

# Eastward

*through the*

# Storied Northwest



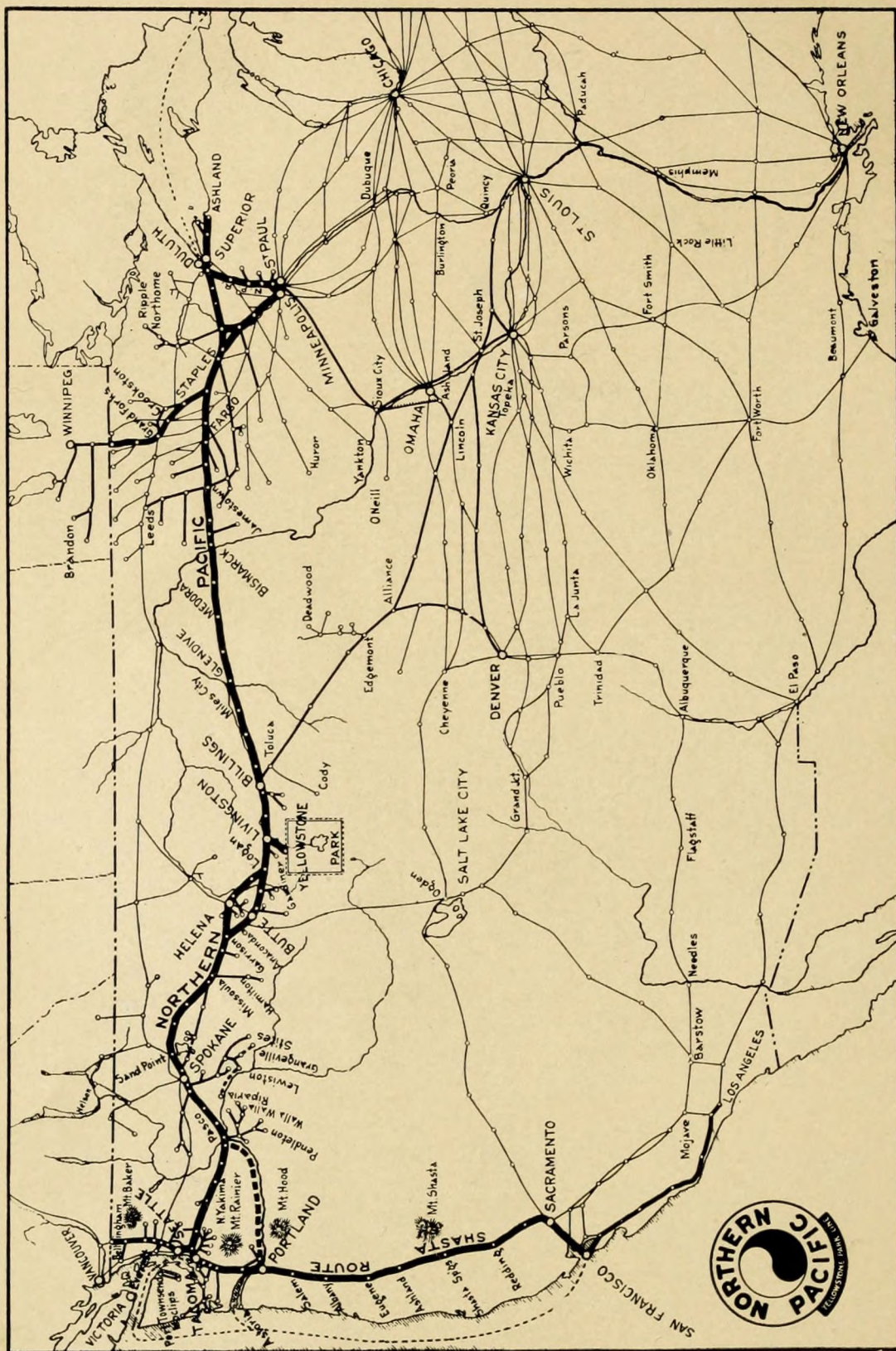












MAP OF SHASTA-NORTHERN PACIFIC ROUTE



# EASTWARD

THROUGH THE

# STORIED NORTHWEST

By  
OLIN D. WHEELER

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AN EASTWARD TRIP FROM

CALIFORNIA

OVER THE

Shasta-Northern Pacific Route

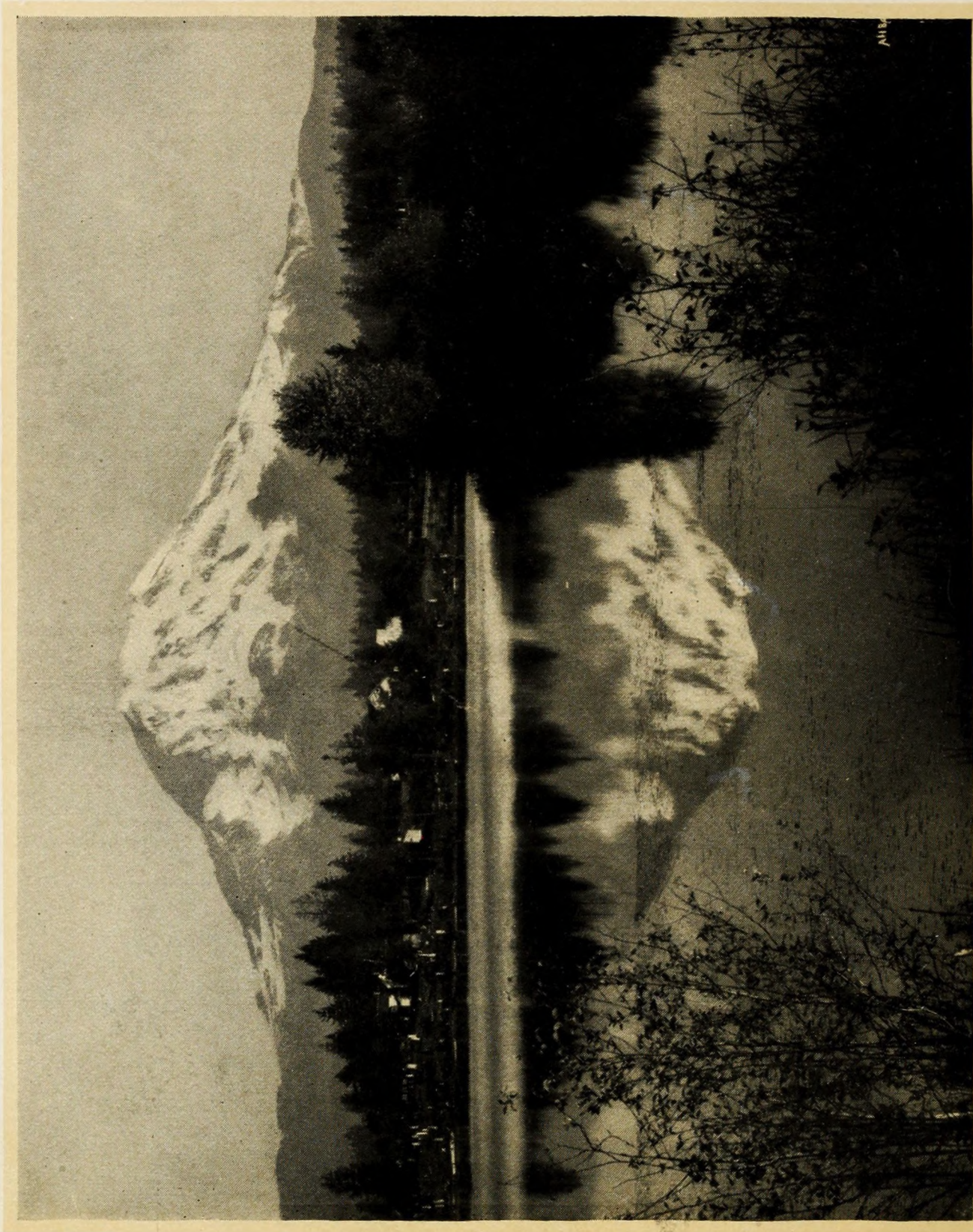
VIA

Portland, Puget Sound, Spokane, Yellowstone  
Park, Minneapolis and St. Paul

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A. M. CLELAND  
General Passenger Agent  
ST. PAUL, MINN.





MT. RAINIER FROM TACOMA AND SEATTLE





## **E A S T W A R D**

—Through the—  
**Storied Northwest**



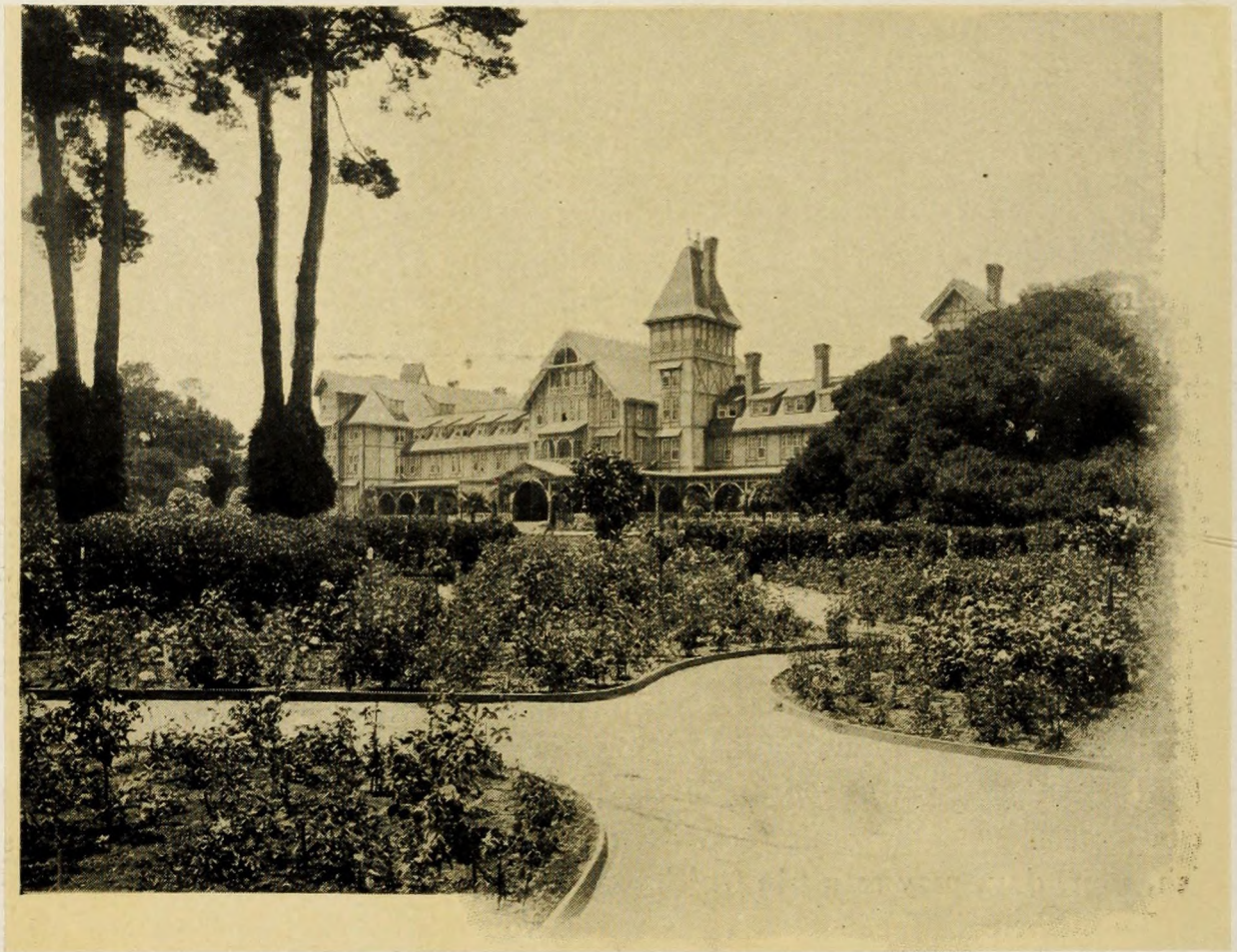
It really appears as if an impression had been made upon the great annual hegira to Europe, and that a reflex flow across continent to the shores of the Pacific had been established. Not only the increasing number of winter tourists to that region indicates this, but the growing inclination to make the Pacific coast in all its length the rallying point for annual gatherings and conventions, evidences the fact. Landscapes, climate, people, everything found there, is new, and the broadening and educational effects of such a journey are beyond statement.

The words Pacific coast and California comprehend a great deal. California is the second largest state in the Union, and contains more than 150,000 square miles. It is a region of wonderful scenic attraction, of delightful climates, of peculiar and interesting vegetation, of a long and picturesque coast line with attractive beaches, of beautiful cities, and an energetic, wide awake, refined and cosmopolitan population. It is a land, in all its essentials, so utterly different from the remainder of the United States, that it stands, in a sense, entirely by itself. It is perfectly natural that those residents in that portion of our country north of the Ohio river, say, should wish to pass the winter months on the lower Pacific coast. Not only California but the entire Pacific coast from San Diego to Bellingham, Washington, is, in fact, a great and varied sanatorium. The variety found here in everything that goes to constitute a great and marvelous region can only be actually known by inspection in conjunction with reading. To this end this booklet, dealing with the land itself and the way homeward via the Shasta-Northern Pacific route, is written in the hope that it may produce a desire which, some day, may result in fruition, to visit it.

