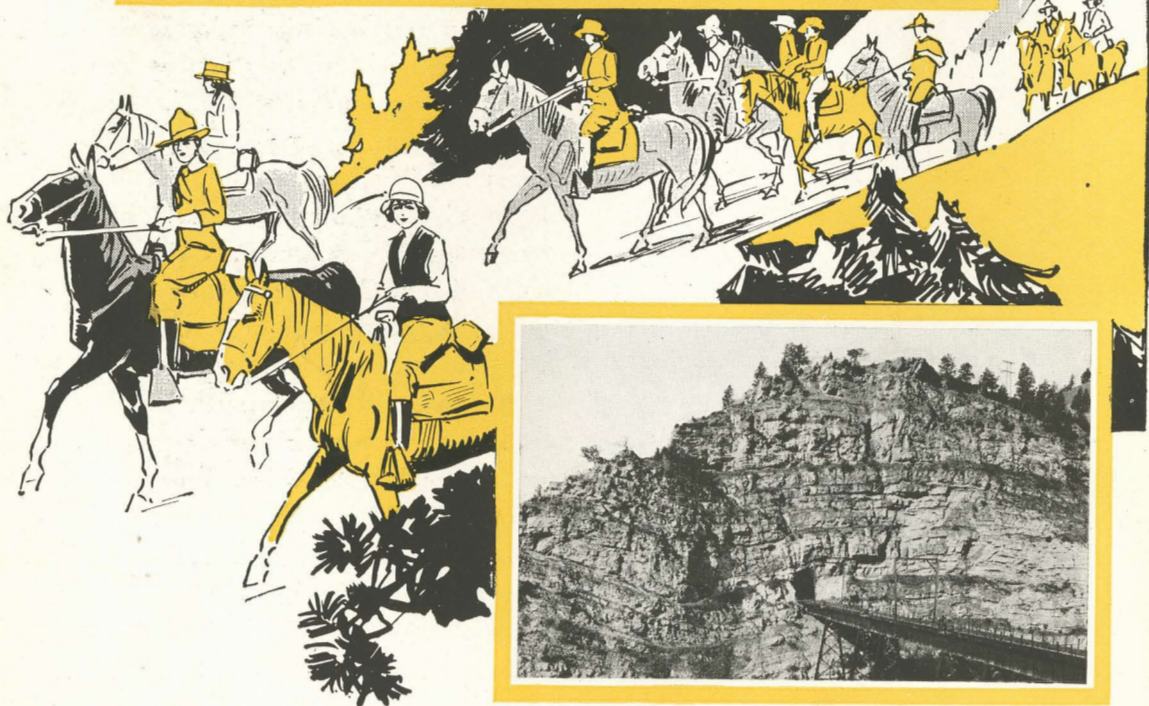
From Three Forks a branch line leads south to Gallatin Gateway, the point of departure for Yellowstone Park via the West Gallatin Canyon, the new and beautiful way to the park of wonders.

Soon after leaving Three Forks for the west, the iron trail leads through Jefferson Canyon, a deep and beautiful passage carved by the Jefferson River. From the Canyon a climb is once more necessary, this time through Pipestone Pass tunnel and over the summit of the Rockies at an altitude of 6,335 feet. The fifteen-mile descent into Butte now begins. Most of the way down this mountainside, the city

The MILWAUKEE ROAD



*Milwaukee
Road
electric
locomotives
in the
mountains
... no soot,
no smoke*



*... and at different times the
route disappears in the folds of
the mountains*

THE PACIFIC NORTHWEST AND ALASKA

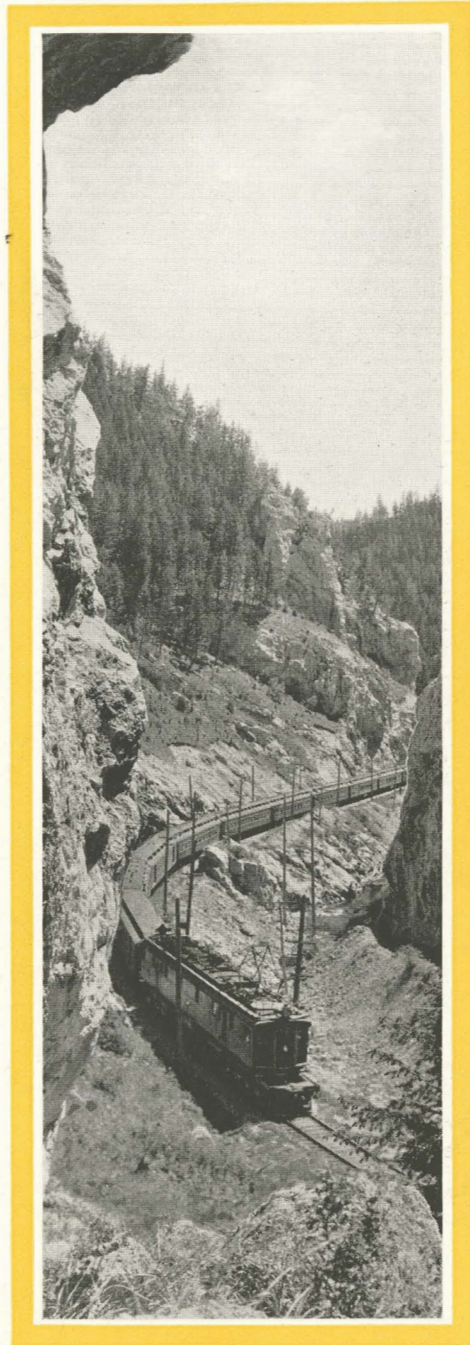
is plainly visible. Here, high in the heart of the Rockies, lies the great copper camp of the world. Settled in 1863 as a gold placer camp, it has since developed into a copper-producing center that gives the world 300,000,000 pounds of copper yearly.

Ten miles beyond Butte, the road turns north and crosses Deer Lodge Valley, following the Silver Bow, which has changed its name to Deer Lodge. In the midst of this valley lies the city of Deer Lodge. Here The Milwaukee Road maintains division headquarters and extensive shops. The Montana state prison is located here also.

A few miles further on the Deer Lodge River becomes the Hell Gate and enters Hell Gate Canyon, whose beauty was marred by sanguinary conflicts between Indian tribes occupying the valleys at either end in years long since gone by.

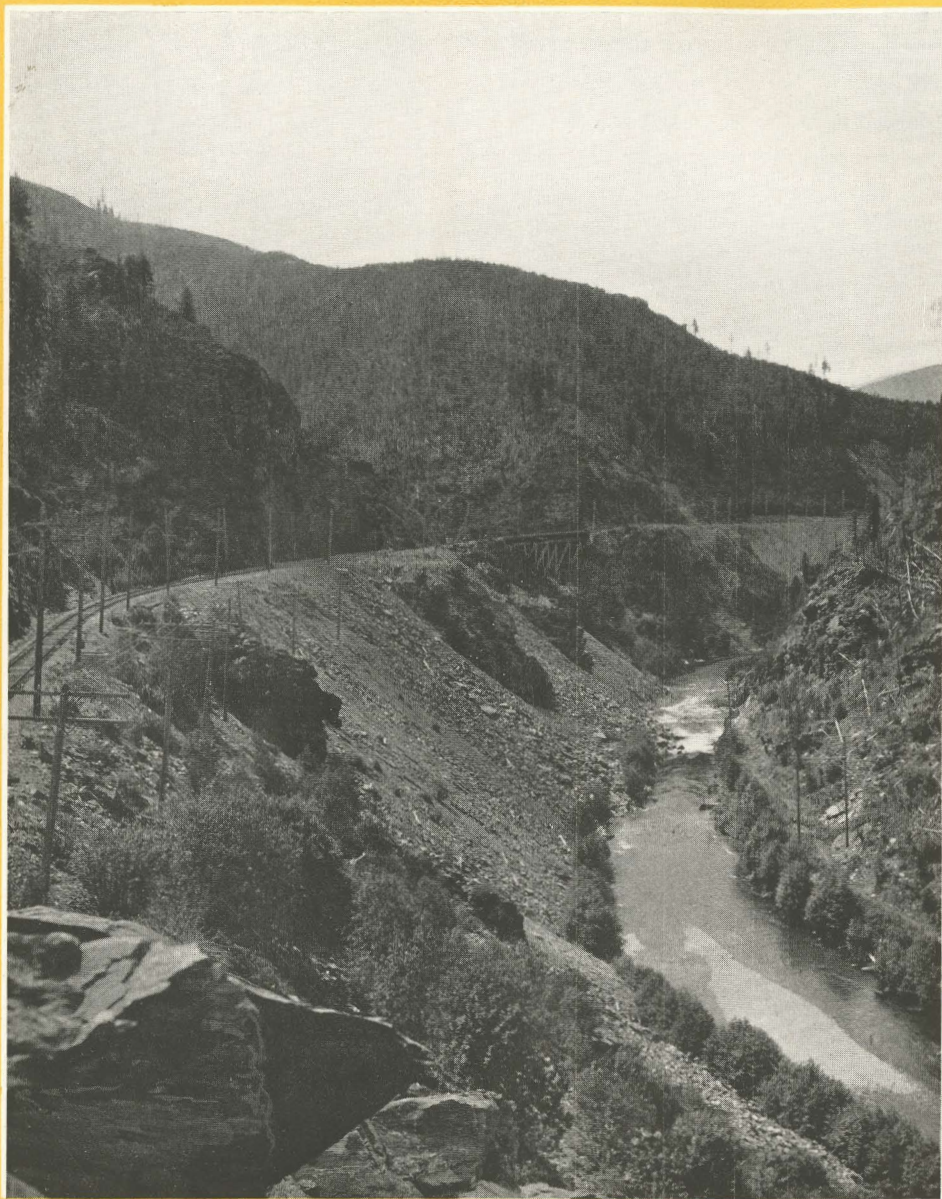
At the western entrance to Hell Gate Canyon lies Missoula, a charming city, seat of the Montana State University, and commercial center for Missoula Valley, Bitter Root Valley to the south, Big Blackfoot and Clearwater valleys to the northeast and the rugged and magnificent Flathead Lake country to the north and west.

West of Missoula, the railroad crosses and re-crosses the Clark Fork River. At St. Regis the road, seeking a route over the Bitter Root Range, follows the St. Regis River on a long and winding climb,



Montana Canyon . . . a narrow and tortuous rock strewn twenty-five miles of fantastic walls and sheer precipices

The MILWAUKEE ROAD



*... down the western slopes
of the Bitter Root Mountains
run sparkling streams which
farther on lose their rollicking
mood and merge into broad
placid rivers*

THE PACIFIC NORTHWEST AND ALASKA

at the summit passing from Montana, through St. Paul Pass tunnel, into northern Idaho.

With these mountains has come more moisture and heavier forests made up of a larger proportion of deciduous trees, good to look at in spring and summer, but in autumn colors, beautiful beyond description against their varied background. Down this western slope run sparkling streams which farther on lose their rollicking mood, and merge into broad, placid streams which finally lose themselves in the many lakes of this out-of-door paradise. This is the "Shadowy St. Joe" country, long noted for the beauty of its forest-clad hills and its placid streams whose serene and burnished surfaces reflect fluffy cloud, azure sky and tree-fringed shore perfectly.

In the midst of this region lies St. Maries, Idaho, the take-off for the branch line leading southward through a heavily wooded country to Elk River, and beautiful Lake Chatcolet, a mountain gem along whose shores the railroad "wends its way."

As these lakes are left behind there is a gradual thinning of forest due to decreased rainfall. The Washington border is crossed and soon Spokane, an attractive city on the river of that name, is in sight.

This is the beginning of a dry belt that reaches to the Cascade Mountains. The annual rainfall varies from 25 inches on the eastern and western edges to less than 6 inches along the Columbia River. In this section, however, lies the great wheat and orchard districts of the far west.

Ellensburg, a growing city and center

of a famous agricultural region known as the Kittitas Valley, is found on the western side of this dry belt, in the foothills of the Cascade Mountains.

The Cascades form the eastern boundary of an entirely different section, the Puget Sound country. These mountains are heavily timbered. The warm, moisture-laden winds of winter are caught by this range and their content appropriated in the form of snow and rain. The result is a beautiful, once seemingly endless forest of evergreen, filled with mountain streams which find their way down in countless cascades, the characteristic from which the range has been named. In these mountains lie the major portion of the great water-power possibilities of Washington which contains one-sixth of the entire national water-power resource.

