

**EASTWARD
THROUGH THE
STORIED NORTHWEST**



Eastward Through the Storied Northwest

BY

OLIN D. WHEELER

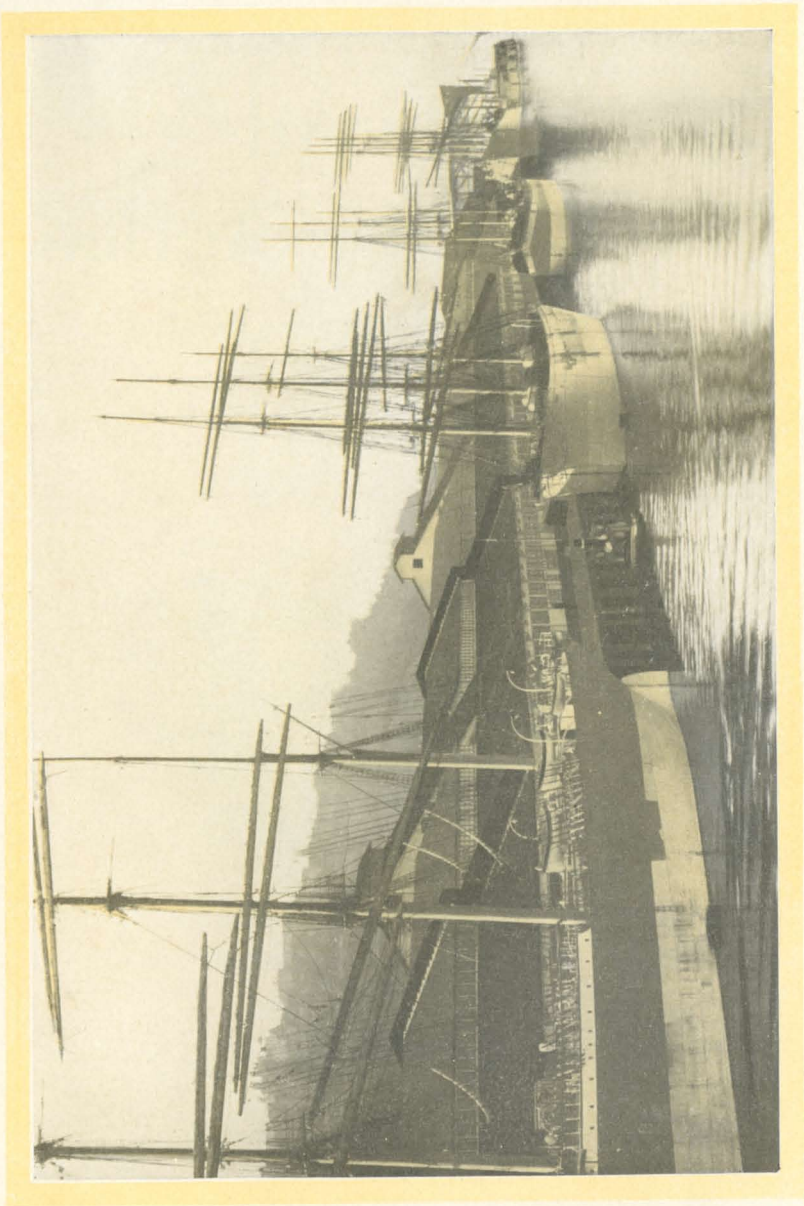


Northern Pacific Railway

A. M. CLELAND

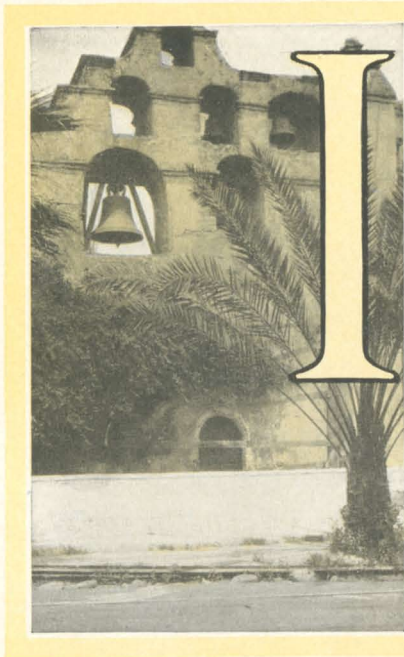
General Passenger Agent

ST. PAUL, MINN.



A SHIPPING SCENE ON PUGET SOUND.