The historical aspects of the coast are wonderfully rich in startling adventure and in nation making incident. The occupation of the southern, the Cali-



fornian, country by the Spaniards; the absolute rule and lazy, patriarchal life of the old *Padres* in their cool *adobe* missions, the latter now in a sad state of ruin and decay; the days of '49 and the finding of gold; the days likewise of Sutter, of Fremont, of Sloat, and the wrenching of the sunny land from the slow-going Mexican rule; the building of the first transcontinental railway across the mountains east from San Francisco, all form fascinating themes for student, writer, and lecturer. To the northward, in Northern California, Oregon, and Washington, the same state of affairs, but of a somewhat different tone, is found. The great explorations of Kendrick and Gray, Vancouver, Lewis and Clark, the Astorians, and the later explorations and adventures of Wyeth, Wilkes, Fremont, Whitman and others; the long, arbitrary, and picturesque rule of the Hudson's Bay Co.; the national excitement over the northwestern boundary which nearly resulted in war; the gradual realization by the country that, in the beautiful Puget sound and the



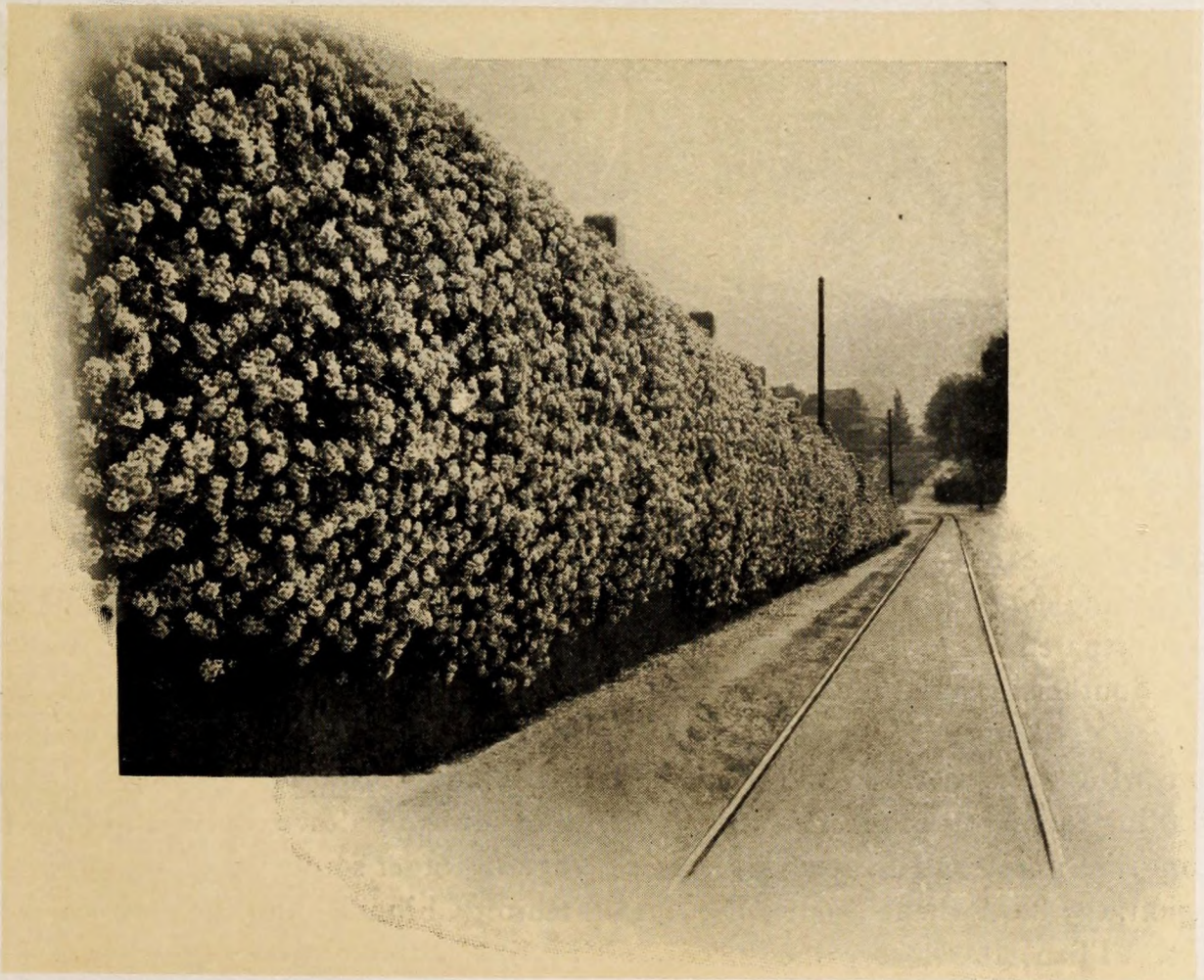
A SOUTHERN CALIFORNIA HOTEL



grand gorge of the mighty Columbia river and in the magnificent mountains and forests about them, there was not alone a scenic but an economic asset of incomputable value, these and other facts form a most fascinating theme to the historian and student, and a never failing source of interest and fascination to the traveler.

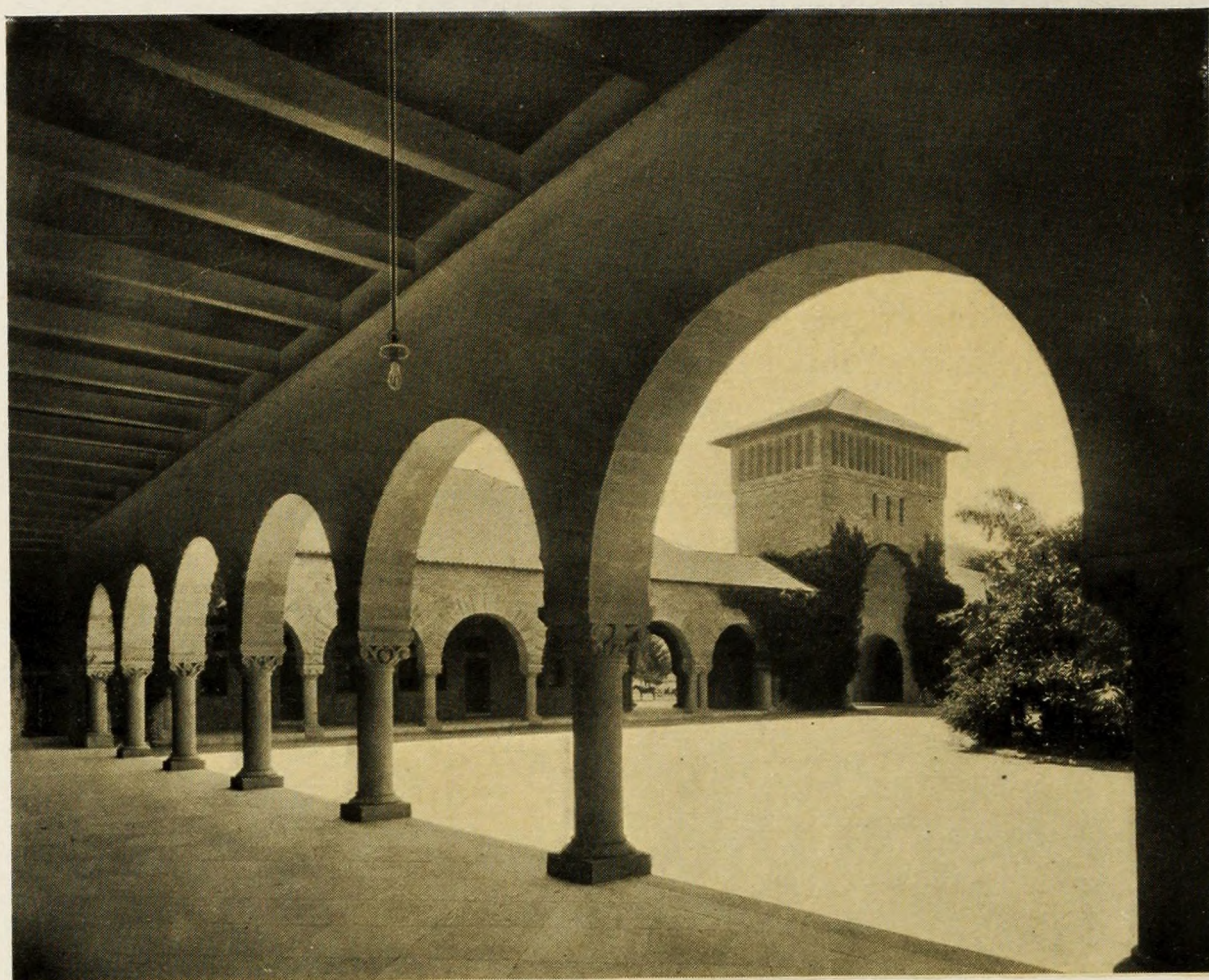
This long stretch of coast, laved by the beautiful waters of the Pacific on one side and bordered and vertebraed by the white tipped mountains back from the ocean, is a grand and glorious realm. It is a mighty giant, young and lusty, really just awaking to the prodigious strength that has long lain inert. The spell that so long lay over this dreamy, faraway land was broken by the locomotive whistle.

First, the Central and Union Pacific railways invaded the seclusion of the middle zone and the ox team and prairie schooner were lost in the locomotive



A WALL OF GERANIUMS, CALIFORNIA.





A PLEASANT COLONNADE, STANFORD UNIVERSITY.

and palace car. Then followed the emancipation of that long, lone land of *adobe* and *padre*, where for league upon league the thirsty plains and hills were unpunctuated save for an occasional mission or a herd of wild horses or cattle. The Southern Pacific railway clave this sleepy land through the center and, turning eastward across the Arizona and New Mexican plains, formed another connection with the eastern world. Again, far to the north, the Northern Pacific, winding across the prairies and squirming up and down the mountains and alongside great and historic rivers, brought the Puget sound and Columbia river region, the land whence comes the soft breathing Chinook, into the embrace of the east. Then, in time, came the connecting link between these highways of steel, and the Shasta route, slowly creeping northward to the waiting metropolis on the Willamette river, completed the great circle.



And what a transformation has followed ! The waters, which for ages rushed from the mountain gorges of Southern California uselessly to the sea, have been turned upon the gray, waiting valleys which have responded as if touched by a magic wand. Tropical flowers and vines, beautiful orchards of the orange, the lemon, the fig, the pomegranate, the apricot, peach, pear, and other fruits decorate the valleys. The olive and almond and the walnut grove relieve the monotony which once cursed the country, and vegetable and alfalfa fields cheer the eye and ornament the landscape. And the towns and cities and hamlets and the ranches and beautiful hotel homes which are ensconced in every nook and recess of the mountains or by the restless, moaning sea, preach to us over and over again of the vast deserts of the west that have been made to blossom as the rose. And northward, too, irrigation has flecked the land with a new and beautiful verdure. There also the citrus fruits are found in localities and latitudes in which it was once believed impossible for them to flourish and the orchards and alfalfa fields are an old story.

There are as many varieties of climate and landscape on the coast as there are localities. That of del Monte and Monterey is not of a kind with Coronado and San Diego; Los Angeles and Santa Barbara and San Francisco reveal dissimilarities; Riverside, Redlands, Redondo, Pasadena, San Jose, Oakland, Paso Robles, and other Californian retreats have each their own distinct attributes. At the north we find it the same. Redding, Shasta Springs, Albany, Salem, Portland, Astoria, Long Beach, Clatsop, Seaside, Moclips, Tacoma, Seattle, Bellingham, Everett, Lake Crescent, Lake Cushman, Green River Hot Springs all differ in various ways owing to local topography although being, in a general way, latitudinally related.

The visitor to Southern California eventually is apt to find his or her way to San Francisco, the Yerba Buena of ancient days. From most of the southern resort homes and cities the city by the Golden Gate can be reached in a day's or a night's ride. If one wishes to see the wide spreading fertile San Joaquin valley, Bakersfield, and Fresno, one can travel by either the Valley line of the Southern Pacific or by the Santa Fe route, visiting the grand Yosemite valley as a side trip. If one desires a glorious, and at the same time, a unique ride, the Southern Pacific's Coast line will give it. For many miles the rails are so close to the ocean beach that the spray of the ordinary surf almost, or some times perhaps, quite, reaches the cars. An interesting feature of all these southern Californian trains is the fact that they are hauled by oil burning locomotives.





IN GOLDEN GATE PARK, SAN FRANCISCO.

The Coast route trains between Los Angeles and San Francisco pass through San Buenaventura, Santa Barbara, San Luis Obispo, Paso Robles, San Jose, in sight of Mt. Hamilton and Lick observatory, and through Palo Alto the seat of Stanford University. From San Francisco there are many short and pleasant tours to be made, prominent among which are visits to the State of California University at Berkeley, Oakland, Stanford University, Mt. Hamilton, Alameda, San Rafael, Monterey, and the wonderful trip up Mt. Tamalpais. If Monterey is visited the beautiful seventeen mile drive should be taken along the seacoast, a most picturesque one.

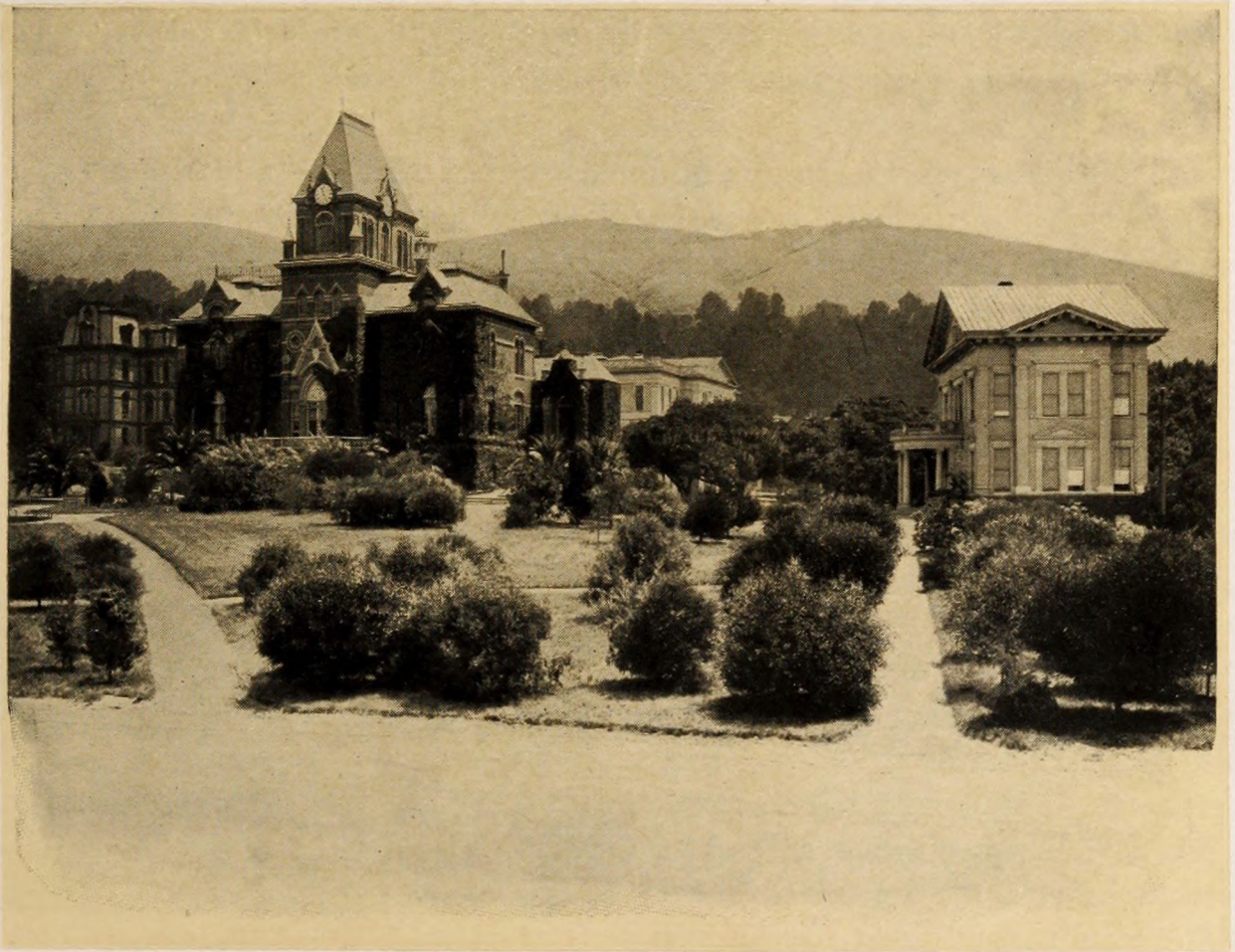
San Francisco with its interesting sights may be seen fairly well, if one is pressed for time, in a street railway observation car. The City is an interesting one and in many ways is sure to strike an easterner as a peculiar city. On a clear day the view from one of its eminences or high buildings is a beautiful one, the large bay with its constant fleet of moving steamers being the prominent factor. Like mammoth shuttlecocks the great ferry boats go to and fro, to and fro in all directions, keeping the waters of the bay, in a state of continual enlivenment.