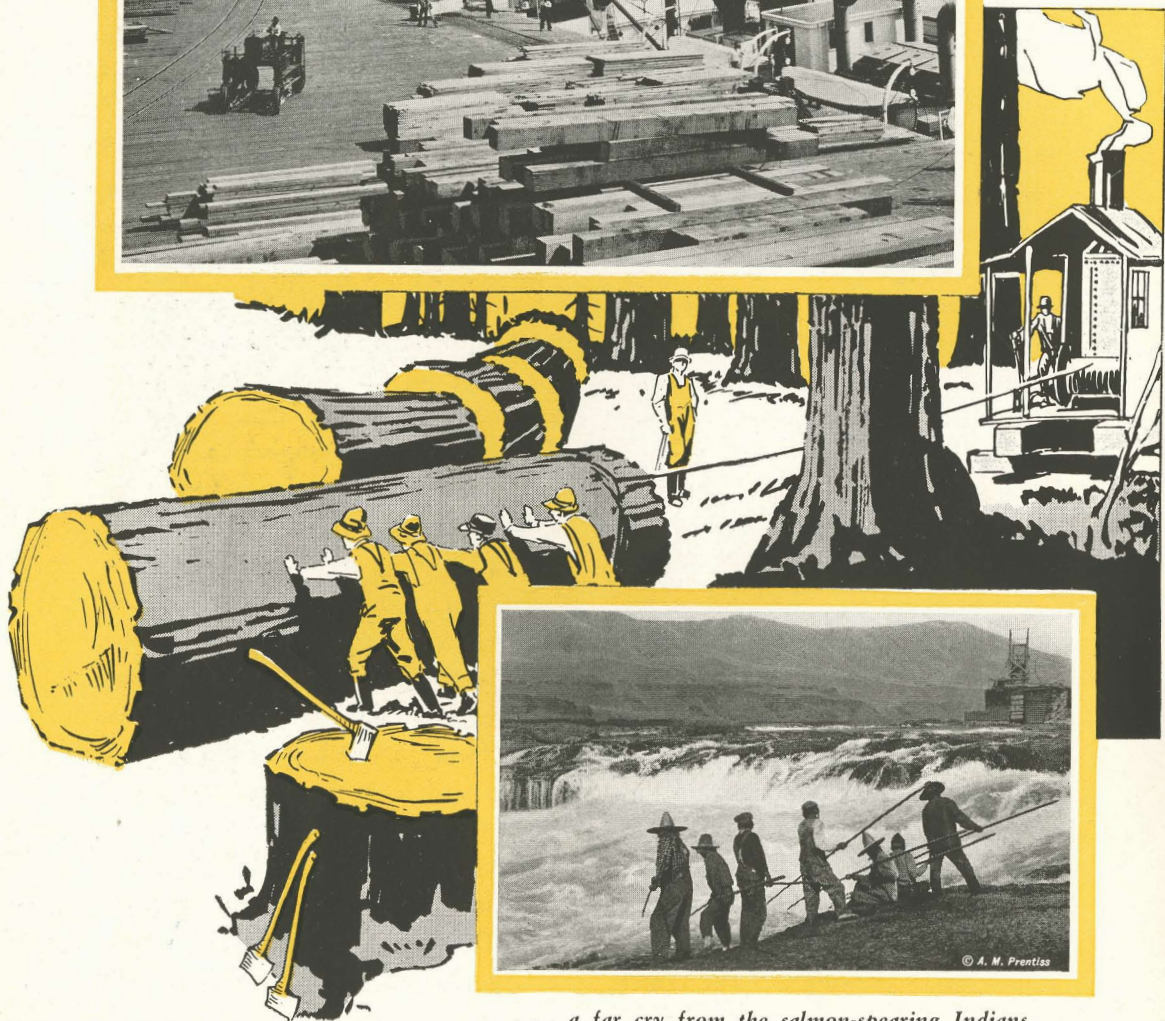
Ascending the eastern slope of this range, the roadway skirts the shore of Lake Keechelus, one of the great reservoirs in which are impounded the waters for irrigating the Kittitas and Yakima valleys. The summit is pierced by the Snoqualmie tunnel, slightly more than two miles long, and the western slope spreads before the traveler, a sea of green forests.

It is but a brief ride on into Seattle and Tacoma, on tidewater. From these cities the Olympic Mountains, with their jagged, snow-clad skyline, mark the last west. They form the western shoreline of Puget Sound and look out upon the mighty Pacific. Distance lends to these mountains no enchantment which intimate contact diminishes. They fulfill every promise. Beautiful, restful, alluring, exhilarating, absorbing, quiet, remote, friendly,

The MILWAUKEE ROAD



*Gigantic
lumber
industries
thrive on the
output of
the mighty
forests . . .*



*. . . a far cry from the salmon-searing Indians
to the world-feeding salmon canneries*

THE PACIFIC NORTHWEST AND ALASKA

they beckon the beholder and captivate him for his own good.

Beyond these mountains lie Alaska and the Orient.

The Pacific Northwest proper (Oregon, Washington, northern Idaho and British Columbia) is divided into two distinct sections by the Cascade Range.

East of the Cascades lies a dry belt, generally rolling and thinly timbered except on its extreme eastern and western edges. Within this belt 30,000,000 bushels of wheat are raised annually and approximately 50,000 carloads of fruit, potatoes, hay and other agricultural products are shipped annually therefrom.

West of the Cascades lies a district with a moist climate, mild in winter, cool in summer, heavily timbered and filled with lakes and streams.

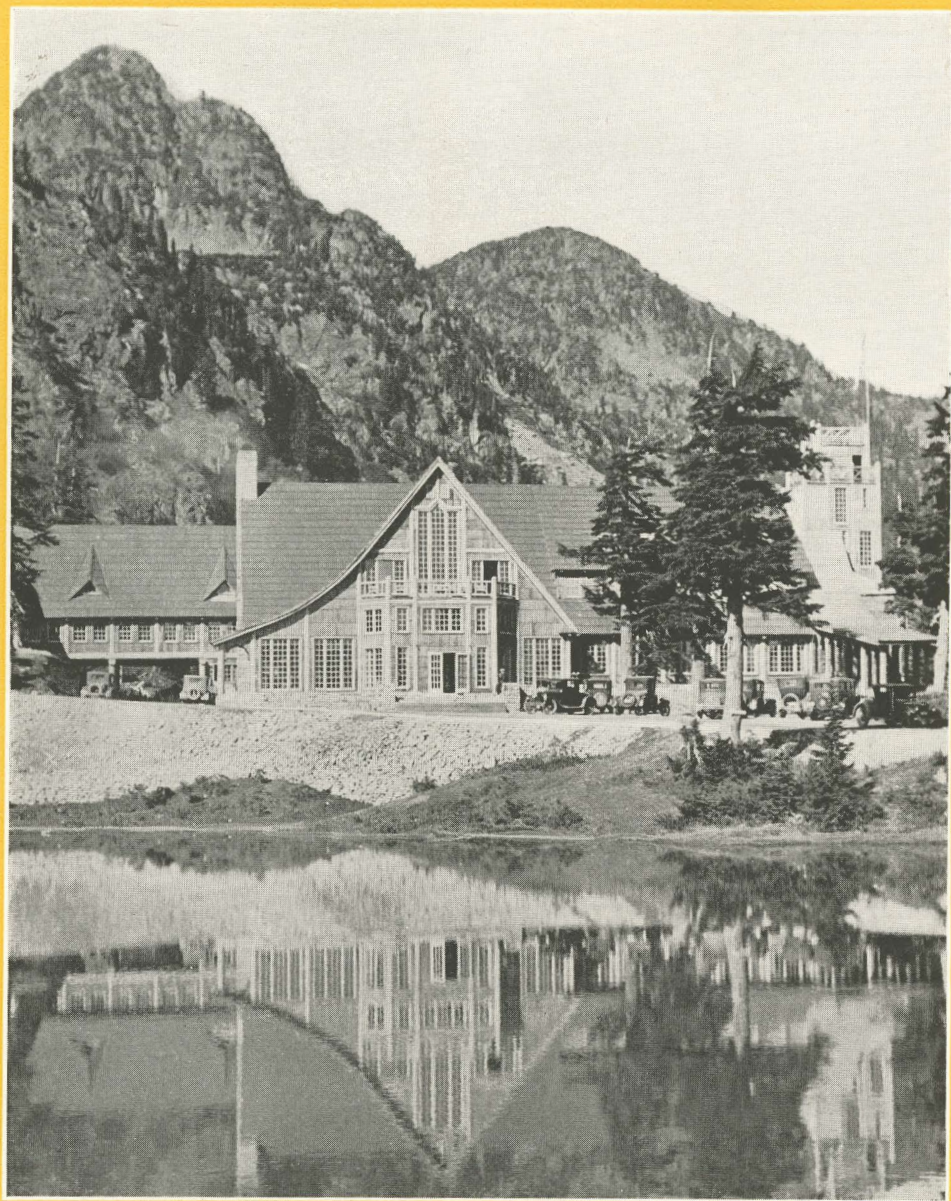
In this range are some of America's finest individual peaks: Mt. Hood, 11,225 ft.; Mt. Adams, 12,307 ft.; Mt. St. Helens, 9,627 ft.; Mt. Baker, 10,750 ft.; and glorious Mt. Rainier, (Tacoma) 14,408 ft. above sea level. There are also Mt. Shuksan, the Three Sisters, Washington and Jefferson, ranging from 8,000 feet to 10,500 feet in elevation. In the Olympics are many fine peaks, the highest being Mt. Olympus, 8,200 feet above the sea.

Puget Sound, a deep body of salt water, reaches far into the northwestern corner of Washington. Its many bays and inlets produce a series of fine harbors. Add these to the many wooded islands that dot



. . . twenty-six million acres of trees, mostly Douglas fir that measure 10 to 12 feet in diameter

The MILWAUKEE ROAD



. . . on the shores of lakes, at the forest's edge and near the glacier's foot are splendid hotels and chalets reached by good roads . . . Mt. Baker Lodge is thoroughly modern and has attracted much favorable comment

THE PACIFIC NORTHWEST AND ALASKA

the surface of the sound, and flank them on both sides with snow-capped mountains. The result is a landscape which has few equals and no superiors for magnitude and beauty. The northern waters of Puget Sound beat upon the shores of Vancouver Island, noted for its interesting and beautiful drives. Within this area of water lie the San Juan Islands, 172 of them, large and small, which for sheer beauty rival Japan's Inland Sea.

A network of rivers flows from the mountains. The Columbia is queen of them all. In its lower course, it flows between steep banks decked with beautiful waterfalls of great height, and in majestic beauty outdoes all the rivers of this country. Ocean liners make Portland, 115 miles inland, and by means of canals, river steamers are able to go 190 miles east of the Cascades. Rivers from the Continental Divide pour their waters into the Columbia. The Fraser River of British Columbia is the only river of the Northwest that approaches the Columbia in size.

Lakes, unbelievably blue, in dramatic mountain settings, are found in every part of this northern country. Among the finest are Lake Crescent on the Olympic peninsula, Lake Washington at Seattle, Lake Chelan on the east side of the Cascades, lakes Pend Oreille and Coeur d'Alene in Idaho, and the gem of them all—Crater Lake in Oregon.

Forests clothe much of the Pacific Northwest in evergreen. West of the Cascades, the Douglas fir is forest king. Sitka spruce, west coast hemlock, western red cedar and other varieties of conifers form a valuable addition to the great

forests of Douglas fir. In this section are twenty-six million acres of trees, containing seven hundred billion feet of lumber. In no section of the known world will the forest replant itself so efficiently as in this coast section when modern logging methods are used and ample fire protection provided. Reforestation for the Pacific Northwest is being studied intensively and it may be predicted confidently that these evergreen forests will supply the lumber needs of the United States far into the future.

Oregon has a great part of its original 36,000 square miles of timber still standing. Washington has an untouched stand of four hundred billion feet and 37% of Idaho is forested.

Here, then, are mountains, lakes and forests, three elements of scenic splendor. To complete these blessings, a wonderful climate has been granted the people of the Pacific Northwest. Warmed by the Japan current, mild winters and delightful summers prevail. The rainfall is plentiful but not excessive. Health statistics show that the climate of this "Charmed Land" aids the people to live a long and happy life. U. S. Weather Bureau records for Port Angeles on the Olympic peninsula award it the most equable climate in the United States.

With a rich soil added to this climate, the Northwest has made agriculture a great resource, being exceeded only by lumber manufacture. In Washington, however, more than half of the agricultural land is yet unplowed, and the same may be said of Oregon and Idaho. The coastal region is noted for its berries and small fruits, dairy products, live stock

The MILWAUKEE ROAD



*Spokane!
... the
capital of
the Inland
Empire ...*



Spokane . . . a wonderful city on a river by that name . . .

THE PACIFIC NORTHWEST AND ALASKA

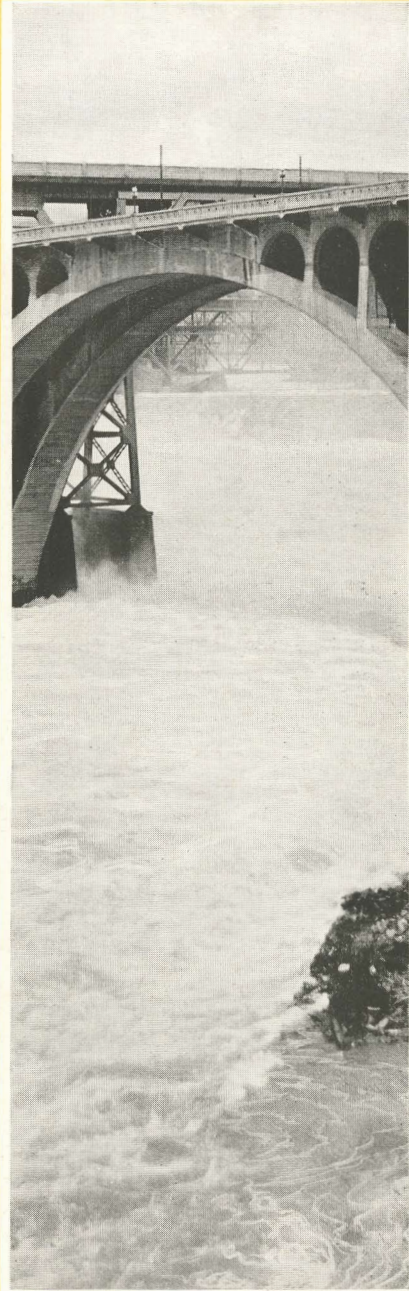
and poultry; the inland region for its grain, hay, apples and live stock, particularly sheep.

Coal, pottery clays, lime rock in large quantities, and other minerals are found in many places, mining being one of the important industries.

The story of Northwest industries is incomplete, however, without mention of the fisheries. All along the Pacific Coast, from the Columbia River to southwest Alaska, traps and fishing boats are at work. Salmon is the principal fish caught and canneries are found all along the coast. Halibut, salmon trout, cod, herring, sole, and other sea foods such as crabs, shrimps and oysters, make variety in the markets.