THE PACIFIC COAST



IT REALLY appears as if, in late years, an impression has been made on the great annual hegira to Europe, and that a reflex flow of increasing magnitude had been established across continent to the shores of the Pacific. Not alone 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. Landscape, climate, people, everything found there, is new, strange, and alluring, 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 from 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 Vancouver, B. C., is in fact, a great and varied sanatorium. The variety



HOTEL DEL CORONADO, CORONADO BEACH, CALIFORNIA

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 California, country by the Spaniards; the absolute rule and lazy, patriarchal life of the old *Padres* in their cool *adobe* missions, the latter now mostly 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 trans-continental 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 of the country that, in the beautiful Puget sound and the grand gorge of the mighty Columbia river and in the magnificent mountains and unparalleled forests about them, there was not alone a scenic but an economic asset of incomputable value, these and other facts form a most wonderful theme to the historian and student, and a never failing source of interest and fascination to the traveler.

This long and picturesque stretch of coast, laved by the beautiful waters of the Pacific on one side and bordered and vertebraed by the white-topped mountains back from the ocean, is a grand and glorious realm. It is a mighty giant, young and lusty, really just awakening 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 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



THE OCEAN AND POINT LOMA, FROM CORONADO BEACH, CALIFORNIA

horses or cattle. The Southern Pacific railway clave this sleepy land through the center and, turning eastward across the plains of Arizona and New Mexico, 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 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, patient 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, the 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.



THE NEW GLENWOOD, RIVERSIDE, CALIFORNIA



THE PLAZA, HOTEL POTTER, SANTA BARBARA, CALIFORNIA

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 San Diego and Coronado with its mammoth and striking hotel; Los Angeles and Santa Barbara and San Francisco reveal dissimilarities; Riverside, with the wonderful New Glenwood Inn, in the Mission style of architecture; Redlands and its glorious drive over Smiley Heights; Redondo, Pasadena, San Jose, Oakland, Paso Robles, and other California retreats, each has its own distinct attributes. At the north we find it the same. Redding, Shasta Springs, Albany, Salem, Portland, Astoria, North Beach, Clatsop, Seaside, Moclips, Tacoma, Seattle, Everett, Bellingham, Lake Crescent, Lakeushman, Green River Hot Springs, all differ in various ways owing to local topography, although being, in a general way, latitudinally related.

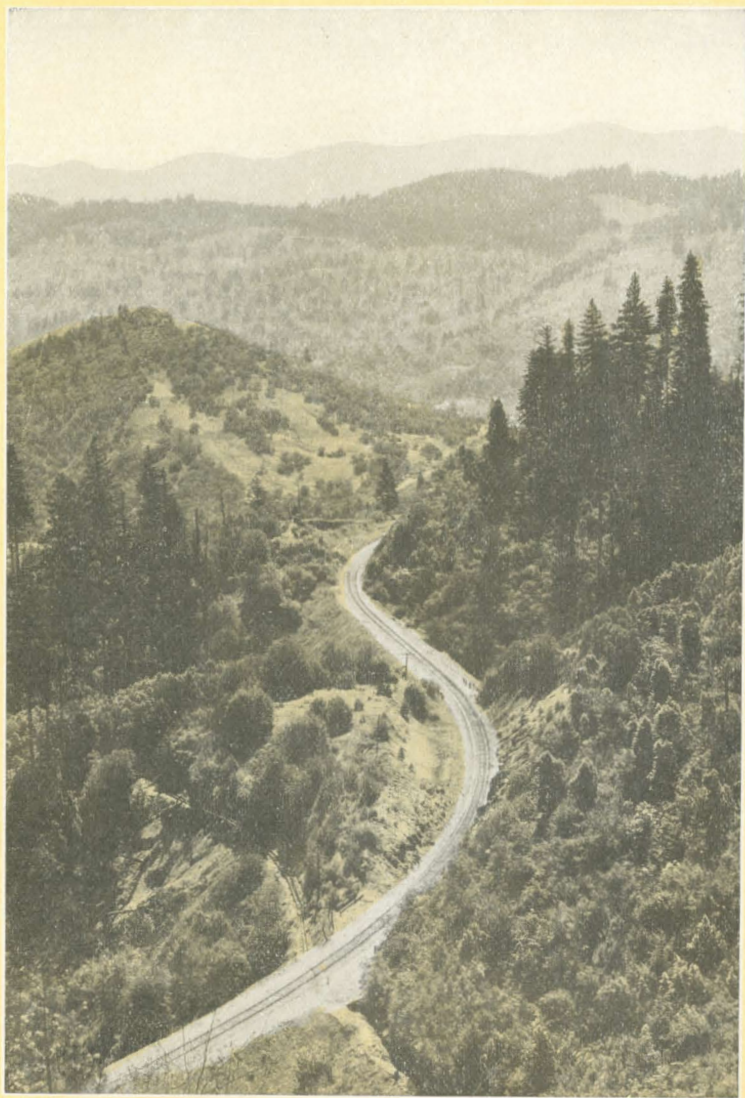
The visitor to Southern California eventually is apt to find his or her

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. Oil-burning locomotives form another interesting feature of southern California railroading.