## The Shasta Route.

The trip from California to "Where rolls the Oregon" and Puget sound, can be made either by ocean steamer or by the "Shasta-Nothern Pacific route." The Pacific coast steamers are stanch and commodious and the ride through the Golden Gate and upon the waters of the broad Pacific is one that will commend itself to many and remain a cherished remembrance afterwards. The ride over the Shasta route forms one of the most picturesque railway journeys in the United States. There are two trains daily leaving San Francisco, one in the morning the other in the evening. The evening train is the preferable one to take if one wishes to see the best scenery without stopping *en route*, and accommodations should be engaged several days in advance if possible.

Leaving San Francisco by the Shasta route, the distance between the city and Oakland is covered on one of the large Southern Pacific ferry boats and the



BUILDINGS, UNIVERSITY OF CALIFORNIA, BERKELEY.



cars are boarded at Oakland pier, across the bay. The train flies along the bay shore to Port Costa, where it is ferried entire across the strait on a huge ferry boat, whence it proceeds to Sacramento. From Sacramento the train follows the great valley of the Sacramento river, lying west of the Sierra Nevada. The finer scenery begins in the neighborhood of Redding, and from there nearly to Portland it is a succession of scenic transformations.

The Southern Pacific Company, operating the Sunset, Ogden, and Shasta routes, has made the following statement relative to the superiority of the Shasta route:

“Of the three routes to California from the East, the northern one, having its terminal station at Portland, is certainly not the least interesting; *in fact, from a purely scenic standpoint, it is far ahead of either of the others*—indeed, it may be said that if the traveler wishes to become acquainted with the characteristic features of the Pacific slope both from a scenic standpoint, and an industrial standpoint, *he will acquire on his trip a broader and more comprehensive view than from either the central or southern route.*” This states the case completely.

The morning after leaving San Francisco finds the traveler just entering that glorious stretch of river and mountain scenery found on the extreme headwaters of the Sacramento river. It is scarcely possible to adequately depict the beauties of the upper Sacramento river and cañon. From its headwaters among the maze of mountains on all sides of Mt. Shasta, the crystal, snow-fed waters of this river flow southward in a shining, winding stream of silver. The stream near its sources is not, naturally enough, an extremely large river as one, seeing it near or below the city of Sacramento, might be led to conclude, nor is it a tearing, boiling torrent. It is a moderate sized stream, here a little staid and dignified, there hastening its journey over a rocky bottom, perchance tumbling down a rapid or two. There are lively, flecked riffles and deep, pregnant trout pools. Under any and all conditions the purling stream sings a song of joy and gladness,



A PACIFIC COAST VINEYARD.



and it is a constant reminder to the angler that it has a special attraction for him.

At Castle Crags one will be pardoned for over exuberance. A grand, spectacular procession these old crags make, rising high above all else away up into the cloudless blue of the firmament, or perchance, their granite fingers touched by the caressing clouds that hold close communion with them.

And what visions one may have of this array of castellated spires! Upon warm, summer days, when the sun casts upon them his enfolding rays, they seem like bright, shining spirits of the air, bathed in radiance and marching to glory. Then, when the clouds hover near and the sun has withdrawn his warmth and light, how cold, ghostly, and terrible they seem, so far from us and so uncompanionable. Then, too, they change form and mood as we change position. As the train moves along we seem to be standing still and they become a marching army of stone giants. Seen from the train they thus form a magnificent spectacle, now hidden by the trees, now bursting into full view, and one takes these grand, glorious old crags to his heart at once and drinks in their inspirational beauty until the flying train blots them from sight.

Leaving the crags we follow the winding Sacramento farther and farther into the depths of the mountains. Now and then we catch glimpses of Mt. Shasta. All along this part of the river are summer outing spots, more or less rustic in character, the most prominent being Shasta Springs.

One's first impressions of Shasta Springs are lasting ones. The whole scene, as the train rushes suddenly upon it, comes as a complete and most unexpected surprise. Mossbrae falls burst from the green, mossy mountain side in myriad and virginal streams which extend for a considerable distance horizontally along the hillside and pour a large quantity of water into the Sacramento. The entire mountainside is a reservoir of pure, clear, delicious water of which Mossbrae falls is but a part. A large stream of purest water comes tumbling down the slope from the plateau above. It breaks forth near the summit from several large springs which form two or three streamlets that, about half down, join together, forming a fair sized stream that is really a continuous cascade. From near the top the water has been piped down to a convenient point above the railway track where it is converted into fountains, two graceful, beautiful shafts of water playing continuously to a height of about forty feet each. The effect of all this in this quiet, mystic, mountain retreat among the faraway Sierras, where the great hurly-burly world seems absolutely effaced, is scarcely describable. The general effect is much enhanced at night when the railway station and soda font, the mountain





SHASTA SPRINGS.

side and fountains, and the course of the streams down the mountain and its glens, are all brilliantly illuminated with many colored incandescent lights. It then becomes a veritable scene of enchantment. From the station, where there is a large sanatorium, a wide, easy, zigzag trail leads to the plateau and hotel above. An electric scenic railway also connects with the hotel and as the car moves slowly up the slope of the hillside one is given ample opportunity to enjoy the novel experience and view the rare scenic effects.

On the wide plateau, some 500 or 600 feet above the river and track, with Mt. Shasta in plain view, stand the new Shasta Springs cottages and their appurtenances. The grounds are nearly level, attractively laid out and landscape gardened, with croquet grounds and tennis courts, and the cottages are roomy and equipped with modern conveniences. The noted Shasta water, pure and sparkling as crystal, is charged with carbonic acid gas and is supplied to guests



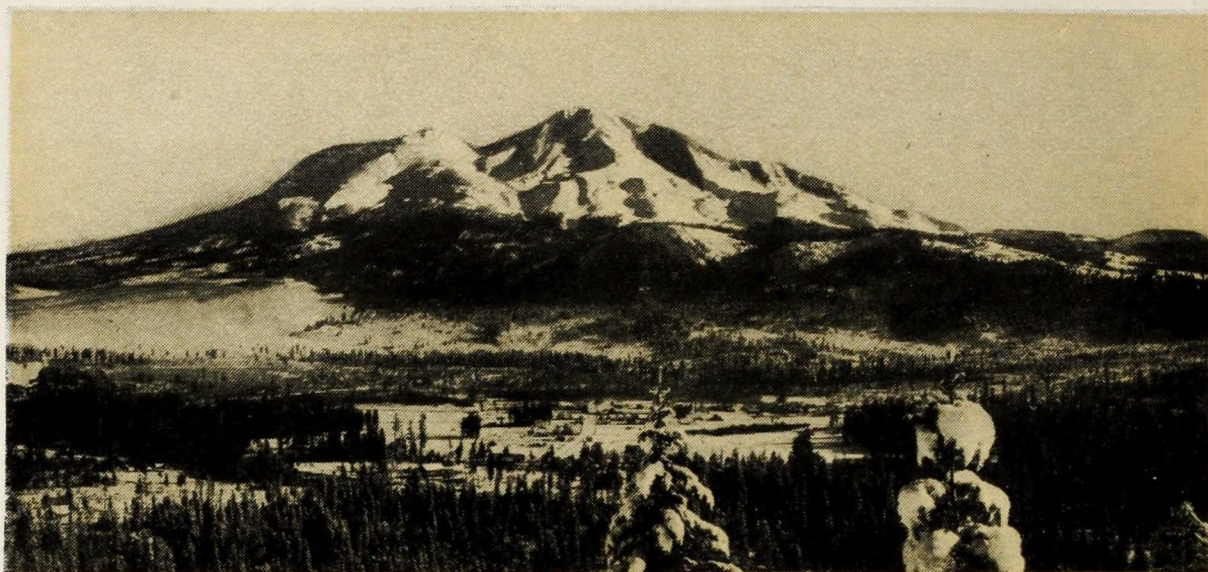


COTTAGES AT SHASTA SPRINGS.

without charge. One can drink it in large quantities without fear of unpleasant consequences. For a place where real rest and quiet are desired and where the elevation—about 2500 feet above sea level—and climatic conditions are most desirable, this beautiful mountain nook can scarcely be surpassed. Those threatened with nervous prostration are very likely to recover and live for many years if, in a moment of thoughtfulness they buy tickets that will permit of a sojourn at Shasta Springs.

Leaving Shasta Springs, the train climbs out of the glorious cañon, one never to be forgotten, and then Shasta itself appears in all its transcendent beauty. Shasta is the first of the great glacial peaks of the Cascades. Of all these peaks, Shasta is also the highest. It rises about 11,000 feet above the valleys at its base, and its total elevation is 14,380 feet above the level of the sea. It is reckoned by geologists as a typical volcano, and rises among the mountains that congregate about it as, for example, Lincoln towered above his contemporaries. There





MOUNT SHASTA.

are five glaciers on Mt. Shasta. While these glaciers are not strikingly large, as glaciers go, the largest being something more than two miles long, they are regular glaciers, having crevasses, moraines, etc., and the ice is several hundred feet thick.

Shasta, as it appears from Sisson's, is well described by Clarence King in his "Mountaineering in the Sierra Nevada." He climbed the mountain in 1870, and says: "Shasta, from Sisson's, is a broad, triple mountain, the central summit being flanked on the west by a large and quite perfect crater whose rim reaches about 12,000 feet altitude. On the west a broad, shoulder-like spur juts from the general slope. The cone rises from its base 11,000 feet in one sweep." From all accounts Shasta is by no means a difficult mountain to climb. My own impression, from what can be seen of the mountain from Sisson's, twelve miles distant, is that I would rather ascend Shasta twice or thrice than Rainier—which I climbed in 1894—once. King who was an old and experienced mountaineer, says regarding this point: "There is no reason why any one of sound mind and limb should not \* \* \* \* be able to make the Shasta climb. There is nowhere the shadow of danger, and never a real piece of mountain climbing—climbing, I mean, with hands and feet—no scaling of walls, or labor involving other qualities than simple muscular endurance." Flanking Shasta on the west, as the train runs northward, one will see a prominent black butte, conical in shape. It is noted on the maps as Muir peak, but is known in general nomenclature as





BLACK BUTTE.

Black butte. The butte is one of the landmarks of the region, and the traveler sees it from all angles within an arc of 180 degrees, as the track hugs it persistently and seems loath to leave it. The butte, while not being particularly noteworthy either as to actual or relative elevation, is a very striking and conspicuous object. Leaving Shasta and Black butte and swinging to the northwest, we soon come to the base of the Siskiyou range. The usual features of mountain engineering are seen here; long curving approaches; heavy grades; a pathway gouged out of the sides of reluctant mountains; a few tunnels; a train pulled by two or three locomotives. Of course there are the mountains, but somehow they are different from other mountains. Mountains are really pretty much the same wherever you find them. They are much like people, of the same general character with specific, or individual differences.

The Siskiyou are rugged and yet devoid of that angry, harsh aspect usual to that class of mountains, which often has a repellant effect upon one.



There seems to be a rare and most unusual blending of the stern, rasping type of mountain, with that of the softer, graceful sort that produces a type, decidedly new, pleasing, and inspiring. After a series of gradual approaches, the real foothills and flanks of the range are encountered by the train. No more dodging now. In a long, sweeping curve the train makes straight for them, then swerving to the left, almost parallels its course for a time, swings again, this time to the right, squirms about until it gets "head room" well back on the long slope, describes a semi-circle, still to the right, and now finds itself high above its former line, and overlooking a long line of shining, twisting rails, with a right of way ahead that is moderately straight but of heavy grade.

At the pass—4,113 feet elevation—as we turn with a last, lingering look toward Shasta, now far behind and towering like a giant in air, there is a darkening and closing in and we are in the tunnel, crossing the range.



ASHLAND, ORE.



In a few minutes we emerge and go swinging down in steady, rhythmic motion into the valley of the upper Rogue river.

The descent of the Siskiyou into the Rogue river valley is the superlative of railway mountain scenery. The range, on that side—the Oregon side—is much finer, the engineering is bolder in conception, the view incomparable.

The daylight ride through Oregon to Portland gives one a good chance to become acquainted with the fertile fields and pleasing scenery to be found there.

Through Ashland, Grant's Pass, Roseburg, Eugene, Albany, Salem, the capital of Oregon, all thriving cities, and down the beautiful and historical Willamette valley the train speeds, stopping finally at Portland, the metropolis of the state.

This part of Oregon is the part of the state that was first settled and it is one of the richest and most beautiful regions of the northwest. The Willamette river and valley was called the Multnomah by Lewis and Clark who discovered it in 1806, and this beautiful Indian name was in vogue for many years.

Eugene is the seat of the Oregon State University.



PORTLAND, OREGON.—MT. ST. HELENS IN THE DISTANCE.



## The Northern Pacific.

At Portland, the Rose city, the traveler has the choice of many interesting side trips. The city itself is full of interest, and the street cars go everywhere, there being 160 miles of street car lines. Portland is a wealthy city of fine streets, beautiful homes, imposing store and public buildings, blooming roses and greenery, and its location, from a scenic point of view, is unexcelled. The terraced, wooded heights back of the city, fast becoming covered with beautiful homes, afford wonderful situations from which to view the rich panorama of river, mountain, and forest that stretches from the southern horizon to the limits of vision far to the north. The view from Council Crest is a specially fine one. The Cascade range in its great, green, wavy undulations rises to the east cleft by the mighty gorge of the Columbia river. Here and there, projecting high above the range, stand Mt. Jefferson, Mt. Hood, Mt. Adams, Mt. St. Helens, and Mt. Rainier, white and glittering, swathed in ice and



STATE CAPITOL, SALEM, ORE.



snow. In the foreground the great city slopes down to the deep, currentless Willamette river and then rises in easy grades to the foothills of the mountains about Mt. Tabor and its adjacent elevations. The masted ships and scurrying or docked steamers betoken the large river and ocean commerce that centers here. The tonic scenic note of the region is the Columbia river. The Columbia is far superior to the Hudson, in its scenery, and in some ways is not unlike it. The trip by steamer up the river from Portland past old Vancouver to the Cascades and Dalles, reveals tremendous palisades and bluffs, grand reaches of river, beautiful, delicate waterfalls hundreds of feet in height, besides the unique salmon fish wheels and the wonderful Cascades and Dalles themselves.