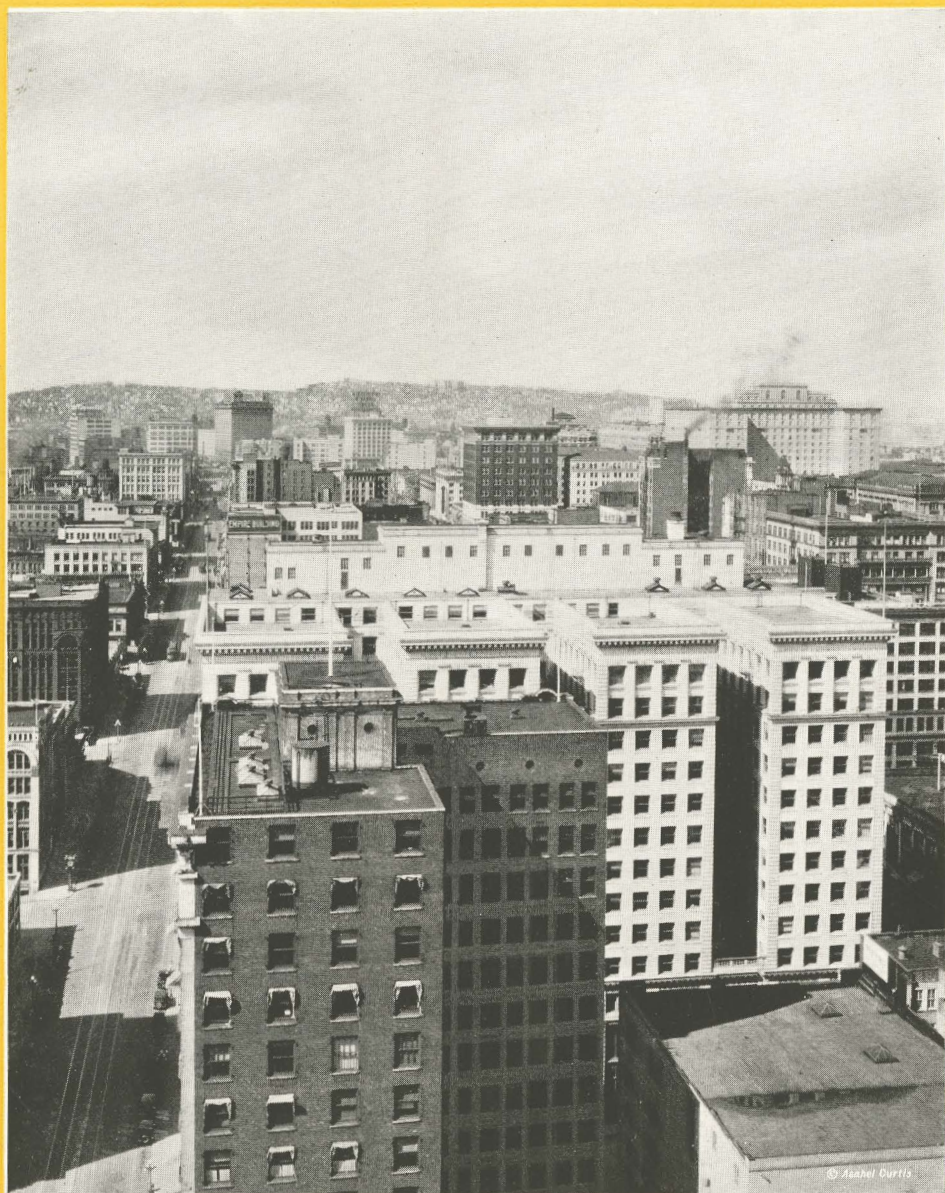
The cities of this region, aside from their wonderful scenic settings, will attract you. In themselves they are sufficient justification for a visit. Each city, taking advantage of its natural setting, has achieved a distinct personality. All have been able to build in the newest and most approved fashion. Wide streets, ample, well located park and playground acreage, and other advanced city-building ideas, adopted when the struggling communities began to be conscious of their future, characterize most of them whether large or small.

Half a dozen years ago, mingled with these evidences of modern ideas, there was much of the frontier. Lumberjacks, fishermen, cowpunchers and Indians were in



*. . . the roaring falls of
Spokane River bring Gigantic
Power to its very doorstep*

The MILWAUKEE ROAD



*Seattle! . . . the home of half
a million souls . . . the larg-
est and most important city on
Puget Sound . . .*

THE PACIFIC NORTHWEST AND ALASKA

evidence even in the larger cities. However, the growth of population and the increase in all forms of industry found in settled communities of the present day, have thrust the frontier into the background and nothing more than a remnant is found except off the beaten trail.

With this inspiring background, it is no wonder that to thousands of people life in the Pacific Northwest seems fine and free, rich with opportunity.

State universities and public schools of high rank, are given liberal support. Educational advantages have grown with the population, which cannot always be said of regions that developed rapidly. Cultural opportunities are many. Not only in the large cities, but in the communities of a few hundred, you will find schools, theaters, churches, libraries and recreation centers that would surprise cities of the same size in other parts of the country.

And these Northwesterners know how to live. Everyone shares in enjoyment of the fine roads, splendid beaches and park-like mountain retreats. Business is toned down to permit outdoor diversions. The man with whom you climb Mt. Rainier (Tacoma), explore the Olympic wilds or ride the Skyline Trail is apt to be a Seattle or Tacoma business man off for a day out of doors. Golf is played the year around. Fishing has its share of enthusiasts, for streams and lakes of the Northwest are alive with sporty game fish, while feathered game along the shores of lake and sound, and furred game in the wooded, mountain sections beckon the hunter. Fine roads hum with eager motorists bound for beauty spots which are

legion and close at hand. Snow-white peaks challenge the mountain climber. Lake and salt water call the bather and the boatman.

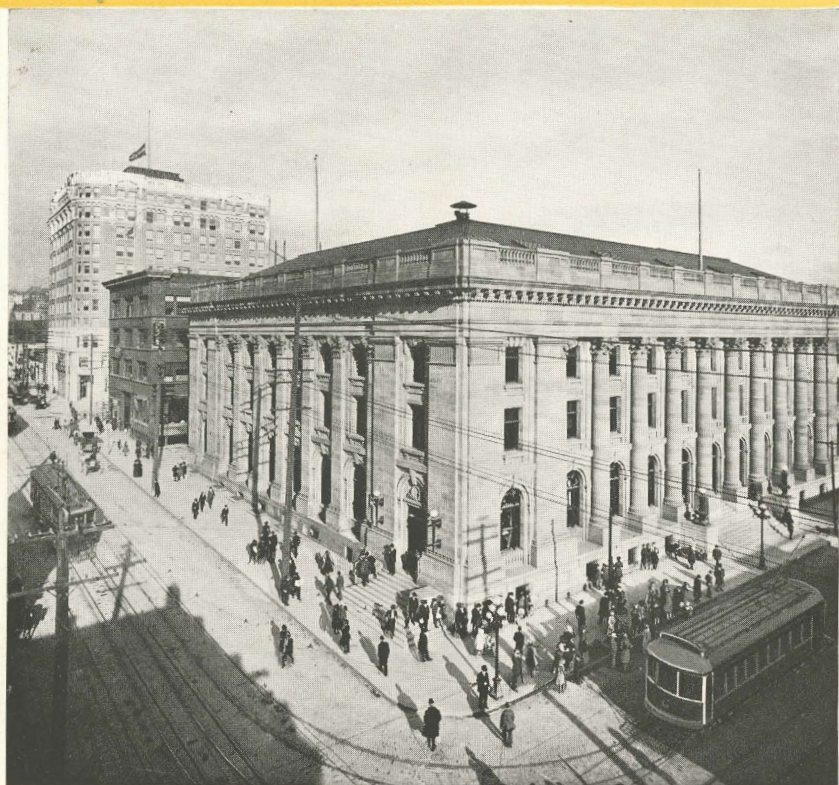
Who can resist the lure of this pulsating, stimulating, yet charming country?

Spokane and the Inland Empire



POKANE lies in a great plain, circled in part by low-lying mountains, and from the upper residential district presents a pleasing landscape. The Spokane River passes through the heart of the city over a series of fascinating falls from which 20,000 horsepower is being developed out of a potential 400,000. At Long Lake and other points in this territory considerable additional electrical energy is developed. This is distributed widely throughout the Inland Empire and makes its contribution toward the movement of Milwaukee trains over the electrified section between Othello, Washington, and Puget Sound. Lumber manufacture and allied industries form an important part of the city's business life, and considerable wheat finds its way into flour in the mills contiguous to the falls. Spokane is also a distributing center for the Palouse and Big Bend, two of the great wheat-producing areas of Washington, as well as for the mining districts of northern Idaho. East of and near by Spokane lies a wooded lake and mountain country known as a recreation and sportsman's paradise.

The MILWAUKEE ROAD



*Seattle
... a tiny
fishing
village
not long
ago ...*



*... with its beautiful boulevard system around
Lake Washington ...*

THE PACIFIC NORTHWEST AND ALASKA

Seattle



SEATTLE, the oldest and largest city on Puget Sound, and the most important passenger and freight traffic center on The Milwaukee Road west of the Twin Cities, was founded in 1853. It was named for an Indian chief of the early days—Chief Sealth. The tiny settlement of the first years grew slowly until the gold rush to the Yukon and Alaska, and the stimulation of trans-Pacific trade which came as a result of the Spanish-American War.

Since that time it has grown by leaps and bounds, until its people now claim that with a population of 480,000, it is

"the largest city of its age in the world."

Being the nearest United States port to the Orient and the natural gateway to Alaska, the ocean-borne traffic that passes over its docks compares favorably in volume and value with that of much older American ports.

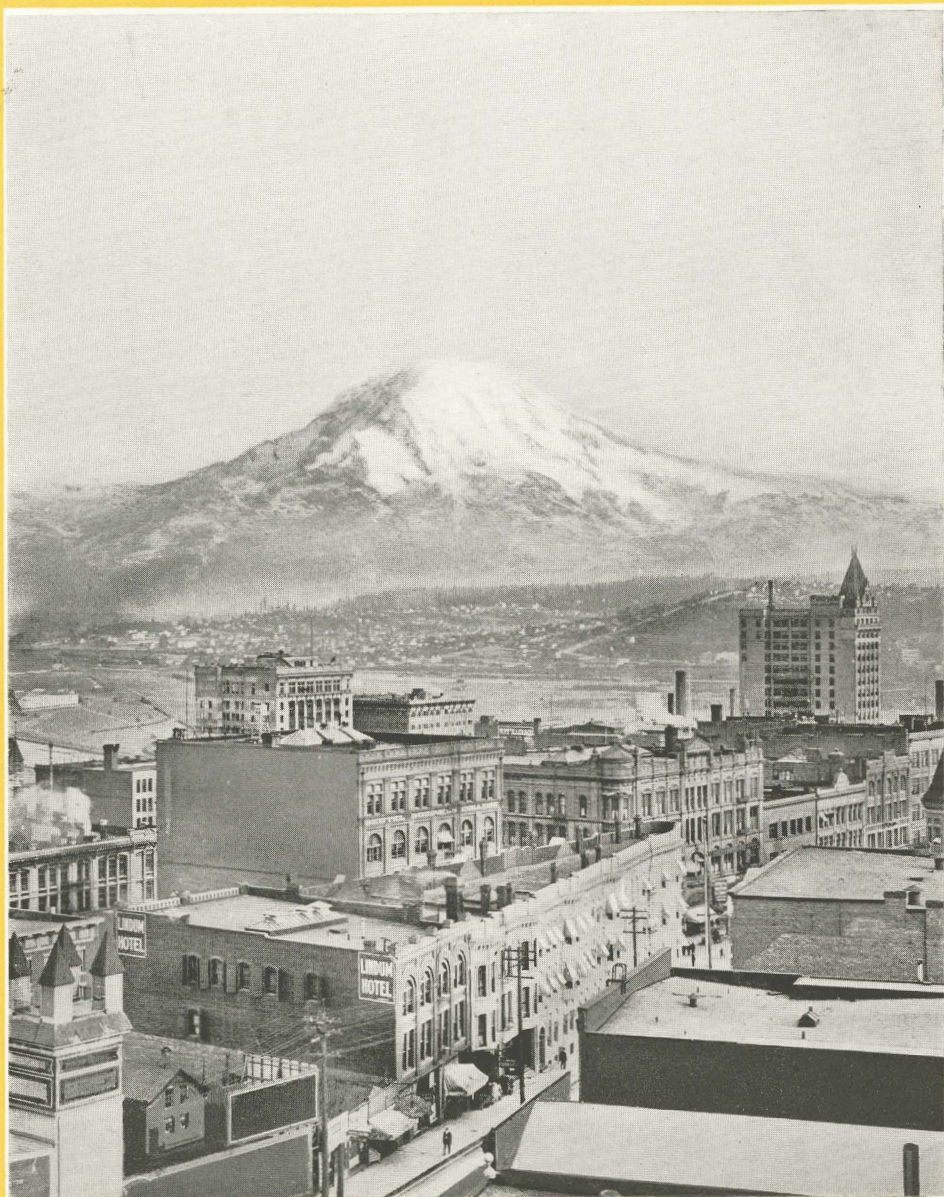
Seattle has not only a deep, ample harbor in Elliott Bay, a part of Puget Sound, but a fresh water harbor formed by lakes Washington and Union, linked to the sound by a canal whose locks are second in size only to those of the Panama.

Eighteen hundred acres of parks, six first-rate golf courses, drives that top the summits of Seattle's many hills, lakes and salt water literally at the threshold. A mild yet energizing climate, gives to Seat-



Seattle . . . is the nearest United States port to the Orient and the natural gateway to Alaska

The MILWAUKEE ROAD



Tacoma . . . is justly proud of its snow-coned mountain gazing across the placid Pacific, matching its grandeur with sacred Fujiyama in Japan

THE PACIFIC NORTHWEST AND ALASKA

tle an outdoor life that has helped to win the designation of "healthiest city in the United States."

Washington State University, perhaps the wealthiest in the country, has a delightful campus of more than six hundred acres on Lake Washington.

Ample and low-cost water power is bringing a rapid expansion of manufacturing, more than 1,400 manufacturers now making use of this power. This has made possible a fine lighting system which ranks high for efficiency and which has helped make Seattle one of the best illuminated cities in the United States.

However, that which most endears Seattle to all who visit it is its beauty and picturesque charm. The snowy Olympics against the western sky, the regal Mt. Rainier (Tacoma) on its southeastern horizon, and from vantage points on clear days the white peaks of Baker, St. Helens and Adams, form a far-flung Alpine girdle which encloses a delightful aggregation of lakes, salt water beaches, bays and headlands, park areas of virgin forest and man-made sward, modern streets and buildings, artistic homes set in beautiful grounds, and vigorous, cheerful people who appreciate their blessings.