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. At Santa Barbara, a stop, if only between trains, to see the old Mission, still in use, well preserved, and of great interest, is surely desirable. From San Francisco there are many short and pleasant tours to be made, prominent among which are visits to the



HOTEL DEL MONTE, MONTEREY, CALIFORNIA



IN THE SISKIYOU MOUNTAINS, CALIFORNIA-OREGON



THE FAIRMONT HOTEL, SAN FRANCISCO, CALIFORNIA

University of California at Berkeley, Oakland, Stanford University, Mt. Hamilton, Alameda, San Rafael, Monterey, and the wonderful trip up Mt. Tamalpais. At Monterey, the beautiful seventeen-mile drive should be taken along the seacoast, a most picturesque one. On this drive the statue of Fr. Serra, the founder of Californian Missions, is seen. The Hotel del Monte with its magnificent grounds is a wonderful sight in itself.

Old San Francisco with its old-time sights, peculiar to itself, is a thing of the past. From the ruins caused by the earthquake and fire of 1906 a new city, great and modern, is slowly growing. On a clear day the view from one of the eminences of the city 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 constant enlivenment.

THE SHASTA ROUTE



THE trip from California to "Where rolls the Oregon" and Puget Sound, can be made either by Pacific ocean steamer or by the "Shasta-Northern Pacific route." The Pacific coast steamers are staunch and commodious and the ride through the Golden Gate and northward upon the waters of the broad Pacific and up the Columbia river, 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. The evening train from San Francisco 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



GOLDEN GATE, SAN FRANCISCO, CALIFORNIA



HOTEL EL PASO DE ROBLES, PASO ROBLES, CALIFORNIA

city and Oakland is covered on one of the large Southern Pacific ferry boats and the cars are boarded at Oakland pier, across the bay. The train speeds along the bay shore to Port Costa, where it is ferried entire across the straits of Carquinez to Benicia on a huge ferry boat, whence it proceeds northward, following the great valley of the Sacramento river lying west of the Sierra Nevada. The finer scenery begins well to the north 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 and canyon. 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 source is not, naturally, 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, and is a constant reminder to the angler that it has a special attraction for him.



SACRAMENTO RIVER AND CASTLE CRAGS, CALIFORNIA

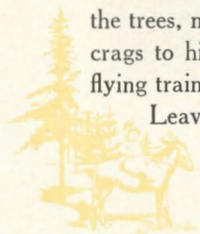


COTTAGES AND GROUNDS, SHASTA SPRINGS, CALIFORNIA

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.

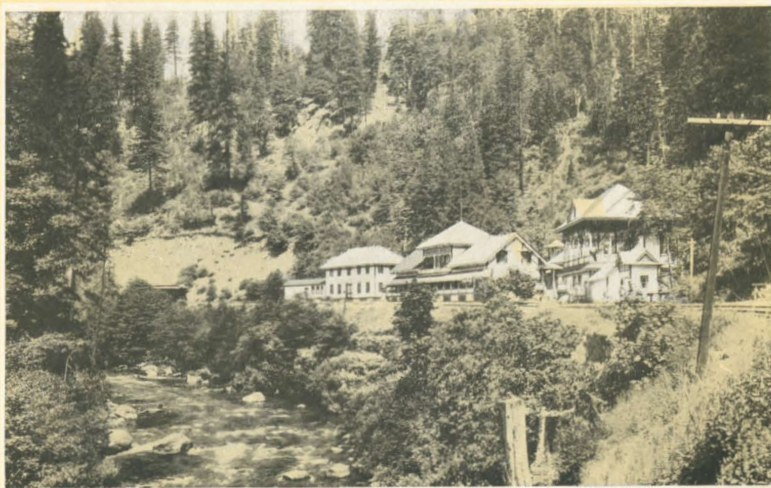
And what visions one may have of this array of castellated spires! Upon warm, summer days, when the sun casts upon them its enfolding rays, they seem like bright, shining spirits of the air, bathed in radiance and marching to glory. Then, when the clouds hover near and the sun has withdrawn his warmth and light, how cold, formal, and even ghostly they seem, far removed from us and apparently figmental and unreal. 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, beautiful vistas, of Mt. Shasta. All along this part of the river are summer outing spots, more or less rustic in character, the most prominent one 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 mountain-side 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 railroad 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