Rooster rock, Cape Horn, Castle rock, and Multnomah fall are a few of the grander wonders of nature to be seen here.

The ride down the river to Astoria and the mouth of the Columbia takes one to where history was made in the days centering around the year 1800. The names of Gray, Vancouver, Lewis and Clark, the Astorians, Wilkes, Dr. McLaughlin, Whitman, and others come to mind. Along the fine beaches of the Pacific ocean, notably Clatsop beach, Seaside beach, and Long beach, are many cottages and hotels with fair accommodations at reasonable prices—about \$ 2.50 per



MOUNT HOOD, ORE.





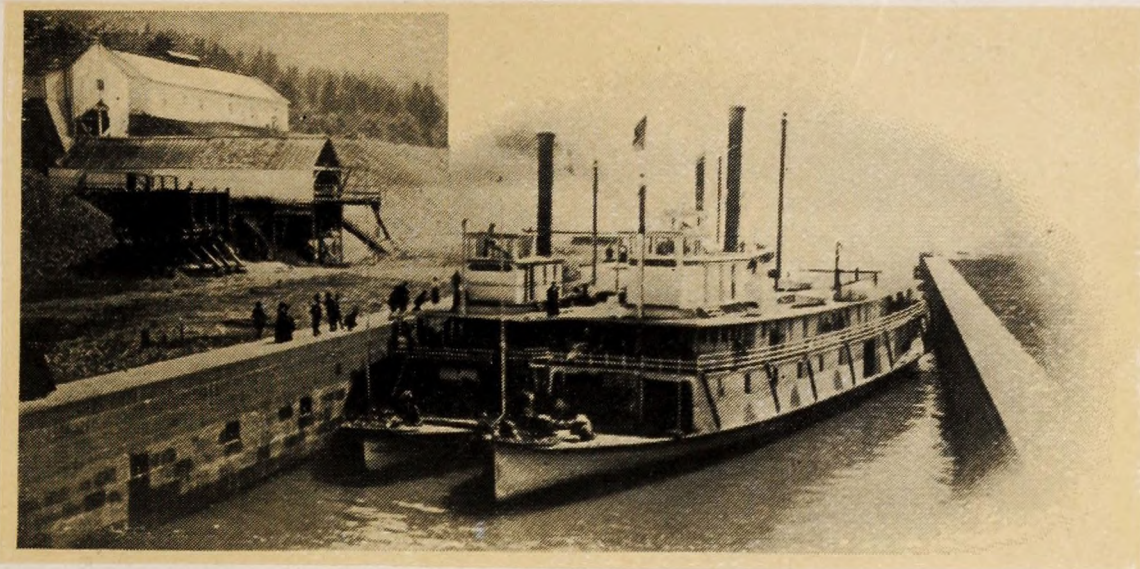
CASTLE ROCK, ON THE COLUMBIA RIVER.

day—where tourists can enjoy themselves. Cloud Cap Inn, perched on a spur of beautiful Mt. Hood and 6,500 feet above sea level, is reached by stage from Hood River, a railway and steamboat station on the river above the Cascades. It is a glorious and yet most unique resort, and the tourist finds here a pure, invigorating atmosphere and a most wonderful view. Mts. St. Helens, Rainier, and Adams are all visible from the windows of the Inn.

The river towns and places of recreation can, most of them, be reached either by river steamers or by rail, or both. The steamers on the Columbia are safe, speedy, comfortable and some of them much more than this. Combination river and rail trips that are very satisfactory can usually be made and the seacoast and mountains thus visited and time economized when necessary.

Leaving Portland on the Northern Pacific, the train speeds alongside the Willamette and Columbia rivers to Goble, where the entire train is ferried across the broad Columbia, whence it continues on to Tacoma and Seattle. The Northern Pacific is the only railway between Portland and Puget sound.





IN THE CASCADE LOCKS, COLUMBIA RIVER.

The ferryboat, Tacoma, a large side wheel steamer with three railway tracks on its deck, is an object of much interest to passengers. The river between Goble and Kalama is about one mile in width and passengers usually leave the cars and congregate about the deck during the ride across the stream, enjoying the scenery and the breeze made by the moving boat.

On this ride the great snowcapped peaks of Mt. Hood, 11,225 feet high, Mt. St. Helens, 10,000 feet in elevation, Mt. Rainier, 14,363 feet above the sea level, are seen, and a distant glimpse of Mt. Adams is had.

These mountains are revelations to those accustomed to the peaks found in the east or even in the Rockies. No such mountains as these *can be seen elsewhere*; if one expects to see such visions one must go to this spot to see them. They are grand examples of glacial mountain structure and render it entirely unnecessary to go to Europe to climb Alpine peaks and glaciers. Mt. Rainier has fifteen massive glaciers slowly working down its sides.

Mt. Rainier is seen, if the day be clear, long before reaching Tacoma. From all points on the Sound this grand mountain looms high over everything. If one sees it at sunrise or sunset under favorable circumstances, one is vouchsafed a vision such as rarely is given mortals to see.

A trip full of original experiences is that from Tacoma to Paradise Park on the southern slope of Mt. Rainier, where there is a good tent hotel in the midst of some of the most sublime scenery on the globe. Mountains, falls, glaciers, cañons, cliffs, snow fields, islands of timber, rushing streams, wide areas of living





TATOOSH RANGE FROM PARADISE PARK, MT. RAINIER.

green, and a most wonderful flora are found. It is scarcely possible to describe the beauty, variety, and absorbing interest of the secluded little realm known as Paradise Park. If the visitor is ambitious in the line of mountain climbing, the ascent of Mt. Rainier, the finest glacial peak in the United States exclusive of Alaska, can be added to the program, but for this a guide is necessary.

Paradise Park is easy of access. The Tacoma Eastern railway extends from Tacoma to Ashford, at and near which point there are several good stopping places where rates are remarkably reasonable. Between Ashford and Longmire Springs a good wagon road is found and between Longmire's and Paradise Park the Government is constructing a very fine road. The entire distance from Tacoma may easily be covered in a day—and there are some most effective bits of scenery along the railway—but one will find it pleasant to stop a night or more at Longmire's and enjoy drinking the waters and bathing in them.

The slopes of this great mountain together with those of its neighbor, the





IN THE BUSINESS DISTRICT, TACOMA, WASH.

Tatoosh range, and the glaciers found, render a visit to Paradise Park a very unusual touristic experience. It is quite out of the usual run of travel adventure and is a most healthful as well as enjoyable recreation.

Tacoma is an Eastern city on Pacific Coast hills; it overlooks Commencement bay, of Puget sound, with Mt. Rainier forty miles distant, seemingly overtopping the city and forming one of the most remarkable views to be found the world over.

Tacoma, besides being a delightfully located and beautiful city, is a great exporting point. It has coal bunkers, for loading vessels, having a capacity of 20,000 tons, and warehouses along its water front capable of holding 7,000,000 bushels of wheat. It has ninety miles of electric and cable railways. Its lumber industry is of notable importance and its flour mills have an immense output.



Seattle is situated on Elliot bay of Puget sound, about an hour's ride from Tacoma by steamer or rail. To the west, across the Sound, the Olympic range shows its snowtipped peaks, and Mt. Rainier is seen to the south.

Seattle has 120 churches, a United States assay office, the Washington State University, and a public library that contains 50,000 volumes. It does an enormous export and import business, its storage capacity on its water front exceeds 800,000 tons, and its street railway system aggregates 120 miles. Seattle's industrial and commercial growth has been remarkable.

Easterners have, really, little appreciation of the scenic beauty, healthfulness, and commercial importance of the Puget sound region. It is bound to become a great tourist resort and sanatorium. This balmy land, with its snow-flecked mountains, placid, many armed sound, bays, rivers, superb fishing, summer resting places, great forests, whirring mills, fine cities, and delightful climate, surely is destined for a glorious future. From Tacoma and



TOTEM POLE IN PIONEER SQUARE, SEATTLE.

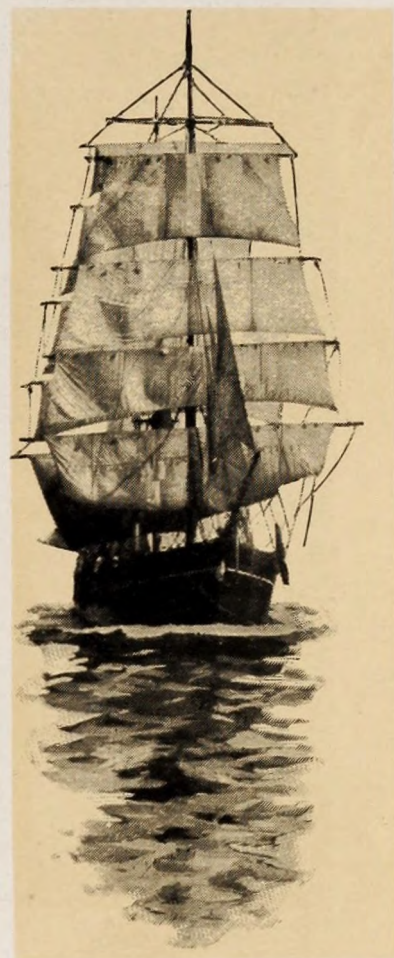


Seattle there are many lines of steamers plying to all parts of the coast. Tourists can find many delightful trips to take, some by water, others by rail, to Victoria, Vancouver, Port Townsend, Port Angeles and Lake Crescent, Snoqualmie fall, Lake Cushman, the Puget Sound Navy Yard, Moclips, Steilacoom, etc., besides the tourist and other Alaskan trips to Fort Wrangle, Juneau, Skagway, Dyea, Muir Glacier, Sitka, etc. The Alaskan steamers start from Puget sound ports and follow the inland passage, thus doing away with rough water and seasickness.

The Alaskan trip is considered by experienced travelers to be the tourist trip *par excellence* of the world. Steamers run to the Southern Alaskan ports the year round, and during the tourist season the fine steamer Spokane, carrying first-class passengers only, plies between Sound ports and all Alaskan tourist points.

The Alaska of today is a very different Alaska from that of a few years ago. The advent of population, the interested supervision of the government with the scientific explorations and surveys that have followed, the building of railway lines, the establishment of steamship routes both river and coastwise, the settlement of the boundary dispute, and the constant increase in the gold output, have made Alaska a most important part of our national domain and proved that there is much of value there, commercially, and that wonderful glaciers and stupendous mountains were not the only things that Seward bought with his \$7,200,000. There is timber, copper, coal and petroleum, probably in plenty, while agriculture and the fisheries are sources of home food supply and wealth.

The fleet of steamers that now constantly shuttles back and forth between Puget sound and the Alaskan ports proper, and those of Nome and the region north of the Aleutian islands, are not alone forerunners of a greater commerce yet to come, but they open new and unusual tourist routes of travel, routes that add immeasurably to the educational value of all travel. Coupled with the trip through the Northwest usually preceding or succeeding the Alaskan tour, the great educational advantages derived from this journey are hard to conceive.







NEAR LONG BEACH, WASH.

One can spend much or little time in stop-overs and side trip inspections, as one desires, but even the usual round trip tour with only the incidental steamer stoppages here and there affords a pleasure and enjoyment as well as profit well worth the trip, which usually requires from nine days to two weeks, according to steamer and destination.

Leaving the Sound region, the traveler crosses the Cascade range. It is a grand stretch of mountains, black with timber from the bottoms of the deep, precipitous gulches clear to the utmost limits of the divides and peaks. The crossing is made through the Stampede tunnel, two miles in length, 2,852 feet in elevation. Right in the heart of the range lies Green River Hot Springs, a most delightful spot for health, fishing, and general recreation. Hotel Kloeber is a new, electric lighted, steam heated, modern hotel in all its appointments, and can be recommended to eastern people who are accustomed to a well-equipped hotel of this sort. It is in sight of the train and is open the year round.

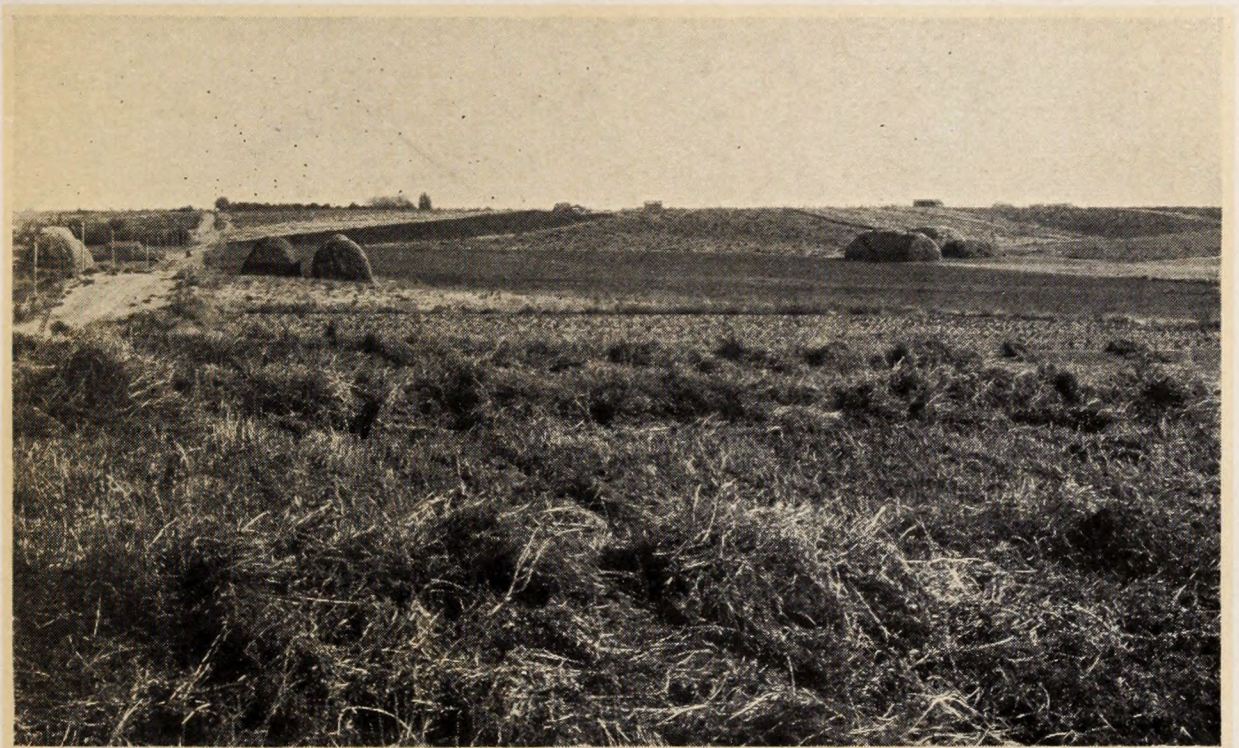


In crossing the Cascades the traveler will note, with surprise probably, that there are no trestles and, except the Stampede tunnel, no tunnels to mention and such as there are are concrete lined. The trestles were hydraulically filled in by sluicing down the sides of the mountains years ago.