Tacoma



TACOMA, The Milwaukee Road terminal on Puget Sound, is the second city of Washington in size and importance. High above Commencement Bay, an indentation of Puget Sound, with the Olympic Range to the west and north, the Cascades to the east, out of which rises the grand, old mountain of Rainier

National Park, Tacoma has a fine setting for its many beautiful homes. A splendid harbor has helped to make it a world port. Warehouses, shipyards, lumber mills and other industrial plants are clustered about or near the wharves.

A Grecian stadium seating 30,000 people is shown with pride by Tacomans in connection with a high school of impressive size, both occupying a lofty site above the sound.

Fort Lewis, a cantonment of great importance during the World War and now a military training camp, adjoins the city.

Tacoma has carried forward an amazing amount of municipal improvements, and it never forgets to welcome its summer visitors cordially. Accommodations of the finest are provided for visitors.

Everett and Bellingham



THE city of Everett is the terminus of a Milwaukee Road branch line which leaves the main line at Cedar Falls. It is located on Port Gardiner Bay, part of Puget Sound and a splendid deep-water harbor. It faces the southern end of Whidby Island and the Olympic peninsula. The prosperous country which surrounds Everett assures a steady growth, and its lovely setting brings a constant stream of visitors and home-seekers.

Bellingham, salt water terminus of the branch line to Glacier in the Mt. Baker district, lies at the western end of the Nooksack Valley. It carries on a very

The MILWAUKEE ROAD



*Tacoma's
large and
well located
Wright
Park . . .*



. . . and its wide streets and business section

THE PACIFIC NORTHWEST AND ALASKA

important commerce from and to its rich timber and agricultural country, and its saw mills are among the largest in the far west. It is the point of departure for Mt. Baker National Forest.

Portland and the Columbia River



IN the list of Pacific Northwest cities that must not be omitted is beautiful Portland, the City of Roses, whose Rose Festival of Springtime has won international attention. Here you find an aristocratic city with homes, parks and drives of which all Oregon is proud. Mt. Adams, Mt. Hood and Mt. St. Helens, "Guardians of the Columbia," stand as snowy sentinels on Portland's eastern horizon.

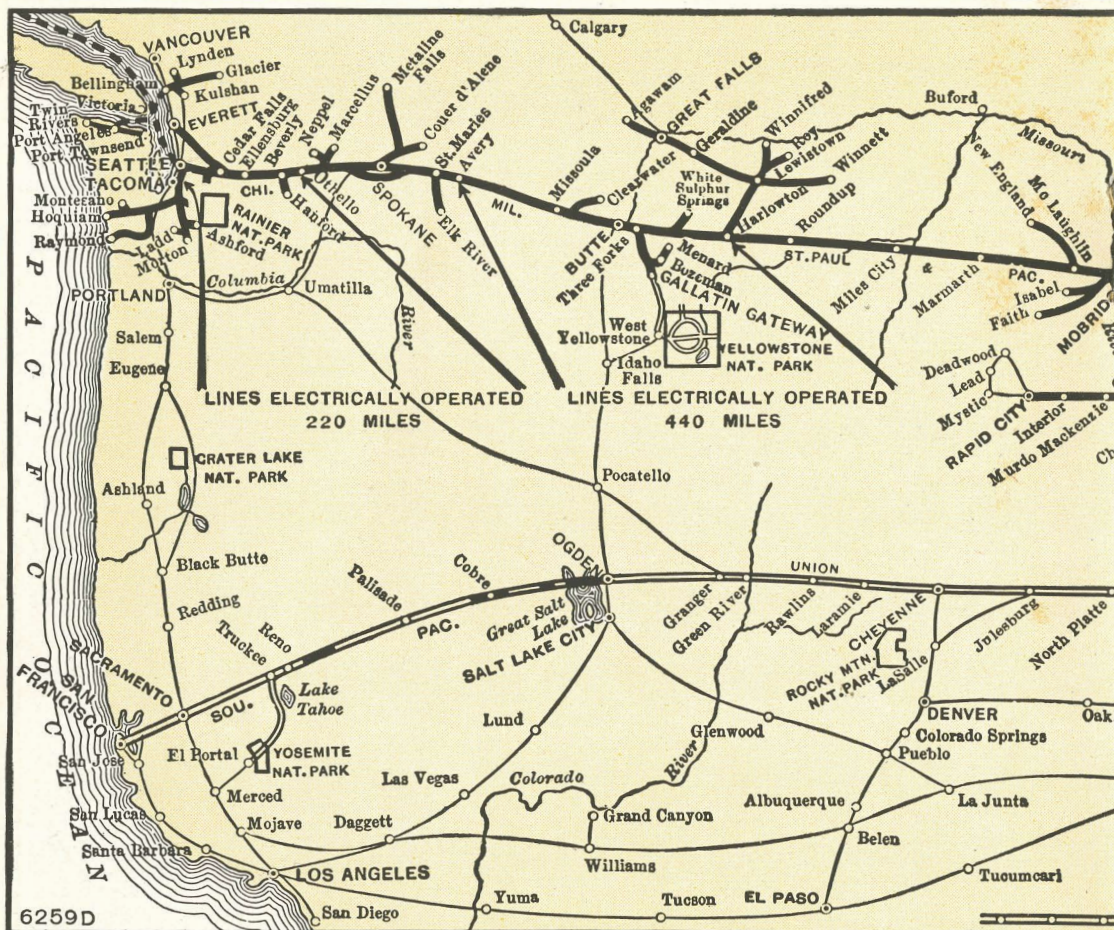
The ride over the famous Columbia River Highway is made from Portland. This roadway skirts the southern shore of the Columbia River, in part running along the high bluffs and in part running close to the water level at the base of the cliffs from which come several beautiful waterfalls, among them Multnomah Falls, 605 feet high. Near The Dalles, the eastern end of the highway, the Columbia drops 82 feet over Celilo Falls and Rapids. This obstruction is circumvented by means of the Celilo Canal, through which river steamers pass to and from interior points one hundred and ninety miles dis-

(Continued on page 27)



On the Columbia River Highway near Portland, Multnomah Falls tumble 605 feet over the edge of the cliff

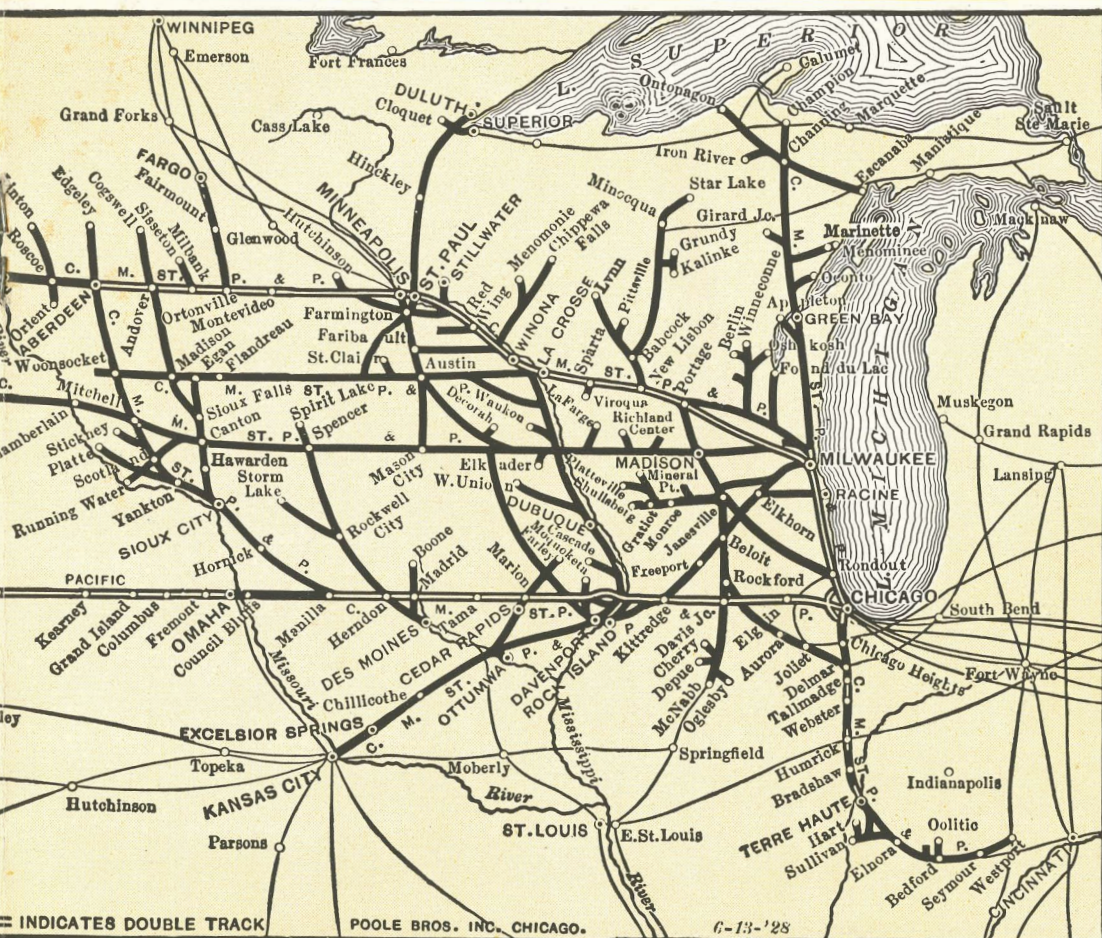
The MILWAUKEE ROAD



THE CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

This great railroad has a mileage of 11,253 miles in 12 States
 to Puget Sound . . . double-tracked a large part of the
 electrified for 660 miles—no dirt, smoke or cinders . . .
 regions of the North American continent . . . unequalled
 Gateway . . . only railroad to reach Ashford, the official
 railroad operating transcontinental trains completely equipped
 "Milwaukee Meals" served in richly furnished dining cars . . .
 convenience, comfort, luxury . . . three transcontinental trains
 and Tacoma, "The Pacific Limited" to San Francisco . . .
 at all times . . .

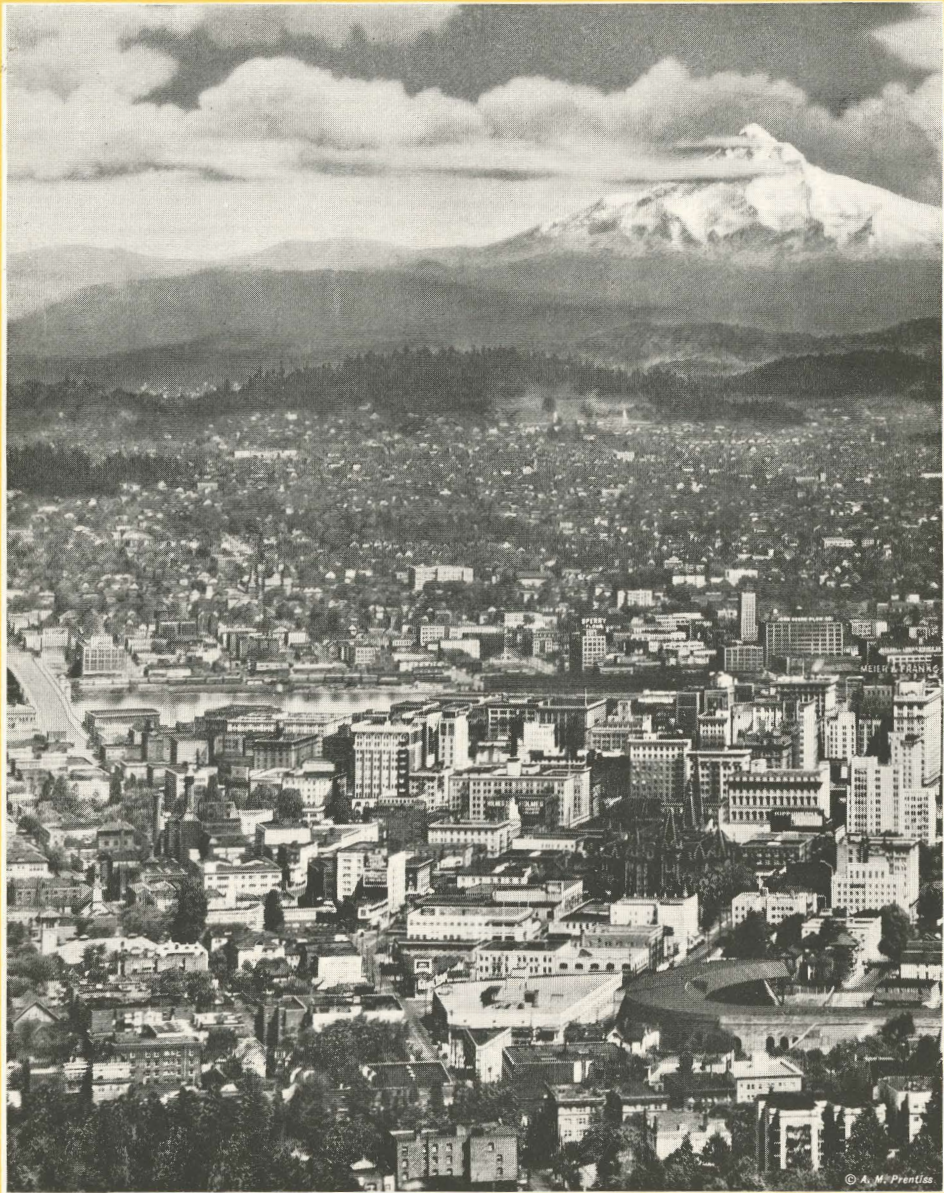
THE PACIFIC NORTHWEST AND ALASKA



PAUL and PACIFIC RAILROAD

Principal main line reaches from the Great Lakes
 the way and protected by block signals all the way
 crosses four mountain ranges—traverses the grandest scenic
 called scenic side trip to Yellowstone Park through Gallatin
 al rail station for Rainier National Park . . . only
 d with roller-bearings—no jerks or jolts . . . "Mil-
 equipment the last word in modern car-building for con-
 tains—"The Olympian" and "The Columbian" to Seattle
 superior personnel insuring prompt and courteous service

The MILWAUKEE ROAD



Portland! . . . not many years ago these same streets were crowded with lumberjacks, fishermen, cow punchers and Indians

THE PACIFIC NORTHWEST AND ALASKA

tant. The other end of the highway extends through Astoria, a thriving city, near the mouth of the Columbia, on to Seaside, a popular beach resort on the Pacific.