SHASTA SPRINGS, CALIFORNIA



IN A PORTLAND PARK

PORTLAND AND MT. HOOD
SCENES IN PORTLAND, OREGON

HOTEL PORTLAND

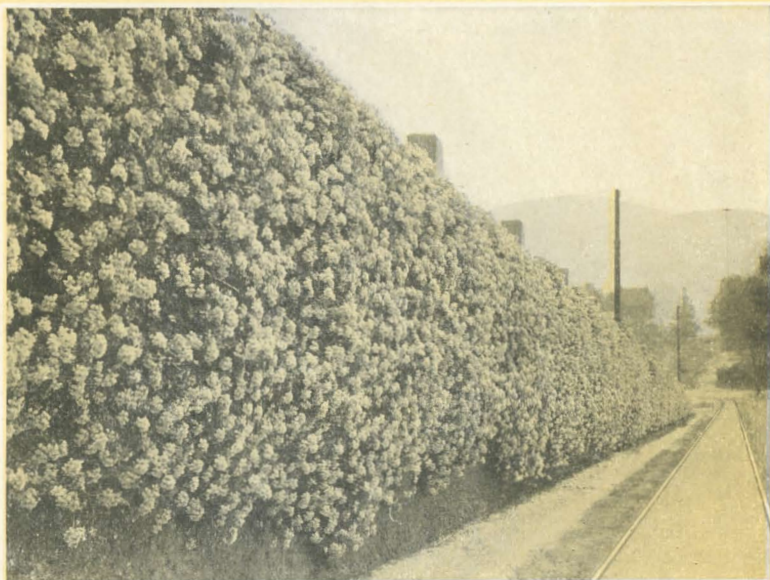


MT. SHASTA, CALIFORNIA

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-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 hillside one is given ample opportunity to enjoy the novel experience and view the rare panorama as it gradually unfolds.

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 and charged with carbonic acid gas, is supplied to guests without charge. One can drink it in large quantities without fear of unpleasant consequences. For a place where real rest and



CALIFORNIA GERANIUMS

quiet are desired, and where the elevation—about 2,500 feet above the 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 railway tickets that will permit a sojourn at Shasta Springs.

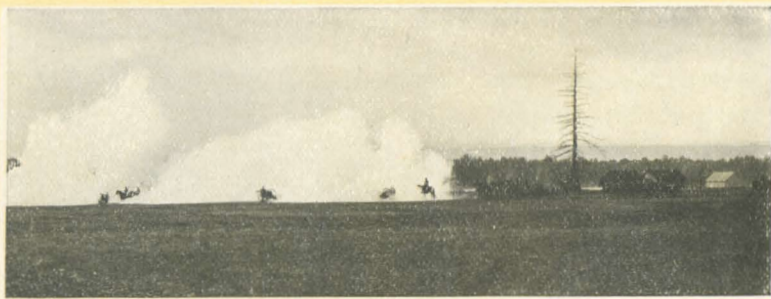
Leaving Shasta Springs, the train climbs out of the glorious canyon, one never to be forgotten, and then Shasta appears in all its transcendent beauty. Shasta is the first of the great glacial peaks of the Cascades as one goes northward. Of all these peaks, Shasta is, also, according to the most recent government measurements, 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 above the mountains that congregate about it as, for example, Lincoln towered above his contemporaries. There 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 the late Clarence King in his "Mountaineering in the Sierra Nevada." King, in his day, was a fine mountaineer and his book should be in the library of every mountain climber or lover of mountains. 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 says regarding this point: "There is no reason why anyone 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



DESCENDING A GLACIER ON MT. HOOD



ARTILLERY FIRING, FORT VANCOUVER, WASHINGTON

peak, but is known in general nomenclature as 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. While mountains are much the same, generically, wherever you find them, they are like people, of the same general character with specific or individual differences.

The Siskiyous are rugged and yet devoid of that angry, harsh aspect usual to that class of mountains, which often has a repellent effect upon one. There seems to be a rare and most unusual blending of the stern, rasping kind of mountain, with that of the softer, graceful sort that produces a type decidedly new, pleasing, and inspiring, with the natural result that everybody goes into ecstasies over the Siskiyous. An open observation car at the rear of the train adds greatly to the pleasure of the traveler.