At Easton one leaves the train for Lake Kachess which is beautifully enconced in the Cascades and is a gem of a lake. The scenery is very fine and the hotel accommodations good. This is a beautiful mountain resort and it is being constantly improved. Hunting and fishing are found, boats are at hand, and the lake and mountains are superb.

The train now follows the Yakima river and valley for about one hundred and fifty miles, eastward to the Columbia, again, then across the plains to Spokane, and *en route* a very fine view of Mt. Adams, white as marble, is to be seen to the southwest.

The Yakima cañon, cut through a wide lava flow, is an interesting feature of the route. The Yakima valley is now noted as being, probably, the finest natural irrigation proposition in the west. The soil, a decomposed lava, is of



ALFALFA FIELD IN WASHINGTON.



great depth and remarkable fertility; the supply of water, ample for future needs comes from the mountains; the fall of the Yakima river is such that flowage over the lands on either side is easily accomplished. The difference in elevation and climate varies from about 350 feet, at Kennewick on the Columbia river just below the mouth of the Yakima, to 1,500 feet, above the sea, at Ellensburg near the sources of the stream.

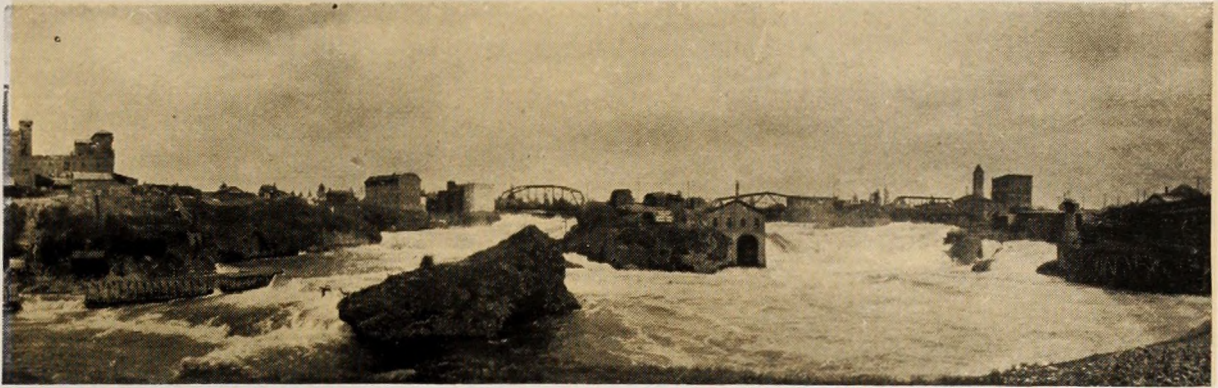
Ellensburg, North Yakima, Toppenish, Mabton, Prosser, Kiona, and Kennewick, all are the results of irrigation. North Yakima is the largest of these places and the methods and products of irrigation including artesian well irrigation, can be seen here over a wide area. Any of these towns exemplifies the importance of irrigation to the West, and the whole country as well, and a stop at them will well repay one.

At the crossing of the Columbia river at the foot of the valley, between



PRUNE TREES IN BEARING, YAKIMA VALLEY, WASH.





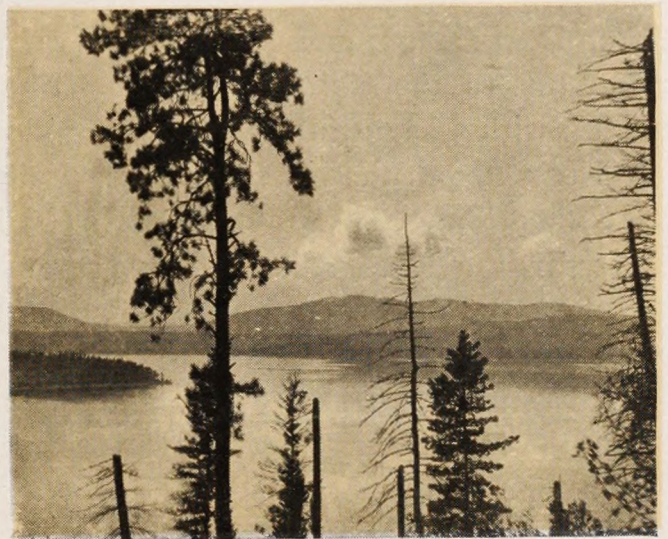
SPOKANE FALLS, SPOKANE, WASH.

Kennewick and Pasco, the river flows in the opposite direction from what it does where the train was ferried over, 350 miles farther west at Goble and Kalama.

Spokane is a city that the easterner should know. It is a place of much wealth and influence and is built up with fine brick and stone business blocks and public buildings, elegant residences and grounds, wide, well-paved streets, and has a splendid electric and traction street car system. Electricity is generated by the beautiful falls of the Spokane river seen in the heart of the city. This city is an important commercial point, being the business center of the Coeur d'Alene, Republic, Buffalo Hump, and many other mining districts and of a broad and very rich agricultural area. Prominent among these tributary regions are those of the Big Bend, Palouse, Clearwater, and Lewiston, to the west and south, and the Colville valley lying to the north. This is the Inland Empire and such in truth it is.

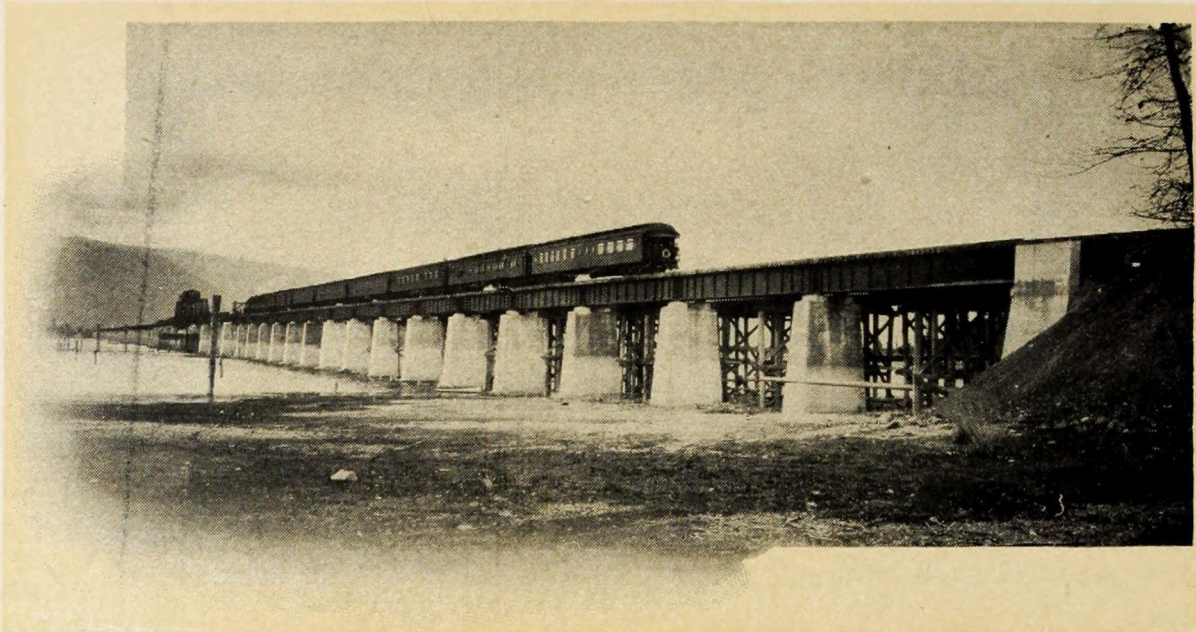
A pleasant excursion from Spokane, which consumes one day and includes a nice steamboat ride, is that to Coeur d'Alene lake and return; another is a trip to Medical lake, still another is a visit to the military post, Fort Wright.

Soon after leaving Spokane the outskirts of the Rockies come into sight,



A BIT OF LAKE PEND D'OREILLE.





SAND POINT BRIDGE, LAKE PEND D'OREILLE.

the Cabinet range to the north and the Coeur d'Alene mountains to the south. At Sand Point, an important lumber point, Lake Pend d'Oreille is reached. The names—Coeur d'Alene (heart of the awl), and Pend d'Oreille (hung from the ears), are Indian names taken from the tribes of the region. Lake Pend d'Oreille is one of the most beautiful lakes of the country. It is surrounded by mountains which provide it with scenery of a high order and it abounds in trout.

From Hope to Butte the rails follow, except where they cross the mountains, a stream which, under the names of Pend d'Oreille, Clark Fork, Missoula, Hell Gate, Deer Lodge, and Silver Bow rivers, is one and the same stream from the mountains to the Columbia river. The route is wholly between mountain ranges, with a beautiful stream rolling alongside the track.

Near Dixon, the Mission range, probably the grandest of any subrange in the United States, is seen to the north, its high, sharp, tawny peaks more or less covered with snow. The railway here skirts the Flathead Indian reservation, and these Indians, from time immemorial the friends of the white man, and their picturesque tepees can be seen as the train flies along.

Missoula, across the range and the seat of the Montana State University, lies at the foot of the Bitterroot valley, one of the historic valleys of the west, as well as one of the most beautiful. Lewis and Clark passed entirely through it in 1805-6, and the old Jesuit missionaries, led by Father d'Smet, established themselves there more than a half century ago. Here, in the Bitterroot range, is





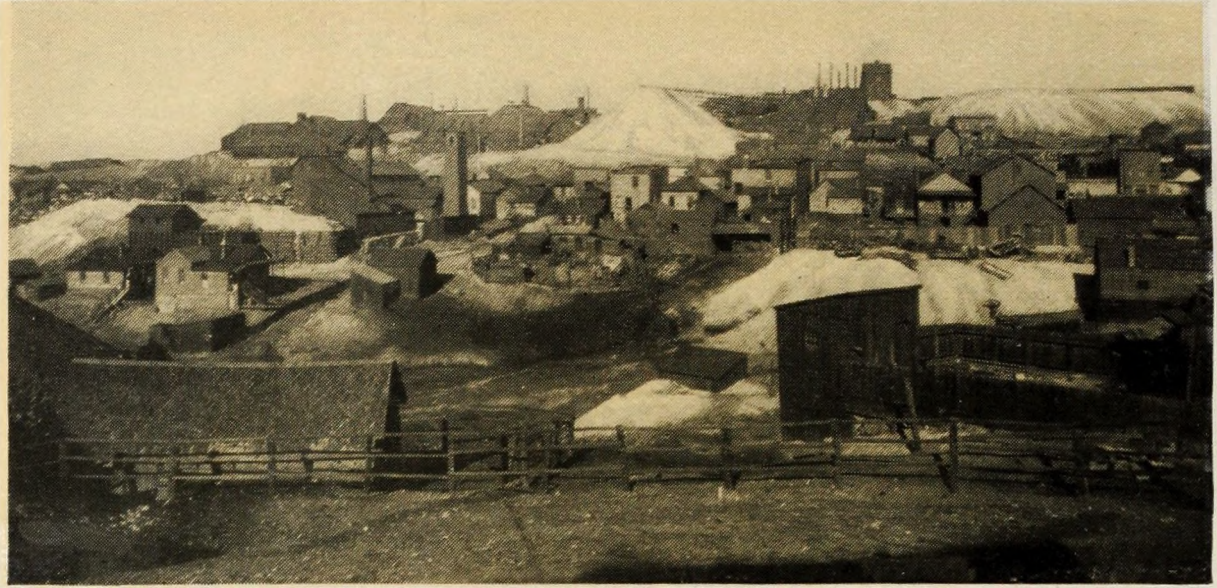
NORTHERN PACIFIC STATION, MISSOULA, MONT.

found one of the finest big game hunting and trout fishing regions in the United States. Elk and bear are numerous, and it is the home of the White, or mountain goat.

Two branch lines, one into the heart of the Coeur d'Alene range, the other up the Bitterroot valley afford access to these fine hunting and fishing grounds, where the mountain scenery is of the very finest. Hotel accommodations at Missoula and Hamilton, the latter town situated 50 miles up the Bitterroot valley where fishing is excellent, are unusually good.

Between Missoula and Garrison—the latter place named after William Lloyd Garrison—the train follows the Hell Gate river between lofty mountains which rise 2,000 feet or more above the track. From Garrison the main line continues over the main range of the Rocky mountains, via the Mullan tunnel—5,566 feet above the sea level—to Helena, the capital of Montana. It then follows up the headwaters of the Missouri river to Logan. Helena is located upon old placer diggings at the foot of Mt. Helena which have produced, probably, from 40 to 50 millions of dollars of placer gold. The fine new capitol of Montana, at the





BUTTE, "THE GREATEST MINING CAMP IN THE WORLD."

south of the track, is readily seen from the train. Eighteen miles north from Helena, at the foot of the Bear's Tooth, a sharp, tooth-like peak, is the cañon known as the Gates of the Rocky Mountains, first discovered, named, and described, by Lewis and Clark in 1805. It is a fine cañon five miles long, the walls 1,200 to 1,500 feet high and most imposing in form and proportions. It is easily reached by a road from Helena.

The line via Butte continues up the Deer Lodge river and valley to Deer Lodge, Anaconda, and Butte, thence across the Rockies via the Homestake pass to Logan. The Deer Lodge valley is one of the finest in Montana. Anaconda and Butte are the greatest centers of mining in this country. A stop of a day or two at each point will permit one to see the immense smelters and mines found there. They are mammoth establishments and the hillsides of Butte, dotted with hoisting works and smokestacks, present a most interesting appearance. It is an education to visit these places.

Between Butte and Bozeman the train follows the Jefferson and Gallatin rivers after crossing the mountains. These streams are two of the three main streams forming the Missouri, the third being the Madison, which is crossed in passing from the Jefferson to the Gallatin valley. Lewis and Clark explored this country in 1805-6.





THE "THREE FORKS OF THE MISSOURI," MONT.

This wide plain at the junction of these streams is known as the Three Forks of the Missouri. It is historic country and is the place where the now well known Birdwoman who was with Lewis and Clark was captured when a girl and from there carried to the Mandan Indian villages. Later a fur trader's post was established here but it was soon wiped out by the Blackfeet Indians.