The Columbia and the Willamette rivers at Portland form a fresh water harbor which accommodates ocean liners. Portland is a very important lumber manufacturing city and is the commercial center of a rich agricultural section.

Longview

This is the newest city of Washington. It is located on the Columbia River at the mouth of the Cowlitz, 93 miles south of Tacoma. Laid out under the direction of the Long-Bell Lumber Company in conformity with modern conceptions of what a city should be, it has drawn attention from all quarters. Two large lumber manufacturing plants, probably the largest in the United States, are operated here by the Long-Bell Lumber Company and the Weyerhaeuser interests. Its shipping facilities, both rail and water, are sufficient to take care adequately of its expanding commerce for many years to come. Attractive and growing, it gives much promise for the future. Kelso, which lies on the opposite bank of the Cowlitz, is enjoying a parallel growth.

Rainier National Park



WHAT will you want most to see in the Pacific Northwest? Rainier National Park. The Milwaukee Road takes you to Ashford through the picturesque canyon of the Nisqually. At Ashford

auto stages meet all Milwaukee trains and transport passengers to and from the park. Auto stages are operated also from Tacoma and Seattle.

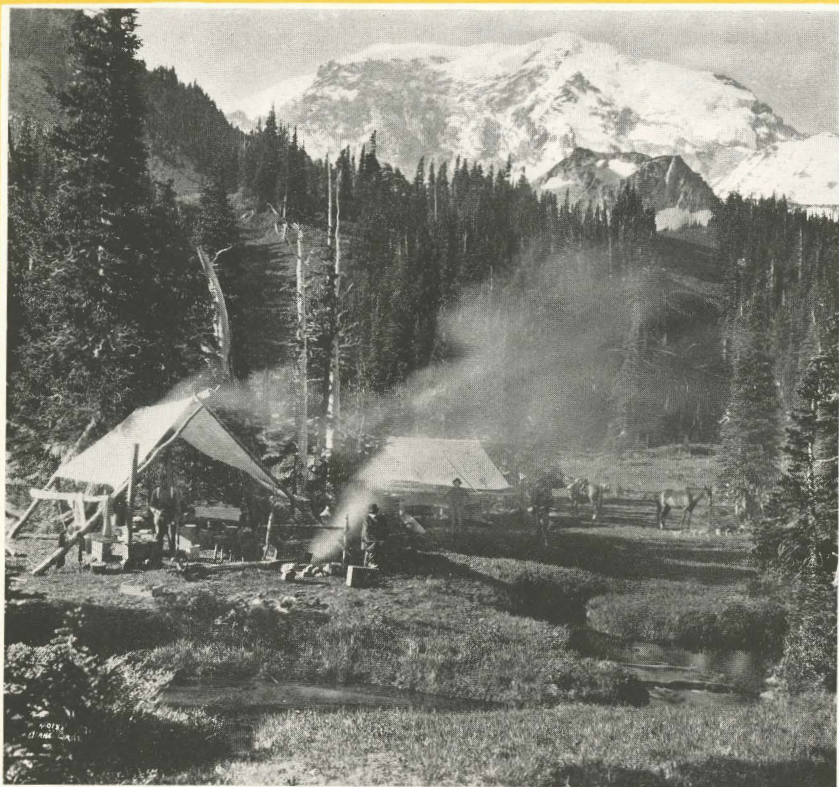
National Park Inn and Paradise Inn (elevation 2,732 ft. and 5,577 ft., respectively), the former an inviting lodge, the latter a beautiful mountain hotel of the chalet type, will furnish you delightful accommodations in rooms or tent-cabins during your stay.

Rainier has the largest single glacial system in the world—45 square miles of living ice. Contrasting with this splendor of ice and snow are natural wild flower gardens of brilliant coloring, green meadows dotted with blue lakes, wild, dim forest corridors where the sunlight is filtered gold streaming through giant pines. Rainier National Park is exhilarating and has beauty unsurpassed anywhere in the world.

Something in the clear, pure air of Rainier sends everyone out of doors to take part in the activities directed by government guides and rangers. You may take long, leisurely walks to Indian Henry's Hunting Grounds or to Van Trump Park. You may don the spiked hiking boots and "tin pants" of the Rainier Alpine outfit and follow an entertaining guide to one of the glaciers for snow-sliding and for thrilling glimpses into the crevasses. You may visit the dazzling ice caves and musical waterfalls, climb to the commanding heights of the Tatoosh Range, or ride the Skyline on sure-footed horses.

If you are strong, you may join the real adventurers and make the magnifi-

The MILWAUKEE ROAD



*In Rainier
National
Park . . .*



*. . . there are mountain slopes carpeted with un-
broken miles of brilliant colored wild flowers . . .*

THE PACIFIC NORTHWEST AND ALASKA

cent summit climb with a Swiss Alpine guide, earning the right to membership in any of America's mountaineer clubs.

There is rest and inspiration for the visitor who prefers to sit on the wide porches of Paradise Inn and view with growing delight the flower-strewn slopes that lead from the hotel to the snow-fields, and further still to where the clouds play about the great white dome of The Mountain, 14,408 feet above the sea.

The Olympic Peninsula

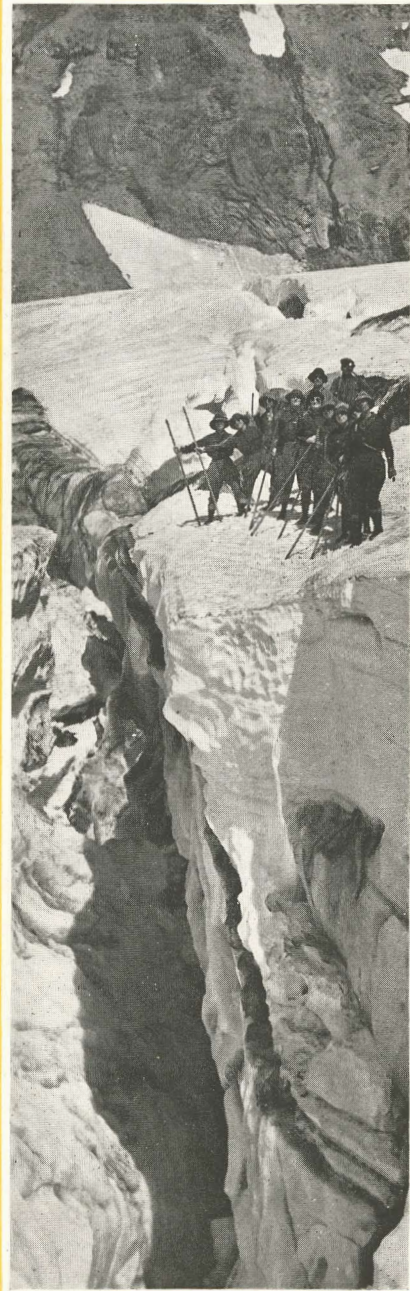


IN the Olympic Peninsula, bounded by Puget Sound, the Strait of Juan de Fuca and the Pacific Ocean, Washington possesses "The Last West" of America.

Here is wilderness just being opened to tourist enjoyment, and bordering upon it one of the finest dairy and farm countries in the Northwest.

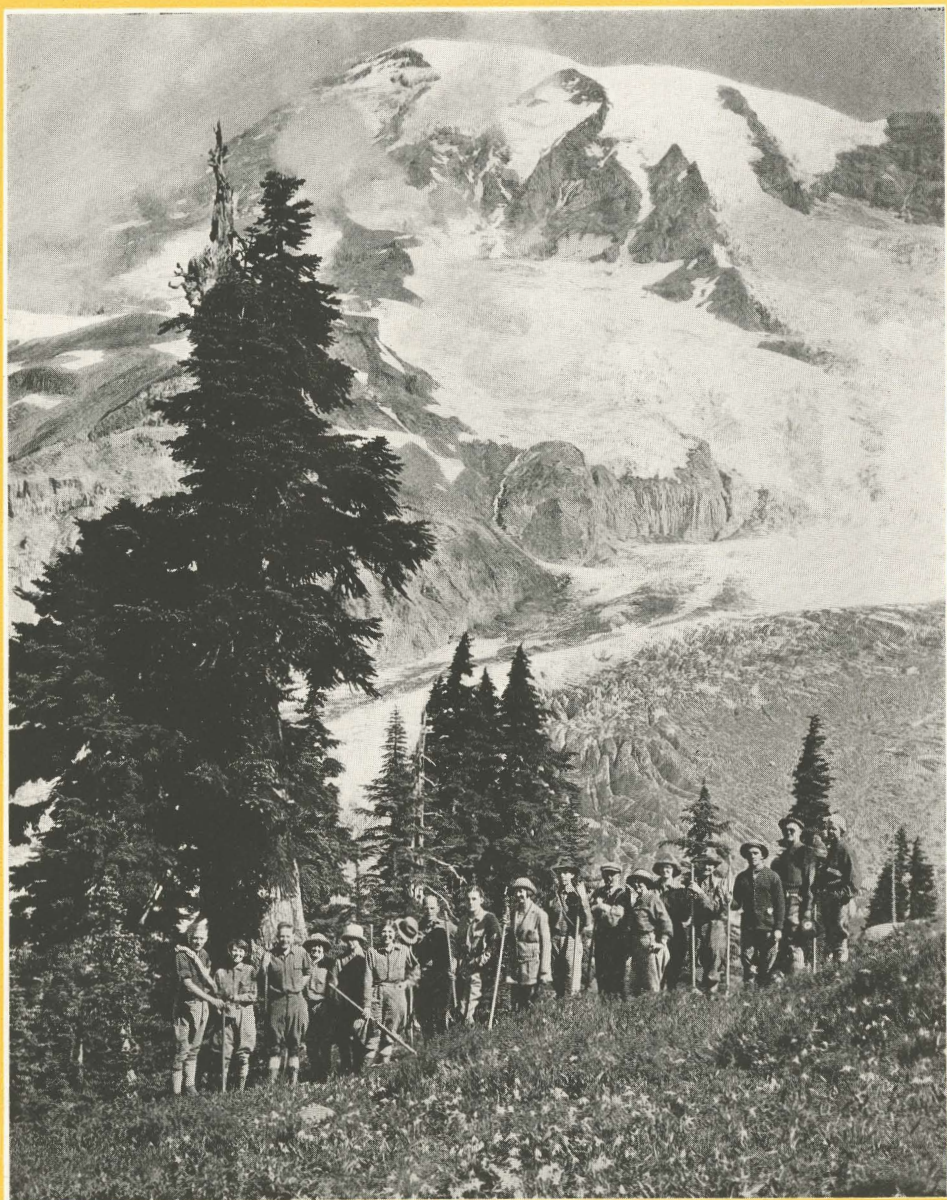
The Olympic Mountains form a barrier across the northern end of the peninsula. They shelter canyons of impressive depth, forests that cannot be matched anywhere, glaciers of amazing beauty and lakes that draw visitors in ever-increasing numbers.

Lake Crescent, in the shadow of Storm King, is just twenty miles from Port Angeles. Wonderful fishing lasts all year at this secluded lake, which has been likened to the world-renowned lakes of the Austrian mountains. Well conducted



*... and opportunities to visit
glacial crevices under the lead-
ership of a competent Swiss
guide ...*

The MILWAUKEE ROAD



... with organized parties that don spiked boots and "tin pants" of the Alpine climbers and crawl and slide over the white beard of grand old Mount Rainier (Tacoma)

THE PACIFIC NORTHWEST AND ALASKA

hotel and cottage service, very satisfactory though informal, has earned for Lake Crescent summer resorts an enviable place among establishments devoted to the requirements of those seeking out-of-door recreation. There is frequent boat service, for passengers and autos, between Seattle and Port Townsend and Port Angeles, connecting with The Milwaukee Road at Port Townsend and with auto stages at both Port Townsend and Port Angeles. It is but a six-hour ride by boat, railroad and auto stage from Seattle to the lake.

Fourteen miles from Lake Crescent is Sol Duc Hot Springs, where a comfortable hotel and cottages accommodate those seeking health and scenic inspiration. It lies in a deep, green pocket in the mountains. Lake Sutherland, Ozette Lake, Olympic Hot Springs and other resorts command their quota of recreation seekers.

The southern approach to the Peninsula is through Aberdeen and Hoquiam. Frequent auto stage service over a fine road connects these cities with Hotel Quinault on Lake Quinault. Horses and pack trains begin here the trip into the mountains. Two days' easy journey lands the traveler at Low Divide Chalet in the heart of the mountain wilderness.

Grays Harbor—Willapa Harbor

A continuation of The Milwaukee Road's main line, south and west from Tacoma, reaches these two important harbors on the Pacific. Aberdeen and Hoquiam on the former, and Raymond and

South Bend on the latter, are energetic, growing cities, whose principal industries center in the production of lumber and its derivatives. Fine ocean beaches adjacent to these cities are the goal of many from both near and far.