After a series of gradual approaches, the real foothills and flanks of the mountain are encountered by the train. In a long, sweeping curve the train makes straight for them, then swerving to the left, almost parallels its course for a time, swinging 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.

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, the view incomparable.

The daylight ride through Oregon to Portland gives one the opportunity to become acquainted with the fertile fields and pleasing scenery to be found there. Through Ashland, Medford, Grant's Pass, Roseburg, Eugene, the seat of the Oregon State University, 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.

It was to this part of Oregon that the early pioneers who followed the devious, winding way across the plains and mountains, the old Oregon trail, came, and here they established their homes in the wilderness and made the first settlements. The valley forms one of the richest and most fertile regions of the northwest. The Willamette 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.



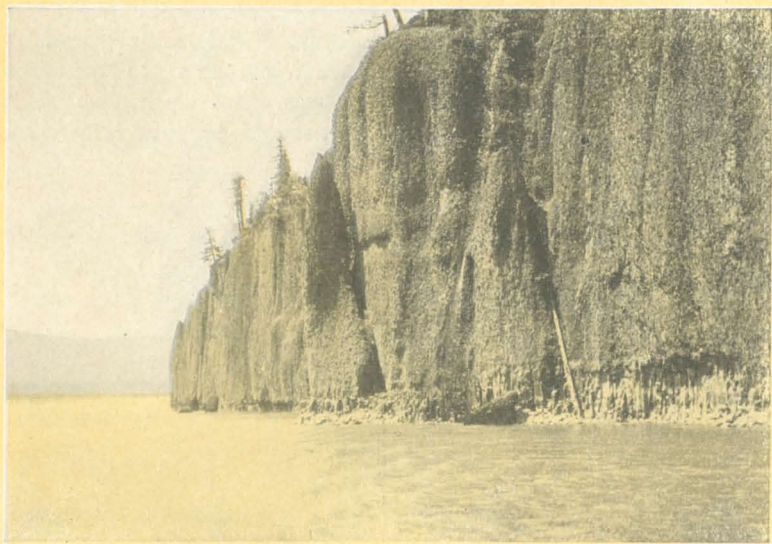
MT. HOOD, OREGON
ON SPOKANE, PORTLAND & SEATTLE RAILWAY.