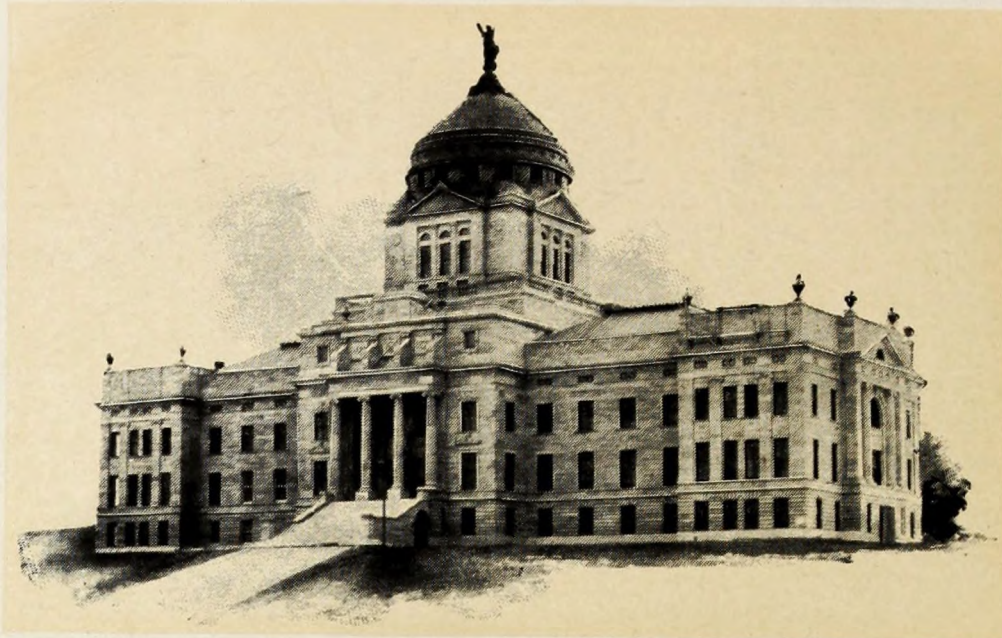
The Gallatin valley is one of the famous valleys of the northwest. The barley raised there, more or less by irrigation, is of so superior a quality that large quantities of it are exported to Germany.

The Gallatin valley is mountained on the south by the Gallatin range which contains the highest peaks in the state. To the north rises the commanding Bridger range, named after old James Bridger, a noted guide and mountaineer. Sacagawea peak, named after the little Indian woman who was with Lewis and Clark in their great exploration, is visible from Bozeman and the valley.

Leaving Bozeman, where the Montana Agricultural College and Experiment Station are located, the Rockies are crossed for the last time, at an elevation of only 5,592 feet, and at Livingston the Yellowstone river is reached and from there the detour to the Yellowstone Park is made.

Eastward still, Hunter's Hot Springs, well-known in the Northwest and an efficacious hot springs sanatorium—railway station Springdale—Billings, Ft. Keogh, a large United States military post, and Miles City, all important Montana





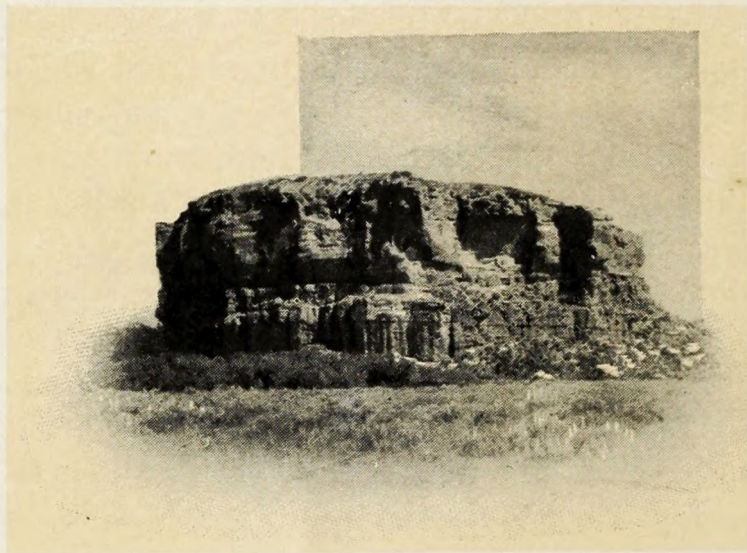
STATE CAPITOL, HELENA, MONT.

points are passed. Montana is now the largest wool producing state in the Union and Billings is the center of the wool industry for a large section of the state, as are also Big Timber, Miles City—named after Gen. Miles—and Glendive, all of these places being also important cattle shipping points. At Billings, those who wish to visit the Custer battle ground in the Little Big Horn valley, and cared for by the national government, will leave the train. This national cemetery, reached by the Burlington system from Billings, is an interesting spot to visit, and one, by riding over the battle field, understands without much difficulty the nature of the calamity which overwhelmed Custer and his 7th U. S. Cavalry

on June 25, 1876. The valley is a beautiful one and the Crow Indians are found here making a success of farming by irrigation.

Reached from Sheridan, on the "Burlington," is Eaton's Ranch, a most desirable outing ranch on Wolf creek at the foot of the Bighorn range.

At Pompey's Pillar station, about thirty miles east of Billings, Pompey's Pillar,



POMPEY'S PILLAR.



made historic by Capt. Wm. Clark, of Lewis and Clark the noted explorers of 1804-6, is seen to the north about a mile distant. It is a reddish-brown rock about 200 feet high, rather oblong in shape, standing on the south bank of the Yellowstone river. When, in 1806, Capt. Clark stood on the Pillar and gazed on the hills and valley through which the train speeds so rapidly, the latter were covered with buffaloes.

At Glendive the track and train leave the Yellowstone river and its buttes and bluffs, and strike across the rolling plains where thousands of cattle are fattened yearly for eastern markets. Near the North Dakota line, Sentinel Butte, an old landmark, is seen to the right.

West of Medora, a few miles, on the north side of the track, there are some interesting prairie dog towns which afford interest to travelers. Custer marched



OLD TIME INDIAN LODGES.



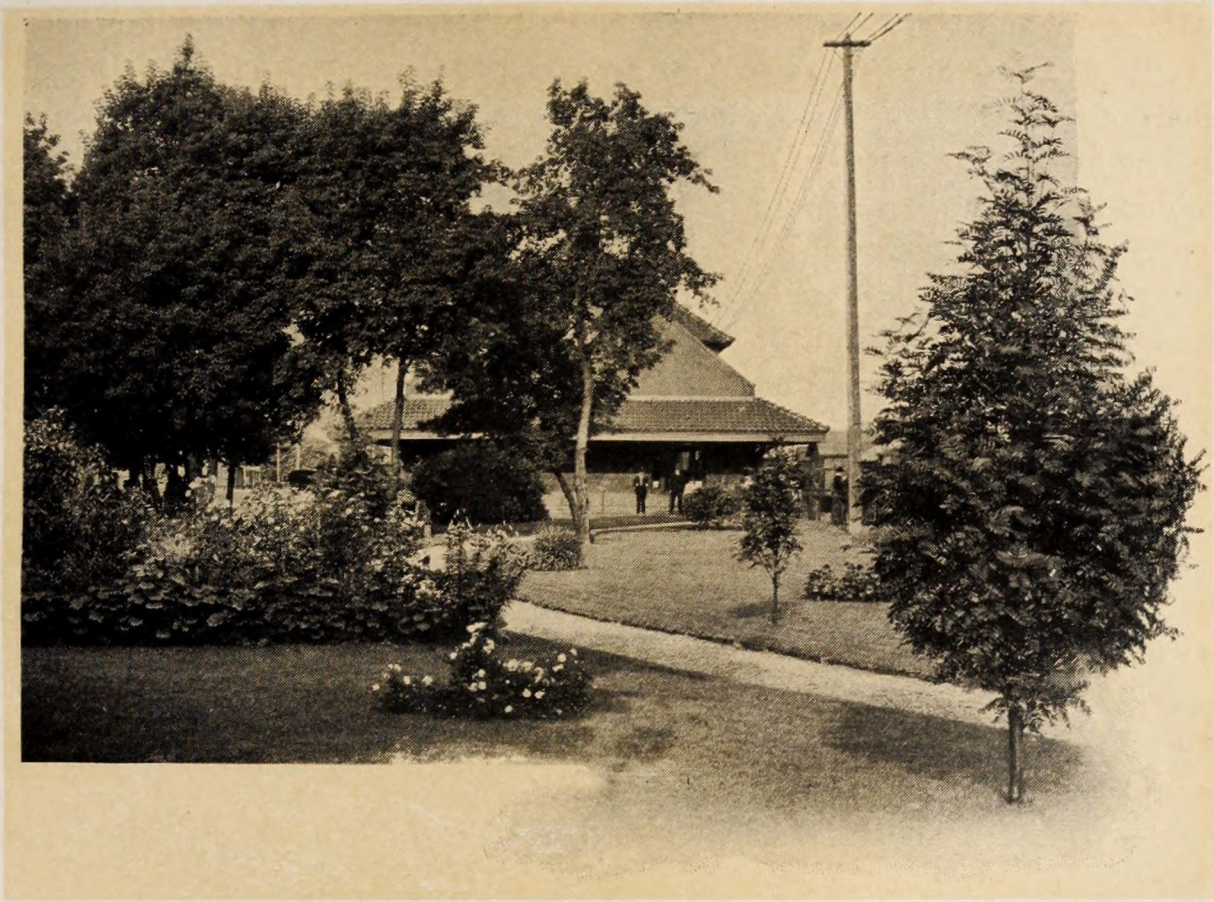
through this section on his last campaign. At Medora the traveler is in the heart of the picturesque Pyramid Park, or "Badlands," the well-known *Mauvaises Terres*. An army of spires, bluffs, hills, buttes, and castled cliffs rise from the plain, garbed in strong and striking colors that glow here and there like fiery beacons. Reds and pinks are the predominant colors, but coal blacks, grays, and drabs are blended with them, causing, with the startling forms, rather fantastic effects. These hills, washed by the eternal rains, have been eroded into most perfect cones, pyramids, and squares, which are circumvallated by ragged, twisting ravines gouged out by the torrential and ephemeral floods which use up their spasmodic energy in forming the gulches. The coal beds have burned out—and in places are still burning—and these parti-colored hills are the residuum—here virtual ash, there a slag. These buttes and draws are covered with a most succulent grass that furnishes feed for thousands of cattle, and the gulches provide them shelter. In the valley of the Little Missouri river, seen at Medora, President Theodore Roosevelt once owned a ranch and lived.

Custer Trail ranch a few miles above Medora, on the Little Missouri, is a spot open to tourists during the summer season, where those so inclined may stop and enjoy exploring rides about a most interesting region.

From the Pyramid Park region the route carries us through Dickinson, in the heart of a grazing and agricultural country, to Mandan and across the Missouri river on a one million dollar steel bridge standing 50 feet above high water mark, to Bismarck, the capital of North Dakota. Five miles below Mandan and lying just below the bluffs on which stands a small clump of trees plainly seen from Bismarck, is all that is left of old Fort Abraham Lincoln, noted as the headquarters of Gen. Custer and the Seventh Cavalry when they started on their Indian campaign of 1876, which resulted in the death of Custer and more than 200 of his men. The old fort, long since abandoned, and now with scarcely a vestige remaining, has been replaced by a new, large, and modern post, known as Fort Lincoln, on the wide plain south of Bismarck, which can be seen from the train.

Lewis and Clark, in 1804, wintered among the Mandan and Hidatsa Indians, about 50 miles north of Bismarck. During their winter hunting of the buffalo, elk, and deer, the explorers often descended the frozen river to below Mandan and Bismarck. In years gone by this river was the main thoroughfare between the east and far northwest and steamboating was an important business. A few





NORTHERN PACIFIC STATION, FARGO, N. D.

steamers are still to be seen. Ruins of the old Indian villages are to be found along the river near Mandan and Bismarck.

Leaving Bismarck the train speeds out of the Missouri valley up to and across the Coteau country, a grandly rolling, billowy, prairie land to Jamestown, in the James river valley, and then across the wide, level Red river valley to Fargo.

This great valley, from 25 to 70 miles wide and more than 300 miles long, was once the bed of a vast post-glacial lake, to which scientific men have given the name Lake Agassiz. The lake existed for more than a thousand years, was almost 700 miles in length and covered an area larger than lakes Ontario, Erie, Huron, Michigan, and Superior combined.

As there are almost no fences to be seen, the whole valley appears as one vast wheat field as far as the eye can range; in early summer a sea of waving green, in later summer an ocean of mottled gold, in harvest time an army of threshing machines extending to the horizon. The valley is about half and half



in Minnesota and North Dakota, the Red river being the dividing line between the states. There are here raised, on an average, from 40,000,000 to 60,000,000 bushels of wheat yearly, besides much flax, corn, and other cereals.

The first settler dates back to 1780, and Lord Selkirk established a colony at Pembina in 1801. In 1840, a great buffalo hunt took place where Fargo, now a city of 12,000 to 15,000 people, is situated, in which 2,000 animals were slaughtered. The valley is now well populated, prominent towns, besides Fargo, being Grand Forks and Grafton, North Dakota; Moorhead and Crookston, Minnesota; and Winnipeg, Manitoba, the latter a very wealthy and important commercial center.

East of the Red river valley is the Lake Park region of Minnesota. This country has been known and sung as a most beautiful lake land since early days. The early explorers and *voyageurs* who passed through here made report of its untold beauties and unnumbered lakes. Not far north of Detroit, Minnesota, one of the summer lake resorts, the Mississippi river has its source in Lake Itasca. The region is one of rolling prairie with lakes set down in every hollow, large and small, of its vast area. A great glacier formerly covered it and its peculiar topography is the work of the ice sheet. Now it is covered with farm houses and prosperous cities, towns, and hamlets and railways penetrate in every part.

The general elevation of the Lake Park region is about 1,000 feet above sea level, Detroit being nearly 1,400 feet above the sea. With its thousands of lakes and fine fishing and small game hunt-

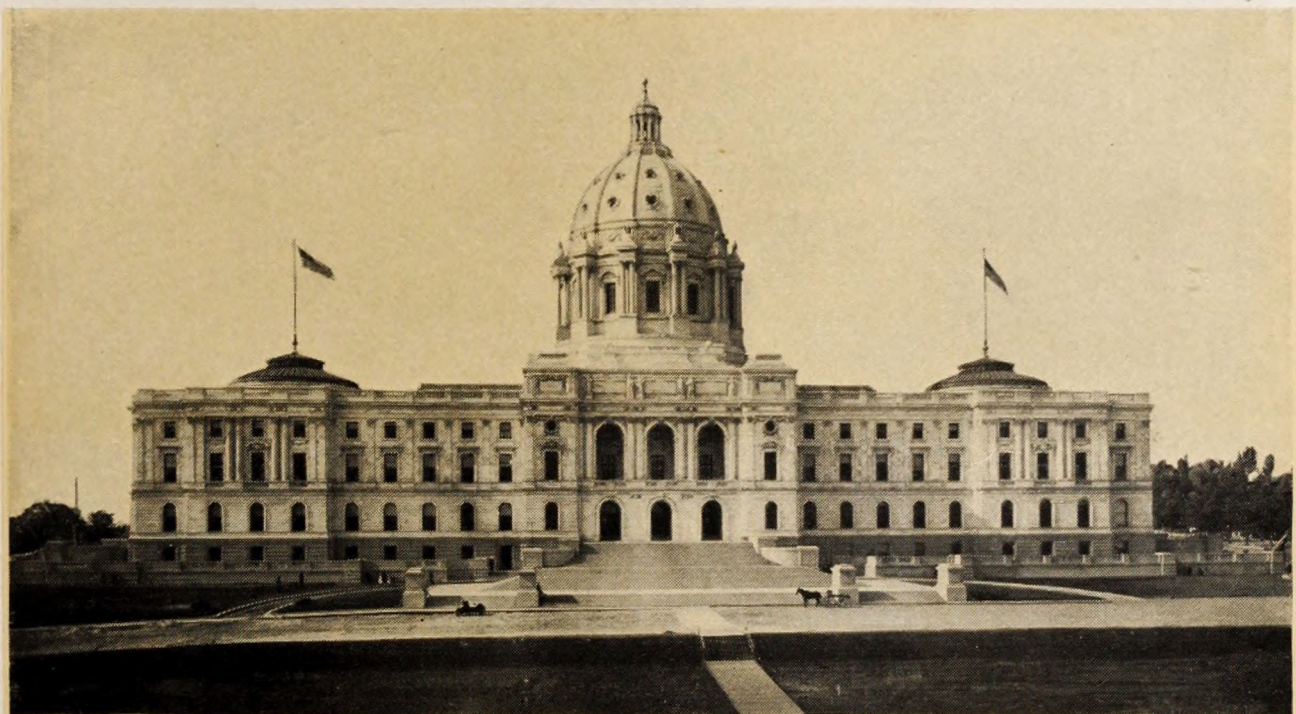


HUNTING IN THE LAKE PARK REGION



ing, it is an ideal locality for a summer's rest and recreation and is being increasingly so utilized. Our booklet, "Minnesota Lakes," sent to any address free, describes this country.