San Juan Islands

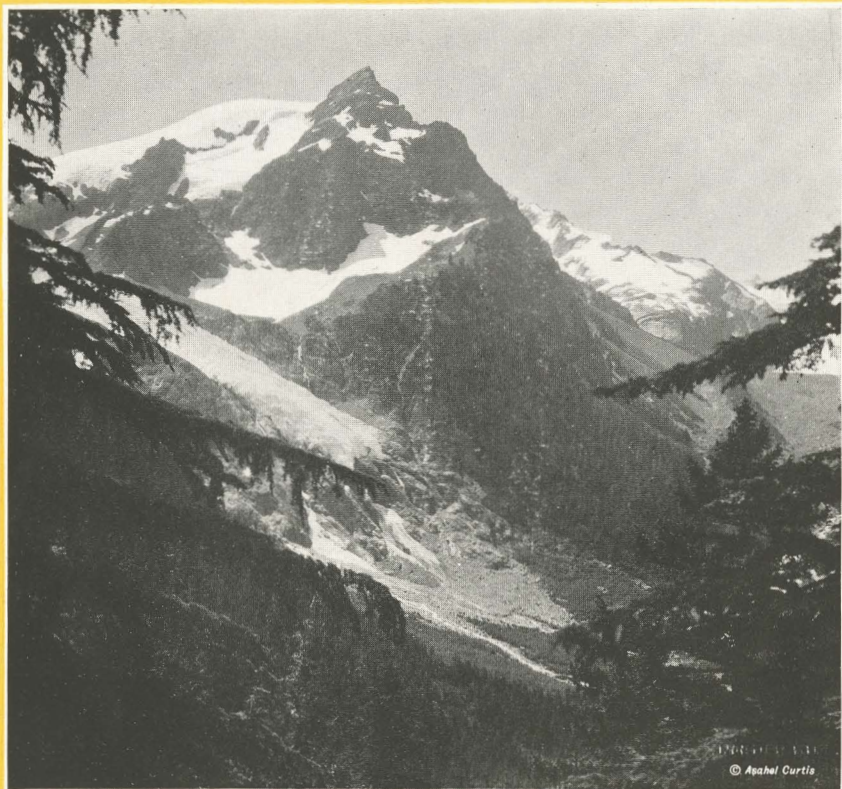
To be seen from the steamer en route to or from Vancouver, B. C., or visited from Seattle, Everett or Bellingham, the San Juan Islands lie in lower Puget Sound between Vancouver Island and the Washington mainland and constitute one of the beauty spots of the Northwest. Embracing one hundred and seventy-two islands, ranging in size from one acre to many thousands, they form an ensemble of green water, rugged cliffs clothed in vine, shrub and forest, secluded inlets, alluring beaches, and fantastic formations, which speaks of mystery and romance as moving as that of Robert Louis Stevenson and the South Seas.

Mt. Baker National Forest



IN the northern part of the Pacific Northwest, and adjacent to British Columbia, lies the Mt. Baker National Forest. It is the eastern and higher portion of the fertile Nooksack Valley, which stretches westward to salt water at Bellingham. A new hotel was opened last summer in the heart of this forest, close to Mt. Baker. Mount Baker Lodge is thoroughly modern and has attracted much favorable comment. A splendid automobile highway connects the hotel with Bellingham

The MILWAUKEE ROAD



Mount Olympus, monarch of the Olympic Peninsula . . .



. . . casts its morning shadow on Lake Crescent, one of the world's beautiful lakes . . .

THE PACIFIC NORTHWEST AND ALASKA

and ample auto-stage accommodation is available during the tourist season. These conveniences have opened to visitors an entirely new region in the northern Cascades and added a surpassingly beautiful and unspoiled territory to the many attractions of the Puget Sound country.

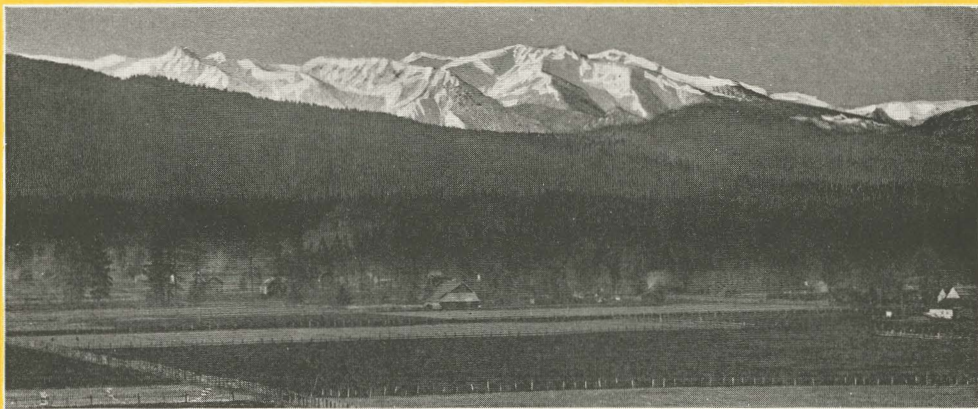
British Columbia



INCOMPARABLE water landscapes are your reward for taking the steamer trip to Victoria, capital of British Columbia, located on Vancouver Island. Victoria is "more English than London," according to many people who know both capitals. You will want to take a drive around the shore line past charming British homes. Hospitable residents will urge you to visit the great observatory and the public parks and gardens in and

near the city. The Malahat and other drives to the north take the visitor through a most delightful region of forests, mountains, fjords and Indian reservations.

Further on by steamer is Vancouver on the mainland, where modern Canada is found at its busiest. Extensive wharves are evidence of the importance of Vancouver as a lumber and fish shipping point. Stanley Park is a large circle on the tourist map of Vancouver. It comprises nearly 1,000 acres of splendid forest with walks of infinite charm through and around it. The Fraser River and distant mountains will beckon you into the interior of British Columbia. Pack trains will lead you to forested retreats far from roads, crowds and modern dwellings. You will find peaceful camps at the end of each day in the saddle. You can rest in small log chalets that squat on shores of



... and its evening shadow on Sequim Prairie, one of the rich agricultural and dairy sections of the Pacific Northwest

The MILWAUKEE ROAD



... close to mighty Mt. Baker in the heart of a national forest is a new, modern hotel ... a splendid motor highway leads to Bellingham

THE PACIFIC NORTHWEST AND ALASKA

lakes and streams in the exhilarating breath of pines. Modern hotels are likewise found in beautiful and convenient settings. The scenery lover and outdoor sportsman will be well repaid for the additional days spent visiting this neighboring continuation of the Pacific Northwest.

Alaska



MAGICAL Alaska is so accessible that it has become a part of the Pacific Northwest. While it is no longer the far-away, unreal world of our childhood, our idea of Alaska is still a romantic one, mingling its early Russian days with the mad rush of the Yukon-Klondike gold stampede, the heroes and bad men of the mining frontier, Indians, totem poles, glaciers, the midnight sun, and majestic snow-clad mountain peaks.

How would you like to turn these hazy impressions into reality; see for yourself the treasure house of Alaska, sail luxuriously through the magnificent scenic Inland Passage, stop at fascinating Taku Glacier, visit quaint towns and cities, penetrate by train, steamer and motor coach into the very heart of this American frontier, and bring away treasured and lasting memories?

From Seattle, Victoria and Vancouver weekly sailings to Alaska are maintained by each of the four steamship lines from May to late September; for the remainder of the year ten to fourteen days intervene between sailings. Moderately priced tours and excursions have been worked out by the steamship and railroad companies serving Alaska, and so excellent

is the modern tourist service to and through the mighty Northland that your only problem is that of deciding which of many trips and cruises to take.

You have your choice of Pacific S.S. Company (Admiral Line) and Alaska Steamship Company liners from Seattle; Canadian Pacific and Canadian National S.S. Company's steamers from Vancouver. All of these steamers use the Inland Passage for southeastern Alaska tours. For southwestern Alaska tours, steamers use the Inland Passage and the Gulf of Alaska.

The Inland Passage is like a dream. Landlocked except for a few miles across Queen Charlotte Sound, just north of Vancouver Island, it is made up of one thousand miles of rocky but forest-clad island and promontories, of bays, inlets and narrow channels, of waterfalls, rushing streams and slow-moving glaciers, of an almost continuous chain of high, snow-clad mountain peaks, which buttress the shore line and add strength and dignity to this entrancing maze.

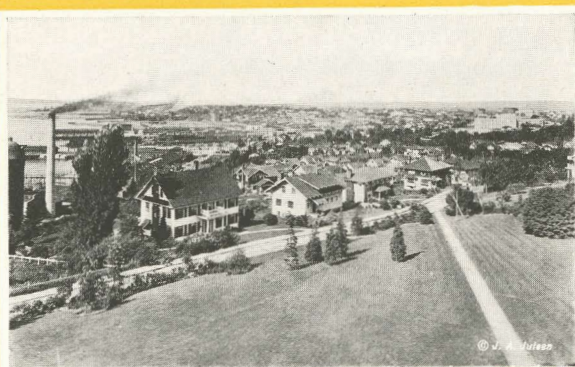
Steamships of the American lines stop at Ketchikan, Wrangell, Petersburg, Juneau and Sitka, and most of the steamers stop at Taku Glacier, a mighty, frozen river whose 300 feet of sheer ice wall is constantly dropping into the sea in huge masses. The Canadian lines stop at Prince Rupert and Alert Bay and at the United States ports except Sitka and Petersburg. All lines on the southeastern run make Skagway, the northernmost port on the tour.

Salmon runs at Ketchikan; totem poles at Wrangell; salmon canneries at Petersburg; curio shops and Mt. Juneau at the

The MILWAUKEE ROAD



The Pacific Highway approaching Bellingham . . .



Everett, a prosperous Puget Sound city

THE PACIFIC NORTHWEST AND ALASKA

capital city; the old Russian graveyard and blockhouse and Greek Church at Sitka—these are a few of the interesting sights en route. At the turning point on the cruise comes Skagway, at the head of Lynn Canal and gateway to the Canadian Yukon. Here the fortune hunters of whom Robert Service wrote so vividly began their weary climb to White Pass. Skagway's luxuriant and brilliant flower gardens are a surprise to those who have thought of Alaska only as a frozen, Arctic country.

ALASKA STEAMSHIP CO. *From Seattle*

1. Inside Passage cruise to Skagway and return: S.S. *Alameda* and S.S. *Northwestern*. 11 days, southeastern Alaska, including Taku Glacier and Sitka.

2. Inside Passage to Ketchikan, Wrangell, Juneau, through the Gulf of Alaska to Cordova and Prince William Sound, Valdez, Columbia Glacier and Latouche, thence to Seward (Prince William Sound or Southwestern Alaska Cruise). S.S. *Yukon*, S.S. *Aleutian*, S.S. *Alaska*. 16 to 17 days.

3. Inside Passage—Cannery Ports Cruise. S.S. *Cordova*, S.S. *Lakina*. 12 to 18 days.

4. Bering Sea Cruise to Nome and/or St. Michael. S.S. *Victoria*. 23 to 35 days. Five sailings during the season.

PACIFIC S.S. CO.

(The Admiral Line) from Seattle

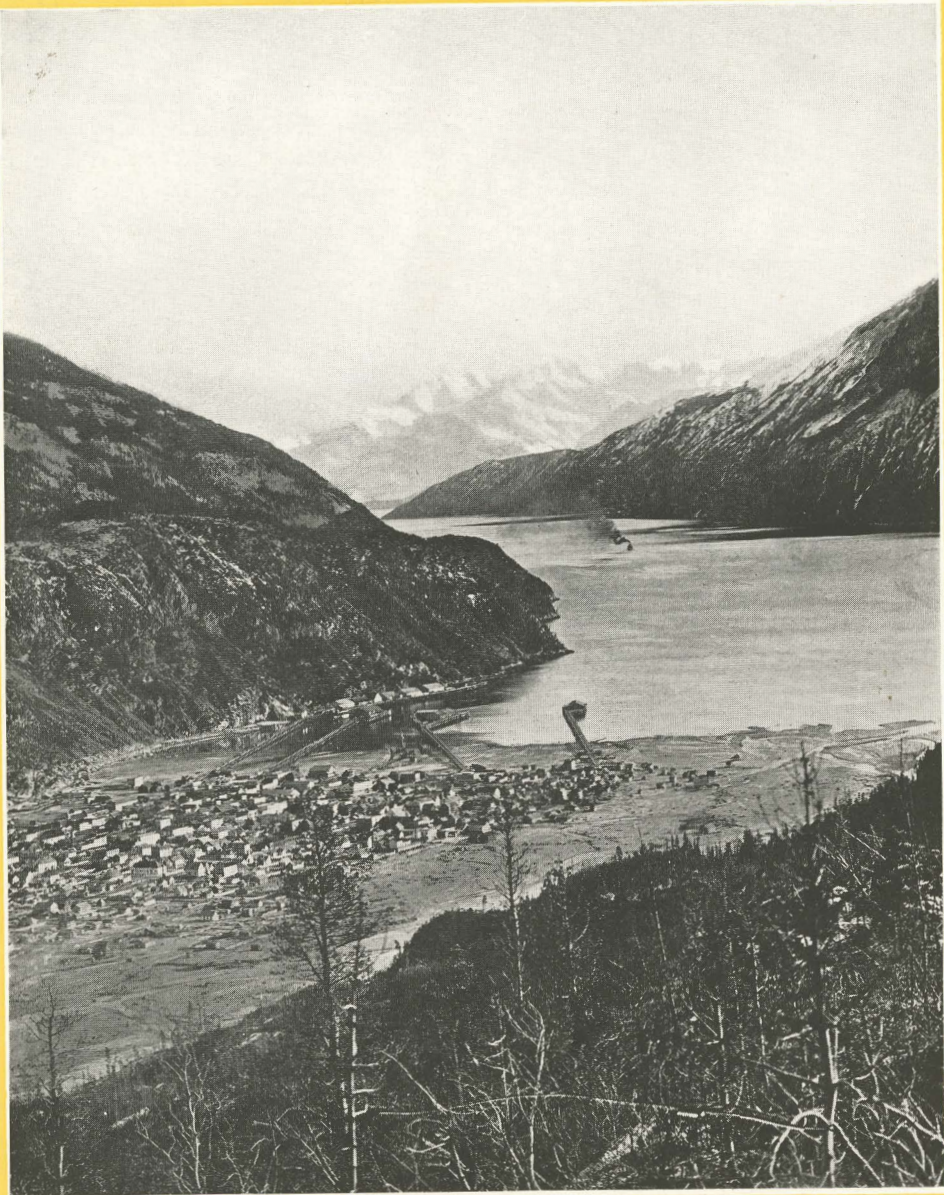
1. Southeastern Alaska Excursion. Ketchikan, Wrangell, Taku Glacier, Juneau, Skagway, Sitka. S.S. *Admiral Rogers*, S.S. *Dorothy Alexander*, S.S. *Queen*. 9 to 12 days.