THE NORTHERN PACIFIC

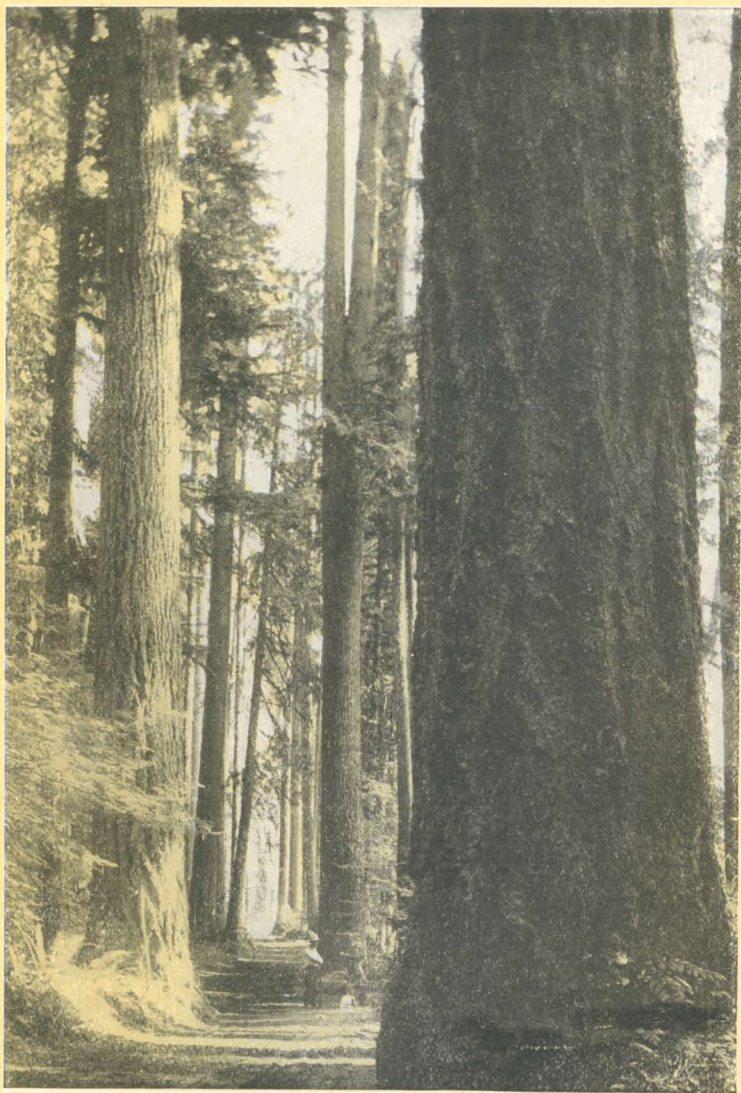


T Portland, the Rose city, the traveler has the choice of many interesting side trips. The city itself is full of interest, and the street cars go everywhere, there being more than 200 miles of city and interurban lines. Portland is a wealthy city of fine streets, beautiful homes, imposing store and public buildings, blooming roses and green lawns.

The Lewis and Clark Exposition in 1905, while it exploited the entire northwest, naturally spread far and wide the beauties and advantages of the city of its location. As a result, Portland has advanced with great strides in population and material progress in recent years. Its location, on the Willamette river, from a scenic point of view, is unexcelled. The terraced, wooded heights back of the city, fast becoming covered with beautiful homes,



CAPE HORN, COLUMBIA RIVER, WASHINGTON
ON SPOKANE, PORTLAND & SEATTLE RAILWAY



A WASHINGTON FOREST

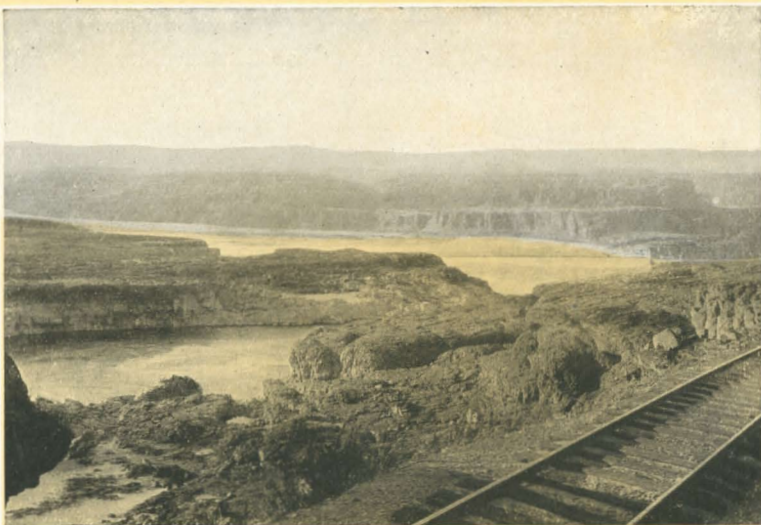
afford wonderful situations from which to view the rich panorama of river, mountain, and forest that stretches from the southern horizon to the limits of vision far to the north. The view from Council Crest, an elevation back from the city and reached by either electric cars or a delightful carriage drive, 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 main range, stand Mt. Jefferson, Mt. Hood, Mt. Adams, Mt. St. Helens, and Mt. Rainier, white and glittering, robed in ice and snow, and forming imperishable monuments of grandeur. In the foreground the great city slopes down to the deep, currentless river and then rises in easy grades to the foothills of the mountains about Mt. Tabor and its adjacent elevations. The central figure of the scene is Mt. Hood and it is a revelation to those who have never feasted their eyes on such a sight. 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, as a whole, is the Columbia river, into which the Willamette flows, some twelve miles to the north. The Columbia is far superior to the Hudson, in its scenery, and in some ways is



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CASTLE ROCK, COLUMBIA RIVER, WASHINGTON
ON SPOKANE, PORTLAND & SEATTLE RAILWAY.



DALLES OF THE COLUMBIA RIVER
ON SPOKANE, PORTLAND & SEATTLE RAILWAY

not unlike it. The trip by steamer up the river from Portland past old Vancouver to the Cascades and Dalles, through the great gorge of the Columbia, 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.

Cloud Cap Inn, perched on a spur of beautiful Mt. Hood and 6,500 feet above the 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 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.

Across the Columbia from Hood River is White Salmon, a beautiful spot at which to pass away a few summer weeks. Trout Lake, at the foot of Mt. Adams, is reached from White Salmon by stage. The spot is one of much charm and beauty.

A few miles below White Salmon are Collins's Hot Springs, Wash., where a large, modern hotel provides adequate accommodations.