After leaving the Park region the railway follows the upper Mississippi valley to Minneapolis and St. Paul, passing through Little Falls and St. Cloud, important towns from a lumbering and manufacturing standpoint. At St. Cloud there are large quarries of fine granite. At Minneapolis the train crosses the Mississippi on entering the city and again on leaving it, each time on a different bridge. Just after leaving the Minneapolis station it passes some of the large flouring mills, and just after crossing the river the second time, it passes the University of Minnesota. Soon after entering the limits of St. Paul, Hamline University—Methodist—and Como shops of the Northern Pacific Railway are passed. Away to the right the new white marble capitol of Minnesota, costing in excess of \$4,000,000, can be seen. This building is one of three or four noted public buildings in the United States. In its architecture, artistic embellishments, appointments, and adaptation to its uses, it is a notable achievement. French, Millet, La Farge, Cole and other equally able men have contributed to its adornment. It reflects great credit upon northwestern progress.



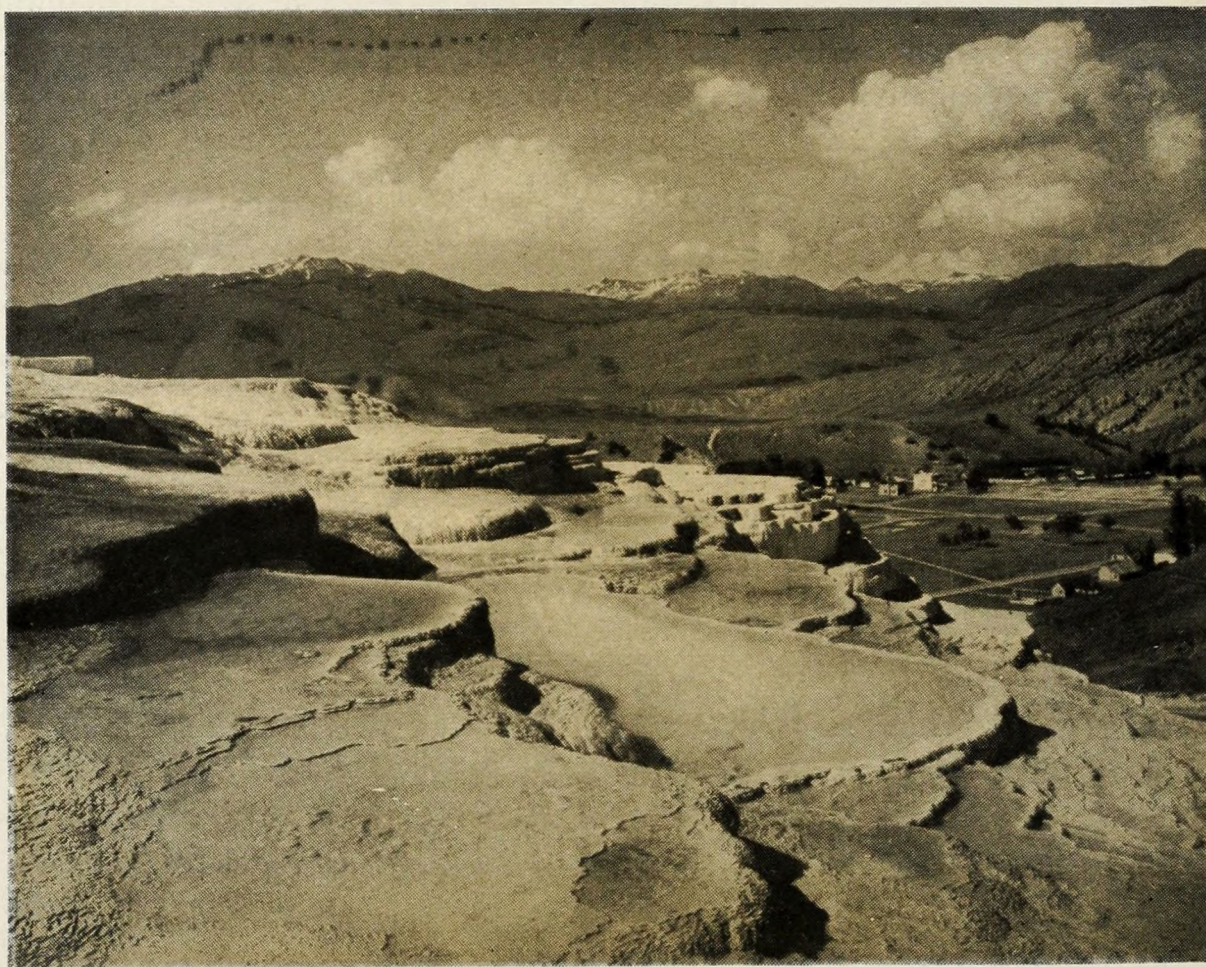
THE NEW MINNESOTA STATE CAPITOL, ST. PAUL.



There is much to be seen in and near these cities. Fort Snelling and Minnehaha fall are reached by both steam and electric lines, and there are many beautiful parks, streets, and buildings to be found. Summit avenue, St. Paul, has the reputation of being the finest avenue in the country. Two or three days can be profitably spent by the traveler in these fine cities. The library of the Minnesota Historical Society is one of the best in the United States. It is located in the new capitol building.

Those who contemplate returning east via Duluth, Superior, and the Great Lakes may leave the main line at Staples, east of Fargo, reaching the Head of the Lakes over the Lake Superior Division, after a ride through the eastern portion of the Lake Park region.

At St. Paul, Minneapolis, Duluth, and Superior, connections are made with the various railways for the east and south.



TERRACES AT MAMMOTH HOT SPRINGS, YELLOWSTONE PARK.



## The Yellowstone National Park.

For the tour of Yellowstone Park the main line trains of the Northern Pacific are left at Livingston. For 54 miles the ride is on a branch line amidst the finest of mountain scenery, passing through the Gate of the Mountains, Paradise valley, Yankee Jim's cañon, and by Emigrant peak, Cinnabar mountain and the Devil's slide, to Gardiner at the boundary line of the Park, where the coaches of the Transportation Company are taken to Mammoth Hot Springs, reached in time for lunch. During the entire distance the track follows the windings of the upper Yellowstone river, a most beautiful stream above Livingston, and the name Paradise, given to the valley, is based entirely on its complete fitness. From some points the composition of river, valley, and mountain is a picture absolutely indescribable.

The tour of the Park includes six days south of Livingston—and the tourist is in the Park itself five and one-half days—as the trip is usually made. Stop overs, for those in regular coaches, are allowed south of Mammoth Hot Springs without additional charge for transportation. The regular five and a half day trip may thus be indefinitely extended if persons or parties desire.

The transportation equipment, the best obtainable, consists of the well-known Abbott-Downing Concord coaches, made especially for Yellowstone park travel. Between Gardiner, the government official entrance to the park and the site of the \$10,000 lava entrance arch, and Mammoth Hot Springs, six-horse large imposing stage coaches are used. These will accommodate between 30 and 40 persons each. The regular coaches used beyond Mammoth Hot Springs, the capital of the park, are drawn by four horses each and are of various sizes. While being strong and durable, the coaches are light, easy to get in and out of, and open at the sides so that the passengers can easily see the country while riding along.

The government has entire control of the park, including the approval and supervision of all franchises granted and prices charged. All new roads opened and the repairs and maintenance of old roads and trails are entirely dependent upon congressional appropriations. A complete renovation and reconstruction of roads has recently been made, Congress having appropriated within the last three years, \$750,000, which has been so expended as to effectively transform the roads and road system, and this and other improvements are still being carried on. Steel and concrete bridges have replaced wooden ones, a conspicuous example being the new \$10,000 viaduct of steel and concrete at Golden Gate.



The park contains 3,312 square miles. The six principal points visited by tourists are Mammoth Hot Springs, Norris, Lower, and Upper geyser basins, Yellowstone lake, and the Grand cañon and Lower fall. Other points passed *en route* are Silver and Golden gates, Obsidian cliff, Gibbon cañon and fall, Midway geyser basin, Keppler cascade, Shoshone point, Yellowstone lake paint pots, Mud volcano, Crater hills, Hayden valley, Yellowstone rapids and the Upper fall near Grand cañon, Virginia cascade and the Devil's elbow, besides many other objects too numerous to mention.

The present park trip, from Gardiner through the park and return, aggregates 143 miles, of which much more than 100 miles is now sprinkled daily, thus practically abating the old annoyance from dust and making this the finest coaching trip, and the most extraordinary, in the country.



TWO SMALL DENIZENS OF THE PARK.

lake, having a capacity of 325 and 450 guests respectively, are unusual and unique specimens of hotel building and although but two years old have already achieved world-wide distinction.

In the regular tour time is given at all stopping places for reasonable sight-seeing and fishing, the length of time varying with the importance and number of the objects at hand. A few weeks, or even days added to the trip, of course increase greatly the profit and enjoyment derivable from it. The more time taken the greater the pleasure obtained. The trout fishing in the park is unequaled and is free to everybody. The streams and lakes of the park abound in fish, there being five or six kinds of trout. Fishing tackle may be rented and there are boats and oarsmen for hire at Yellowstone lake.

A steamer trip across Yellowstone lake is outside the regular tour and requires an extra fare.

There are now good, modern, steam heated, electric lighted hotels, at Mammoth Hot Springs, Lower, and Upper geyser basins, Yellowstone lake outlet, and the Grand cañon, with frame building lunch stations at Norris geyser basin and the West Arm of Yellowstone lake. The old Faithful Inn at the Upper basin and the Colonial hotel at Yellowstone



Mammoth Hot Springs is the principal place in the park, from an administrative, etc., standpoint. Here are Fort Yellowstone; the Acting Superintendent, a U. S. Army officer; the U. S. Commissioner; the offices of both the Transportation Company and the Hotel Association. Here, too, are the marvelous terraces of pink, yellow, black, brown, pearl, and red. Here stands Liberty Cap.

The Upper geyser basin is the place where the Great Geysers are seen,—Old Faithful, Giant, Grand, Riverside, Castle, Lion, Beehive, and more than 20 others.

Yellowstone lake is the second highest navigated body of water on the globe, a lovely mountain-girt sea more than 7,700 feet in elevation, with a steel steamer plying its waters.

The Grand cañon is the acme of grandeur found here, twenty miles in length 1,200 feet deep, 2,000 feet wide; no one can stand before its chaste glories unmoved. It thrills, inspires, awes and overwhelms. It alone were enough, were all else gone from the park, to make it the wonderland of the world.



INTERIOR, OBSERVATION CAR, NORTHERN PACIFIC RAILWAY.



John McCullough, the great tragedian, said of his visit to the Yellowstone; "It is the grandest country, spectacularly, God Almighty has made. Shakespeare's dictum, 'Nature is greater than art,' is here verified again and again." Its predominant features are the marvelous and variegated coloring; the wealth of sculptural effects; the Lower fall, 310 feet high; and the beautiful, turbulent river rushing along at the bottom of the mighty chasm.

## **YELLOWSTONE NATIONAL PARK RATES**

### **From Livingston**

Season 1906—June 1 to Sept. 20.

The Northern Pacific has on sale numerous excursion tickets, the use of which will prove a great convenience.

These tickets are especially for through passengers and holders of excursion tickets who stop at Livingston to make a side trip through the park, and are on sale at Eastern and Western terminals and Livingston.

**\$5.00 Ticket.**— Includes rail transportation Livingston to Gardiner and return, and stage transportation Gardiner to Mammoth Hot Springs and return.

**\$7.00 Ticket.**— Includes rail transportation Livingston to Gardiner and return, stage transportation Gardiner to Mammoth Hot Springs and return, and two meals (lunch and dinner) at Mammoth Hot Springs Hotel.

**\$28.00 Ticket.**— Includes rail transportation Livingston to Gardiner and return, and stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return. This ticket does not cover hotel accommodations.

**\$49.50 Ticket.**— Includes rail transportation Livingston to Gardiner and return, stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper geyser basins, Yellowstone lake, Grand Cañon and Falls of the Yellowstone and return and not to exceed five and one-half days' accommodations at the Yellowstone Park Association hotels.

**Children.**—Half of the \$5.00 and \$28.00 rates will be made for children five years of age or over and under twelve years of age. Half of the \$7.00 and \$49.00 rates will **not** be made for children, but children under ten years of age will be granted half rates locally at the Yellowstone Park Association hotels.

The visit to Yellowstone Park on regular park tickets may be prolonged at



any of the park hotels *en route* without additional cost for transportation. Such an extension of the trip involves the payment of *per diem* hotel charges for extra days, not covered by the regular Park tour ticket, at \$4.00 per day and *upward*, and after seven days at \$3.50 per day and *upward*, depending upon character of room.

## ALTITUDES OF PRINCIPAL POINTS

The following table of altitudes will prove of interest to those who travel east over the Shasta—Northern Pacific route.