2. Southwestern Alaska Excursions. Ketchikan, Petersburg, Juneau, Cordova, Latouche, Seward, Seldovia and Kodiak. S.S. *Admiral Watson*, S.S. *Admiral Evans*. 19 days.



... most any view of Mount Baker is beautiful, restful, remote and friendly, beckoning the beholder and captivating him for his own good

The MILWAUKEE ROAD



*Alaska! . . . at the far end of
Lynn Canal is Skagway, scenes
of the adventurous gold rush
days of '98"*

THE PACIFIC NORTHWEST AND ALASKA

CANADIAN PACIFIC S.S. Co.

From *Victoria and Vancouver* to Skagway via the Inland Passage, stopping at Alert Bay and Prince Rupert as well as Ketchikan, Wrangell and Juneau. Steamships *Princess Louise*, *Princess Charlotte* and *Princess Alice* sail from Victoria every Tuesday and Friday night and from Vancouver every Wednesday and Saturday evening during the season.

CANADIAN NATIONAL S.S. Co.

From *Vancouver* to Skagway, stopping at Prince Rupert, Ketchikan, Wrangell and Juneau. Steamships *Prince Rupert* or *Prince George* sail every Monday evening from Vancouver and every Saturday evening from Skagway.

Interior Alaska



THESE are the routes to Alaska. If your journey is to be more than a continuous trip with brief stops at ports of call, you will want to see the interior. Railroads, steamer lines on rivers and lakes, automobile stages on the fine government highways, make it possible to visit many of the inland sections without hardships.

THE ALASKA RAILROAD (Mt. McKinley Park Route)

This is the government railroad. It runs from Seward via Anchorage to Fairbanks on the Yukon River through a spectacular country that includes some of the finest sights in all Alaska. McKinley National Park is located on this railway about midway between Seward and Fairbanks. It contains the highest peak on the North American continent—Mt. McKinley, or Denali, "the home

of the sun," as the Indians call it. Mountains, glaciers, waterfalls, rivers, game in abundance and wild flowers, make this park supremely beautiful. Roadhouses and comfortable camps, operated under government concessions, provide for the tourist while there. From Fairbanks, a branch of the Alaska Railroad leads to Chatanika, 80 miles away. Along this branch line there is considerable gold mining.

The Spencer Glacier Excursion via this railroad, from Seward, offers 124 miles of scenic splendor to those who have not the time to go further.

The Alaska Railroad also maintains steamer service on the Yukon between Nenana, Ruby, Holy Cross and St. Michael.

THE GOLDEN BELT TOURS

The Alaska Railroad, the Copper River & Northwestern Railway and the automobile service operating over the Richardson Trail, a fine government highway, join to furnish a wonderful trip into the interior for tourists taking the Southwestern Alaska cruise.

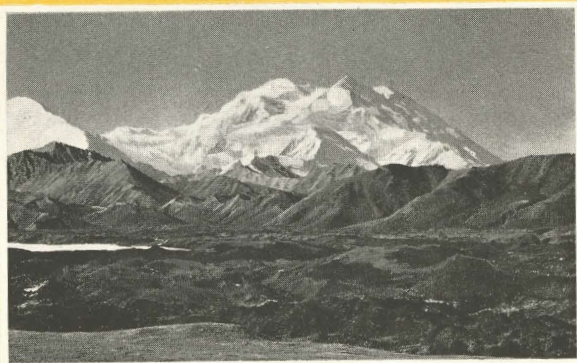
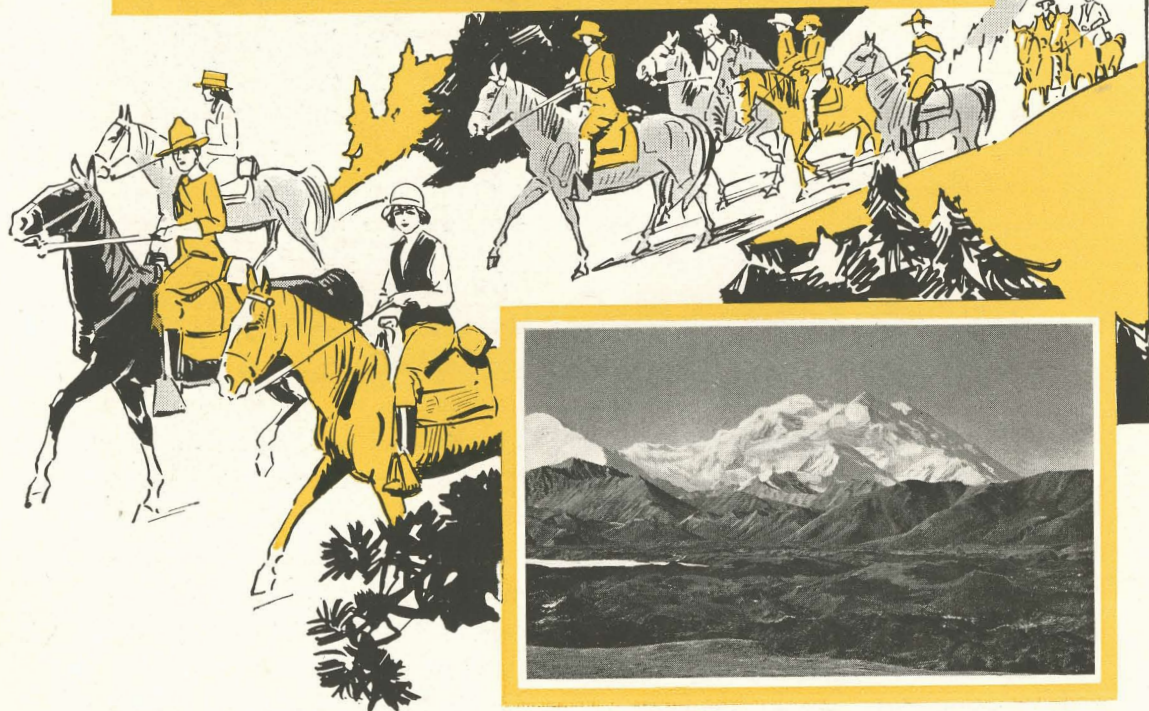
WHITE PASS AND YUKON ROUTE

Alaska travelers making the South-eastern Alaska Cruise can enjoy their inland adventures via the White Pass & Yukon Railroad and steamship lines. The railroad runs from Skagway to White Horse by way of Carcross (Cari-bou Crossing). At White Horse, river steamers are taken down the Yukon to Dawson in the Klondike, a trip irresistible to those who love the story of this northland. From Carcross, steamers fol-

The MILWAUKEE ROAD



*Child's
Glacier, 300
feet high
and a mile
wide . . .*



*. . . and Mt. McKinley (20,300 ft.), the highest
mountain on the North American Continent, . . .
unmatched scenes of Alaska's grandeur*

THE PACIFIC NORTHWEST AND ALASKA

low a dreamlike course through Lake Nares, Lake Tagish, the Taku Arm, Taku Inlet, Scotia Bay, into Lake Atlin, one of the loveliest lakes in the world, where the steamer crosses a glasslike surface from which the surrounding snow-clad mountains are reflected with astonishing clearness.

Trips offered by the White Pass & Yukon Route from Skagway include the following: to White Horse and return, two days; to West Taku Arm and return, two days; to Atlin and return, including White Horse, five to eight days; to Dawson and return, eight days; to Dawson and return, including Atlin side trip, thirteen to twenty-one days.

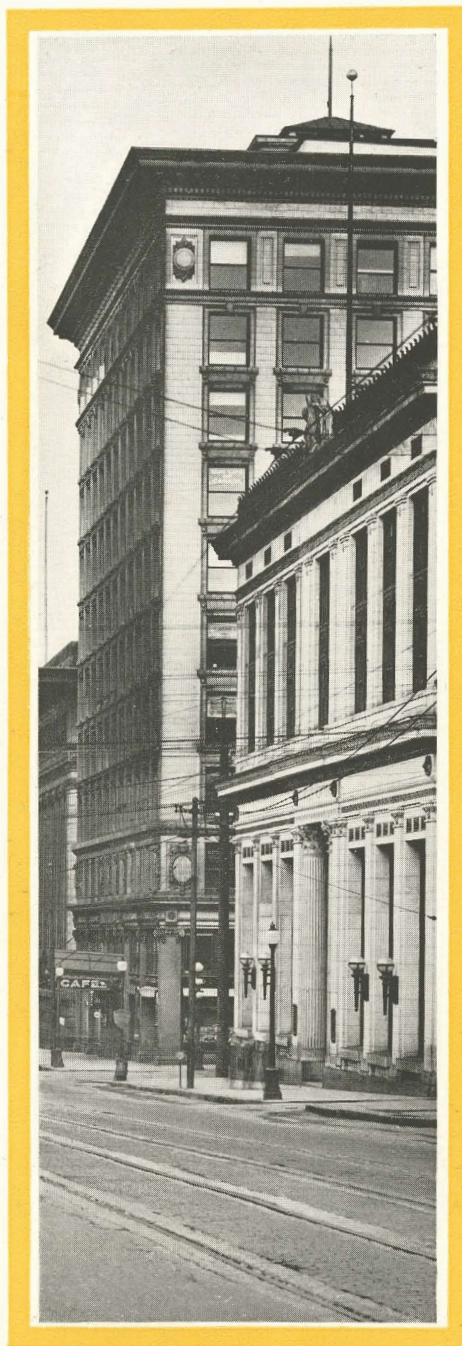
YUKON RIVER CIRCLE TOUR

This complete tour from Seattle or Vancouver includes steamer trip to Skagway; White Pass & Yukon Route to White Horse, including Atlin side trip; steamer down the Yukon to Dawson and Tanana and on the Tanana River to Fairbanks; Alaska Railroad to Seward, thence steamer to Seattle or Vancouver, or vice versa.

The fares include meals and berth on steamer, but elsewhere transportation only.

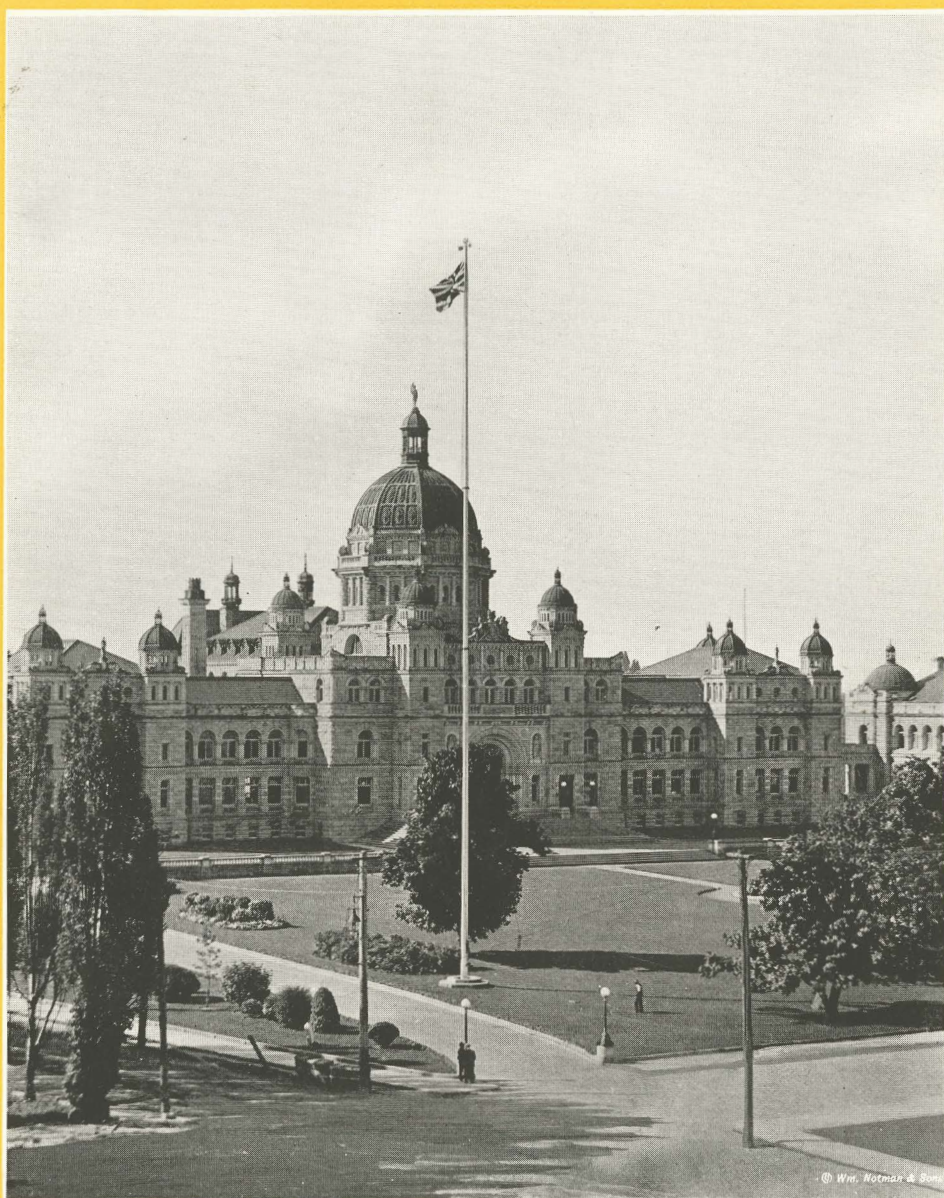
Twenty-five to forty days are required for this trip, depending upon steamer sailing dates.

This tour carries the traveler over the Copper River & Northwestern Ry. past Miles and Childs glaciers, up the Copper River Valley, through Abercrombie and



... just across the international boundary line is Vancouver, the busy metropolis of British Columbia.