Along the north bank of the river the Spokane, Portland & Seattle Railway Company, owned jointly by the Northern Pacific and Great Northern Railway Companies, has completed a line from Pasco and Kennewick to Portland, crossing the Columbia river at Vancouver on a double track bridge. This line opens up a very fertile and desirable fruit region along the Columbia in Washington and it is being rapidly settled. Through train service has been established in connection with the Northern Pacific Railway between Portland and Walla Walla, Wash., and between Portland and Spokane and all points east. Both Pullman standard and tourist sleeping cars between Portland and Spokane, and through coaches, dining cars, and parlor café cars between Portland and Walla Walla, Wash., are operated daily in each direction.

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. McLoughlin, Whitman, and others come to mind. Along the



CELILLO FALLS, COLUMBIA RIVER
ON SPOKANE, PORTLAND & SEATTLE RAILWAY.

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COLUMBIA RIVER SALMON

fine beaches of the Pacific ocean, notably Clatsop beach, Seaside beach, and North, or Long, beach, are many cottages and hotels with fair accommodations at reasonable prices—about \$1.00 to \$3.50 per day—where tourists may enjoy themselves. These Pacific coast beaches are hard, long, devoid of debris, and attractive in every way. The surf bathing is fine.

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

Leaving Portland, on one of the several trains of the Northern Pacific, the traveler crosses the Willamette and Columbia rivers on large double track steel bridges to Vancouver, Wash. The train then follows the eastern bank of the Columbia to Kalama, whence it continues on to Tacoma and Seattle. The old ferry transfer across the river between Goble and Kalama is now abolished. The Northern Pacific is the only railway between Portland and Puget sound.

On this ride the great snowcapped, glacial 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, 12,470 feet high, is had.

These mountains are revelations to those accustomed to the peaks in the east or even 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 volcanic mountain structure and render it entirely unnecessary to go to Europe to climb the Alpine peaks and glaciers. Mt. Rainier has fifteen or more massive glaciers slowly working down its sides.

Mt. Rainier is seen, if the day is 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 pleasant experiences is that from Tacoma to Paradise park, on the southern slope of Mt. Rainier, where, at Longmire Springs, there



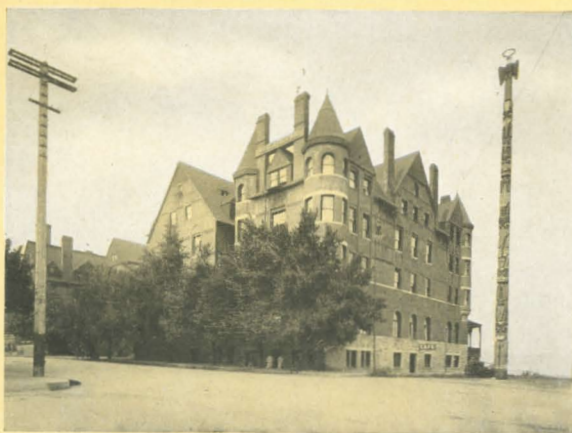
MT. RAINIER, WASHINGTON



RAINIER NATIONAL PARK INN, LONGMIRE SPRINGS, PARADISE PARK, WASHINGTON

is a new hotel in the midst of some of the most sublime scenery on the globe. Mountains, falls, glaciers, canyons, cliffs, snow fields, islands of timber, rushing streams, wide areas of living 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 railroad extends from Tacoma to Ashford, at or 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 beyond Longmire's the government has constructed a very fine road leading to Paradise park. The entire distance from Tacoma may easily be covered in a day—and there are some most effective bits of water and forest scenery along the railway, particularly where the road skirts the Nisqually river—but one will find it pleasant to stop a night or more at Longmire's, at the Rainier National Park Inn.



IN A TACOMA PARK

HOTEL TACOMA AND TOTEM POLE
SCENES IN TACOMA, WASHINGTON

PACIFIC AVENUE



GLACIERS IN PARADISE PARK, WASHINGTON

The slopes of this great mountain, together with those of its neighbor, the 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. Besides Paradise park proper, Henry's Hunting ground is another part of the mountain slope reached from Rainier National Park Inn. It is a most attractive spot; being extremely park-like and a splendid camping spot.

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 and woodworking industries are many, varied, and of notable importance, and its flour mills have an immense output.

Tacoma is one of the most attractive cities in the country to the tourist and traveler. The Hotel Tacoma has recently been entirely refitted and is

a first class hostelry in every respect. Its natural salt water private baths are a feature of its appointments.