	FEET.		FEET.
San Francisco, Cal.....	15	Mullan Tunnel, Mont.....	5,566
Castle Crag, Cal.....	2,084	Helena, Mont.....	3,955
Siskiyou, Ore.....	4,130	Bozeman, Mont.....	4,773
Ashland, Ore.....	1,898	Bozeman Tunnel, Mont.....	5,592
Portland, Ore.....	15	Livingston, Mont.....	4,511
Tacoma, Wash....	46	Gardiner, Mont.....	5,287
Seattle, Wash.....	24	Billings, Mont.....	3,139
Stampede Tunnel, Summit,		Glendive, Mont.....	2,091
Wash.....	2,852	Summit of Badlands, N. D....	2,784
North Yakima, Wash.....	1,076	Medora, N. D.....	2,290
Spokane, Wash.....	1,919	Bismarck, N. D.....	1,692
Hope, Idaho.....	2,087	Fargo, N. D.....	926
Coriakan Defile Pass, Mont....	3,971	Duluth, Minn.....	626
Missoula, Mont.....	3,223	Minneapolis, Minn.....	854
Butte, Mont.....	5,596	St. Paul, Minn.....	732

## ALTITUDES OF MOUNTAINS ON PACIFIC COAST

	FEET.		FEET.
Shasta, Cal.....	14,380	Rainier, Wash.....	14,363
Whitney, Cal.....	14,502	St. Helens, Wash.....	10,000
Tyndall, Cal.....	14,386	Adams, Wash.....	12,470
Hood, Ore.....	11,225	Baker, Wash.....	10,827
Pitt, Ore.....	9,760	McKinley, Alaska.....	20,464
Jefferson, Ore.....	10,350	St. Elias, Alaska.....	18,024



## Time Card—Shasta Route. San Francisco and Portland.

East bound passengers make close connections at Portland Union Station with the Northern Pacific for all points north and east.

North—Read Down.				South—Read Up.			
SHASTA EXP. Daily	ORE. & CALIF. EXPRESS Daily	Miles	Station	ORE. & CALIF. EXPRESS Daily	SHASTA EXP. Daily		
8.00 a. m.	8.20 p. m.	0	Lv. .... San Francisco.....	Ar. 8.48 a. m.	7.48 p. m.		
9.25 a. m.	9.43 p. m.	32	.....Port Costa.....	7.15 a. m.	6.28 p. m.		
10.55 a. m.	12.15 a. m.	90	Lv. .... Sacramento.....	Ar 4.45 a. m.	4.55 p. m.		
	12.53 a. m.	108	.....Roseville. ....	4.09 a. m.			
3.47 p. m.	4.45 a. m.	213	.....Tehama.....	12.37 a. m.	12.18 p. m.		
5.40 p. m.	6.35 a. m.	260	.....Redding.....	10.50 p. m.	10.30 a. m.		
9.35 p. m.	10.35 a. m.	327	....Shasta Springs....	7.15 p. m.	6.55 a. m.		
10.20 p. m.	11.18 a. m.	338	.....Sisson.....	6.23 p. m.	6.06 a. m.		
10.30 p. m.	11.27 a. m.	341	.....Upton.....	6.16 p. m.	5.57 a. m.		
3.40 a. m.	4.40 p. m.	431	.....Ashland ..	12.35 p. m.	12.55 a. m.		
5.10 a. m.	6.30 p. m.	475	.....Grant's Pass....	10.05 a. m.	10.40 p. m.		
9.35 a. m.	11.35 p. m.	574	.....Roseburg.....	5.05 a. m.	5.45 p. m.		
12.42 p. m.	2.51 a. m.	649	.....Eugene.....	1.32 a. m.	2.15 p. m.		
1.27 p. m.		667	.....Harrisburg....		1.27 p. m.		
2.27 p. m.	4.30 a. m.	691	.....Albany.....	11.57 p. m.	12.28 p. m.		
3.29 p. m.	5.23 a. m.	720	.....Salem.....	10.56 p. m.	11.13 a. m.		
4.13 p. m.	6.00 a. m.	737	.....Woodburn....	10.18 p. m.	10.27 a. m.		
5.04 p. m.	6.41 a. m.	757	.....Oregon City.....	9.32 p. m.	9.22 a. m.		
5.55 p. m.	7.25 a. m.	772	Ar. .... Portland.....	Lv. 8.45 p. m.	8.30 a. m.		

## CONDENSED TIME CARD.

**East-Bound—"North Coast Limited," via Seattle and Butte, with connection from Helena.**

Lv. Portland.....	2.00 pm	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
" Tacoma.....	7.35 pm	"	"	"	"	"	"	"
" Seattle.....	9.30 pm	"	"	"	"	"	"	"
" Spokane.....	10.50 am	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
" Anaconda.....	6.50 pm	"	"	"	"	"	"	"
" Helena.....	12.01 am	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
" Butte.....	12.55 am	"	"	"	"	"	"	"
" Livingston....	6.20 am	"	"	"	"	"	"	"
" Billings.....	9.30 am	"	"	"	"	"	"	"
" Mandan.....	12.50 am	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
" Fargo.....	7.10 am	"	"	"	"	"	"	"
Ar. Staples.....	10.05 am	"	"	"	"	"	"	"
Ar. Duluth.....	6.25 pm	"	"	"	"	"	"	"
" Minneapolis...	1.50 pm	"	"	"	"	"	"	"
Ar. St. Paul.....	2.20 pm	"	"	"	"	"	"	"



**East-Bound.—“Train Four,” via Helena and Seattle, with direct connections to and from Butte.**

Lv. Portland.....	11.45 pm	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
“ Tacoma.....	7.45 am	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
“ Seattle.....	7.45 am	“	“	“	“	“	“	“
“ Spokane.....	10.35 pm	“	“	“	“	“	“	“
“ Anaconda.....	8.55 am	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
“ Helena.....	2.25 pm	“	“	“	“	“	“	“
“ Butte.....	12.45 pm	“	“	“	“	“	“	“
“ Livingston.....	7.30 pm	“	“	“	“	“	“	“
“ Billings.....	11.10 pm	“	“	“	“	“	“	“
Ar. Omaha.....	7.10 am	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.
“ Kansas City...	11.35 am	“	“	“	“	“	“	“
“ St. Louis.....	6.50 pm	“	“	“	“	“	“	“
Lv. Mandan. ....	3.25 pm	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
“ Fargo.. ....	11.10 pm	“	“	“	“	“	“	“
Ar. Duluth .....	7.55 am	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.
“ Minneapolis...	7.05 am	“	“	“	“	“	“	“
Ar. St. Paul .....	7.40 am	“	“	“	“	“	“	“

**East-Bound—“Train Six,” via Butte, with direct connections to and from Helena.**

Effective May 27, 1906.

Lv. Portland .....	8.30 am	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
“ Tacoma.....	3.05 pm	“	“	“	“	“	“	“
“ Seattle.....	3.00 pm	“	“	“	“	“	“	“
“ Spokane .....	7.05 am	Tues.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
“ Anaconda.....	6.50 pm	“	“	“	“	“	“	“
“ Helena.....	12.01 am	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
“ Butte .....	11.40 pm	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
“ Livingston.....	5.10 am	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
“ Billings.....	9.30 am	“	“	“	“	“	“	“
“ Omaha.....	6.30 pm	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
“ Kansas City...	11.20 pm	“	“	“	“	“	“	“
“ St. Louis.....	7.19 am	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.
“ Fargo .....	9.25 am	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar. Duluth .....	6.25 pm	“	“	“	“	“	“	“
“ Minneapolis...	5.50 pm	“	“	“	“	“	“	“
“ St. Paul .....	6.20 pm	“	“	“	“	“	“	“

There are several trains daily between Portland and Tacoma and Seattle.



## Observation Car Charges.

**No charges will be made for seats in Observation Car on "North Coast Limited" trains for passengers purchasing first-class sleeping car tickets.**

For passengers holding first-class tickets (but not having regular first-class sleeping car tickets) a distance charge will be made of about one-half cent per mile.

The charge for children will be the same as for adults.

Car open from about 6:30 o'clock a. m. to 12 o'clock midnight.

Barber shop charges will be as follows: Shave 25 cents. Hair cut or shampoo 50 cents. Hot or cold bath 75 cents.

A clothes pressing service is maintained with charges as follows: Pressing suit \$1.50; overcoat \$1.00; coat 75 cents; trousers 75 cents; vest 50 cents.

## Pullman Standard Sleeping Car Rates.

BETWEEN SAN FRANCISCO AND	Double Berth	Section	Drawing Room
Portland .....	\$5.00	\$10.00	\$18.00

BETWEEN PORTLAND AND	Double Berth	Section	State Room	Drawing Room
Tacoma and Seattle .....	\$2.00	\$4.00	\$6.00	\$7.00
Spokane .....	2.50	5.00	7.00	9.00
Butte and Helena .....	5.00	10.00	14.00	18.00
Livingston .....	6.00	12.00	17.00	22.00
St. Paul, Minneapolis and Duluth ...	12.00	24.00	34.00	46.00

## Pullman Tourist Sleeping Cars

Between

**Portland, Tacoma and Seattle, and Duluth, Minneapolis and St. Paul.**

**Rates to St. Paul or Minneapolis From**

San Francisco (Oakland).....\$6.75	Spokane.....\$4.75
Portland..... 6.00	Missoula..... 4.00
Tacoma and Seattle..... 6.00	Helena and Livingston ....\$3.50-3.25

The Northern Pacific Railway reserves the right to vary from the time and rates shown in this folder without notice to the public, other than that required by law.



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Supplied by the Passenger  
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## NORTHERN PACIFIC RAILWAY

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**MINNESOTA LAKES**—A fifty-page brochure—descriptive of the beautiful Minnesota Lake Park Region and containing specific information with reference to hunting and fishing, hotel accommodations, etc., in this section. Has an attractive cover in colors, and is profusely and handsomely illustrated. FREE



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CLIMBING MOUNT RAINIER—An illustrated, pocket-size book, in strong flexible covers, descriptive of an ascent of the finest peak in the United States—outside of Alaska—of a glacial nature. SEND TWENTY-FIVE CENTS

MAP FOLDER—A general folder with map of the Northern Pacific railway, giving much general information, time tables, elevations of towns, etc. FREE

In sending for these write the address carefully.

A. M. CLELAND,  
*General Passenger Agent,*  
St. Paul, Minn.



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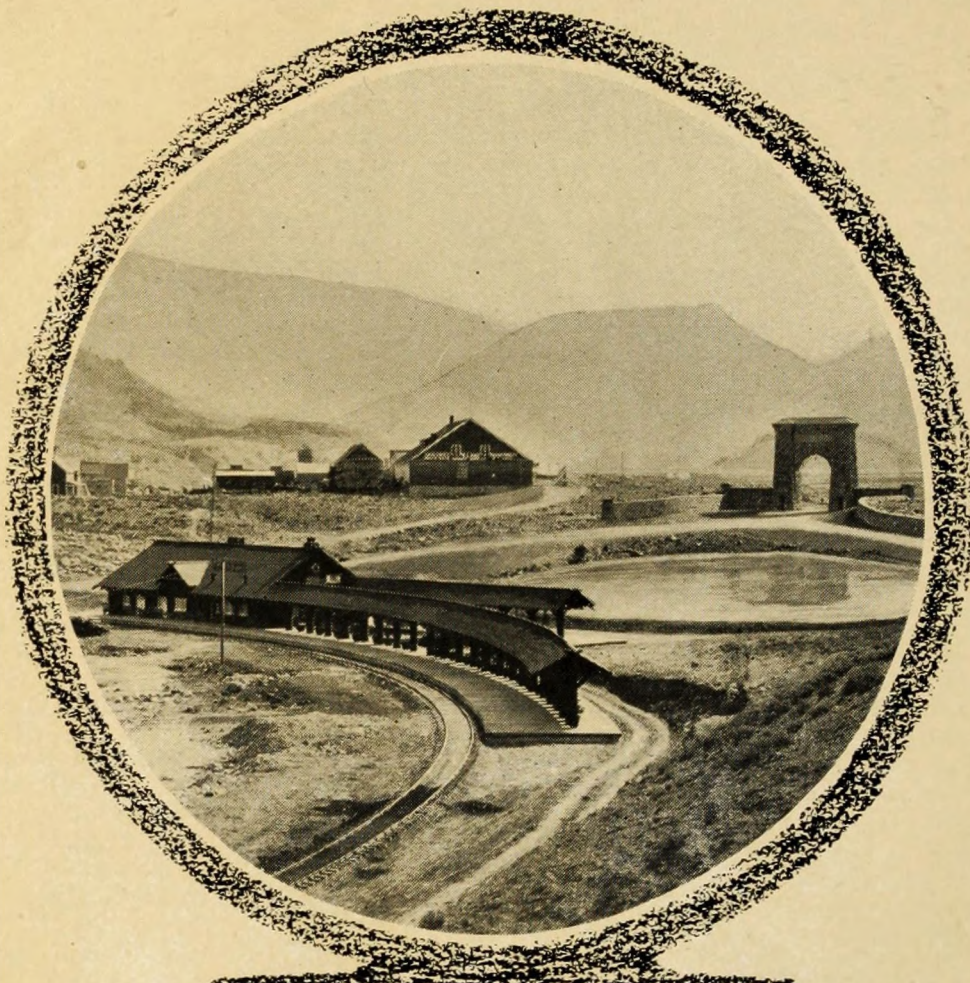
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A. M. CLELAND,

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ST. PAUL, MINN.





Northern Pacific Station, Gardiner, Mont.,  
and Yellowstone Park Entrance Arch.





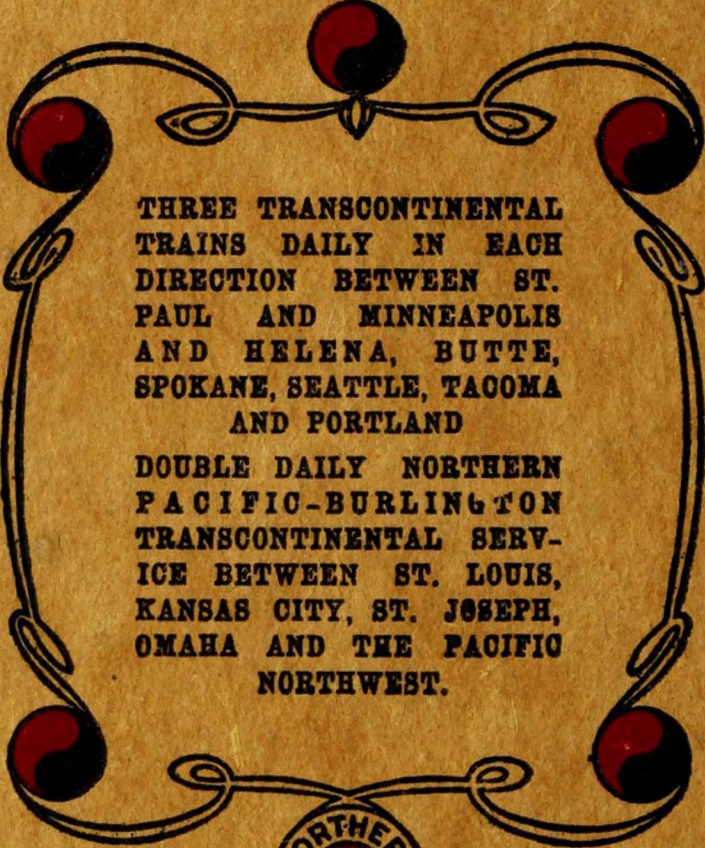












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