The MILWAUKEE ROAD



*... the Parliament of British
Columbia convenes at Victoria,
a charming city on Vancouver
Island, said to be more English
than London*

THE PACIFIC NORTHWEST AND ALASKA

Woods Canyons to Kennecott and return to Chitina; thence motor stage over the Richardson Highway to Fairbanks, stopping two nights on the way at comfortable roadhouses; and finally over the Alaska Railroad Fairbanks to Nenana, Mt. McKinley National Park, Curry, Anchorage, Kenai Lake and Seward. Or the trip can be taken in reverse order. There is a stage line over the Richardson Highway between Valdez and Chitina which may be used instead of the railroad from Cordova, if preferred.

Over The Milwaukee Road



FROM Chicago to the Pacific Northwest, the newest and shortest line is the Chicago, Milwaukee, St. Paul and Pacific Railroad.

This is the route of The Famous Olympian. Recently, new equipment has been placed in this train giving it the very latest travel comforts and conveniences. Architectural and color designs have produced a very restful and beautiful interior. Coil spring mattresses in every berth, large washrooms with every modern convenience, complete and thorough ventilation, rooms single or en suite with individual control of heat, and other conveniences have been provided.

In the observation car there is a lounge room with connecting bath for women, a smoking room for the men, barber shop with shower bath for men adjoining, buffet, library, writing desks, and a roomy parlor, in which interesting people find enjoyment through conversation, reading or watching the changing landscape. Maid and valet service is also provided. Refreshments from the

buffet are always available and tea is served at four o'clock in the observation parlor as a courtesy to those who wish it.

In addition to these comforts and conveniences, every wheel has been equipped with roller bearings. These bearings eliminate the jar from side motion and reduce to a minimum the jerking that usually accompanies the starting and stopping of a train. This smoothness is particularly noticeable in the mountains where heavy grades and sharp curves have heretofore brought some discomfort.

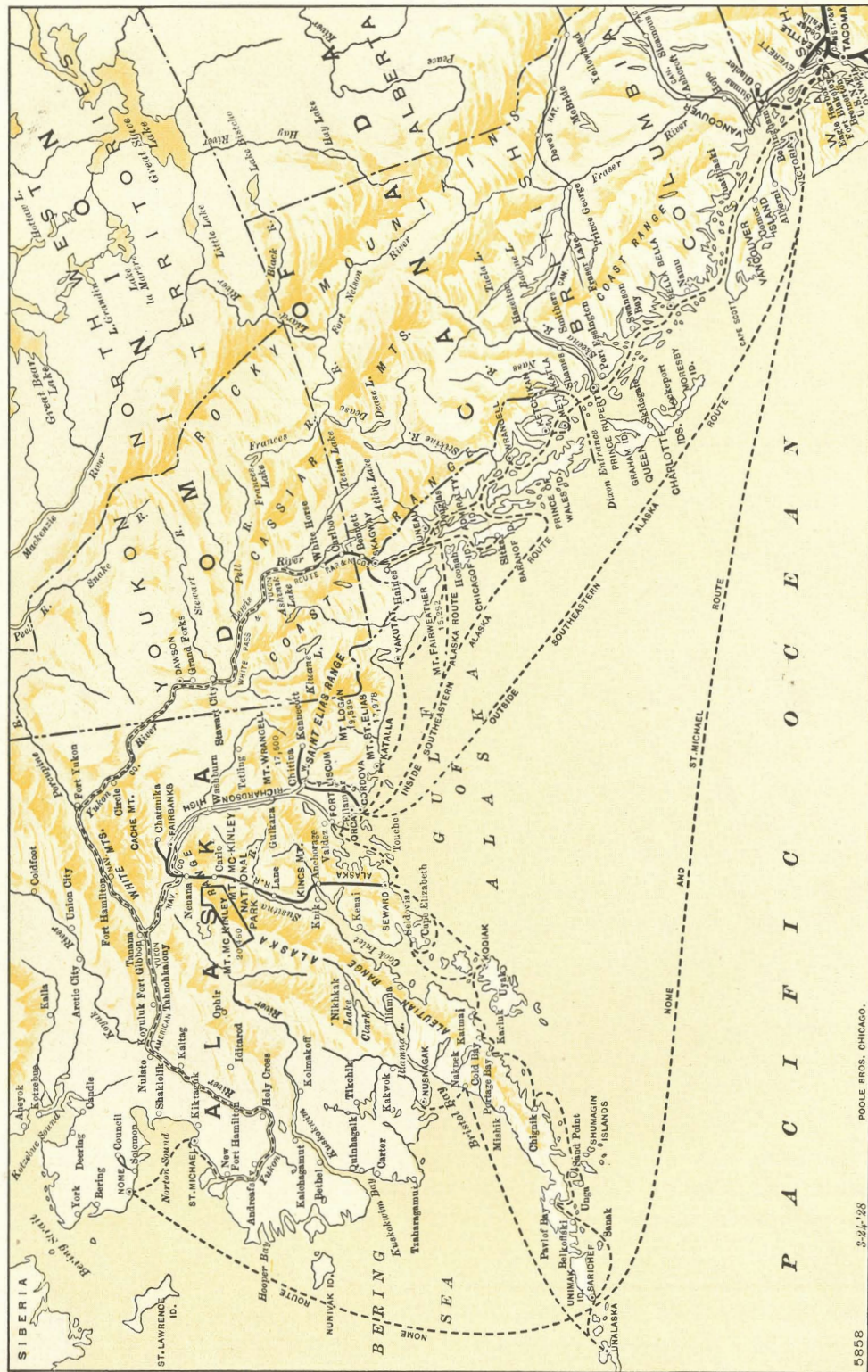
The dining car on The Olympian offers club breakfasts and luncheons, table d'hote dinners, and a la carte service for every meal. Price, quantity, variety and quality considered, this dining car service is second to none. Travelers testify to its excellence.

The Columbian, operating on a different schedule, offers a fast, comfortable service that is pleasing and popular.

The dining car furnishes club breakfasts, luncheons and dinners, and a la carte service all meals. The popularity of this train is sufficient testimony as to the character of the dining car service.

Both of these fine trains are operated electrically over the mountains—660 miles in all. On these sections, smoke, soot, cinders, have been eliminated, and jerks and jars reduced to a very small minimum. Electrical operation and roller bearings have brought a smoothness of train motion quite like gliding.

All in all, it is correct to say that these two trains combine high class service in everything of the usual type in railway travel with some unusual noteworthy features, altogether producing a standard of comfort and convenience, even luxury, surprising and highly pleasing.

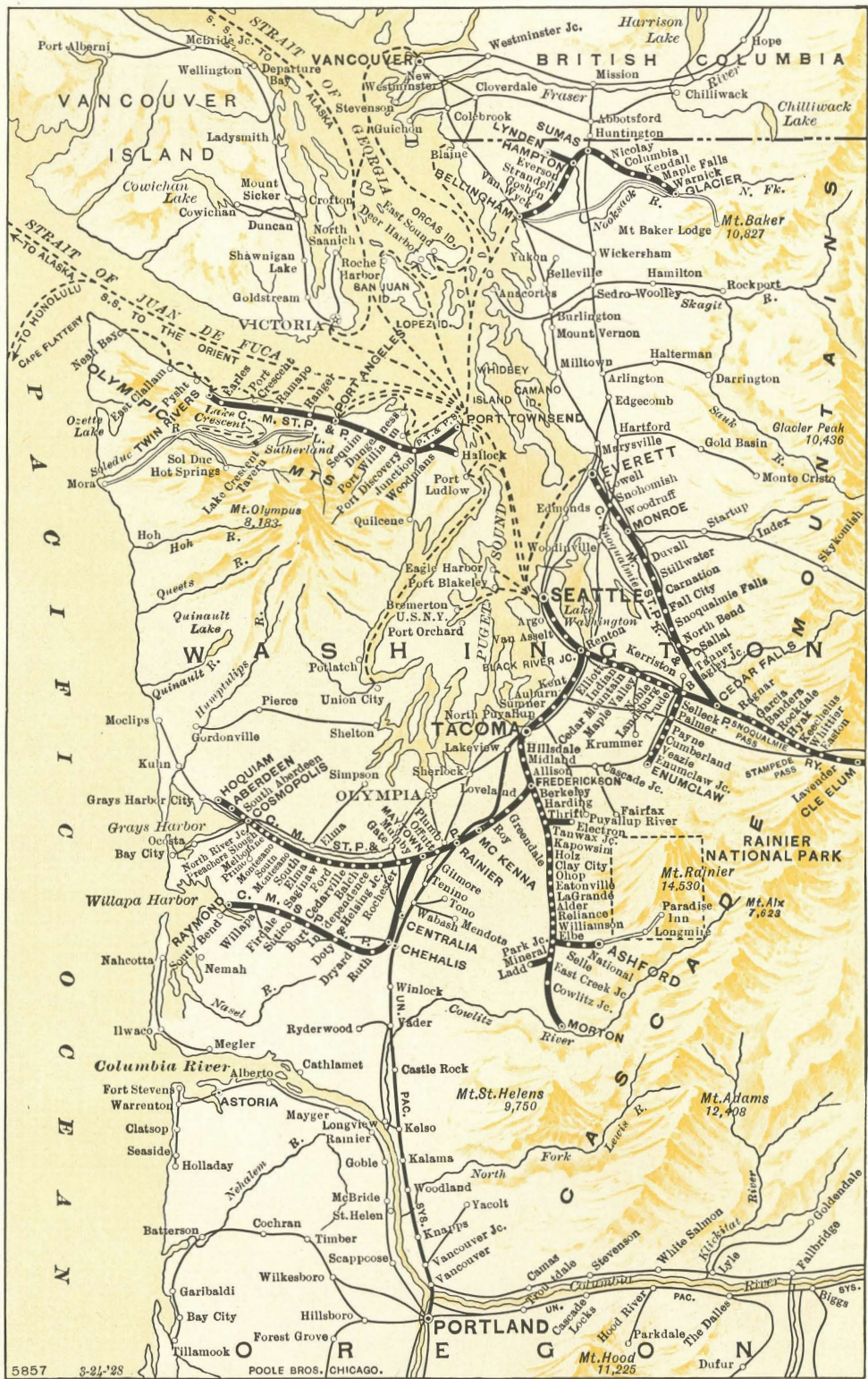


P A C I F I C O C E A N

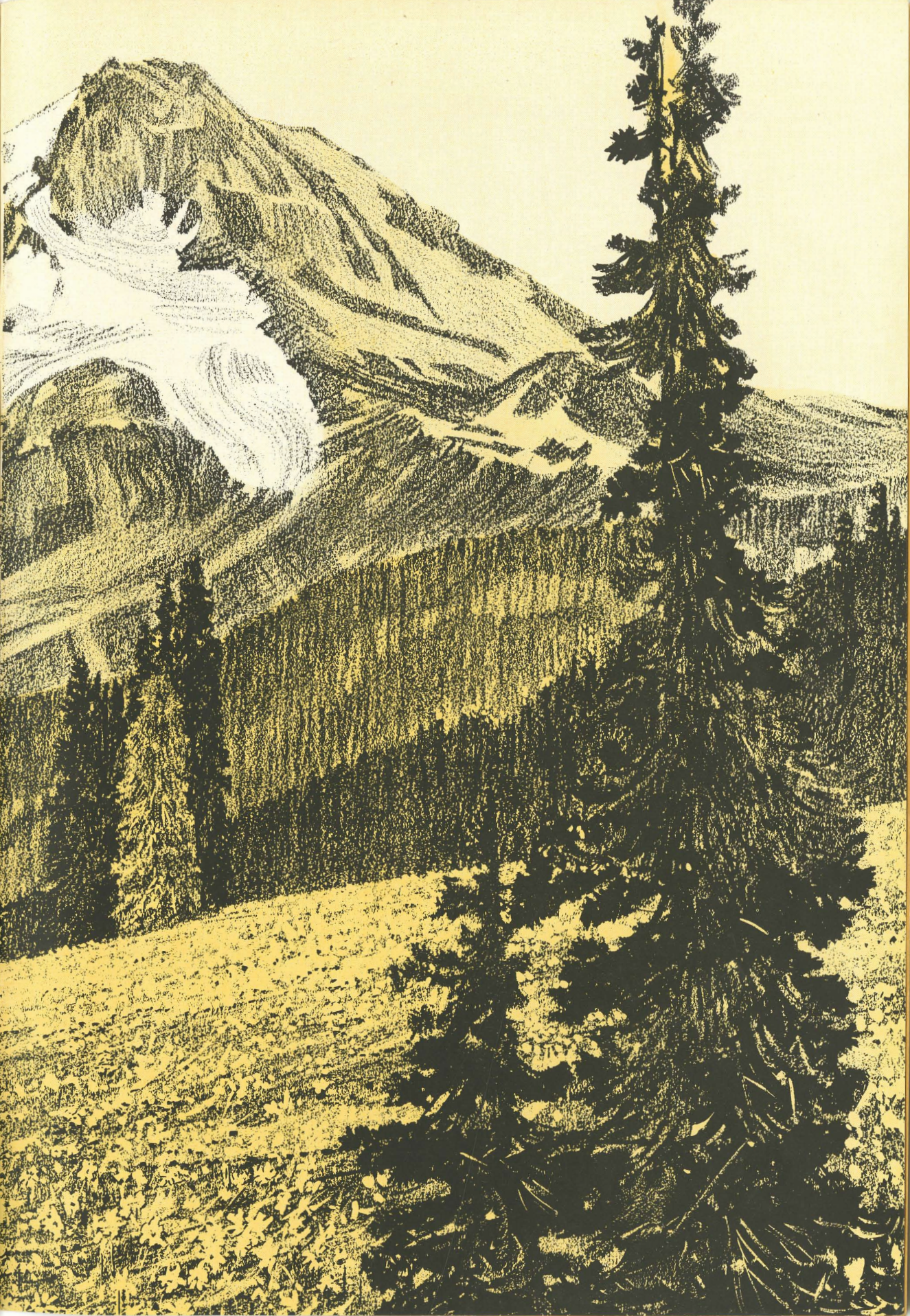
POOLE BROS. CHICAGO.

3-21-'28

5858







Chicago, Milwaukee, St. Paul and Pacific Railroad

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AND ST. PAUL
PACIFIC