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 snow-tipped peaks, and Mount Rainier is seen to the south. From almost any elevated part of the city these two mountain pictures, with the calm waters of the sound lying between, provide a wonderful panoramic view, and Mt. Baker to the north is also visible.

Seattle has 125 churches, a United States assay office, the Washington State University, and a public library that contains about 100,000 volumes. It does an enormous export and import business, has a splendid street railway system, and a water system with a daily capacity of 25,000,000 gallons. Seattle's industrial and commercial growth has been remarkable.

The Alaska-Yukon-Pacific Exposition to be held at Seattle, June 1 to Oct. 16, 1909, will be ready promptly on the opening day, an unusual experience with expositions. It is most attractively located on the waters of lakes Union and Washington, and will afford to Eastern people a rare opportunity of becoming acquainted with the life and products and character of the northwest coast.

Easterners have, really, little appreciation of the scenic beauty, health-



NATURAL STONE ARCH, NEAR MOCLIPS BEACH, WASHINGTON

Copyright 190
MacKenzie



A NORTH PACIFIC COAST CLAM BAKE

fulness, and commercial importance of the entire Puget Sound region from Olympia to Bellingham, Port Townsend, Victoria and Vancouver, B. C. 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 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, Lake Cushman, the Puget Sound Navy Yard, Moclips, Steilacoom, Lake Kachess, etc. Lake Cushman is a beautiful spot among the Olympics, reached by steamer from Seattle up Hood's canal to Hood's port and thence by stage coach.

Moclips, at the end of the Gray's Harbor branch from Tacoma, has a new and fine hotel and a magnificent beach, long and clean. The hotel fronts the ocean and stands just beyond the flow of the surf. It is modern in every respect, open the year round, and prices are reasonable. With Pacific and Sunset beaches, which adjoin Moclips, this locality can be



strongly recommended for its healthfulness, delightful surf bathing, and all around advantages. The Quenaielt Indian reservation near-by adds an element of attraction, and this part of the coast is historically very interesting. Train service between Portland, Tacoma, Seattle, and Moclips and Gray's Harbor towns, is quite frequent and convenient.

Besides these local trips there is the Alaskan trip to Fort Wrangle, Juneau, Skagway, Sitka, and other points. The Alaskan steamers of the various lines 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 Alaska ports the year round, and during the tourist season the fine steamer Spokane, carrying first-class passengers only, plies between the Sound ports and 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,



AT MOCLIPS AND PACIFIC BEACHES, WASHINGTON



PARLIAMENT BUILDINGS, VICTORIA, B. C.

and that wonderful glaciers and stupendous mountains were not the only things that Seward bought for \$7,200,000. Besides gold and silver, 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.

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, eastbound, the traveler crosses the Cascade range, a grand stretch of mountains, black with timber from the bottom of the deep, precipitous gulches 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.

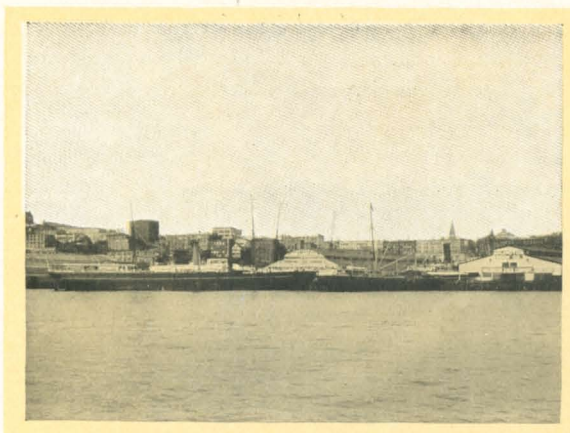
Right in the heart of the Cascade range lies the Green River Hot Springs, a most delightful spot for health, fishing, and general recreation. Hotel Kloeber is a modern, electric lighted, steam heated hotel and sanatorium on the European plan, and eastern people who are accustomed to a well-equipped hotel of this sort find it eminently satisfactory. It is in sight of the train and is open the year round. The table is supplied with fruits, vegetables, cream, etc., from the hotel ranch in the Yakima valley. The waters, temperature 132° F., are good for rheumatism, blood and skin diseases and those of the nervous and digestive systems.

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 that 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



IN STANLEY PARK, VANCOUVER, B. C.



SEATTLE FROM ELLIOT BAY

ON CAPITAL HILL
SCENES IN SEATTLE, WASHINGTON

SECOND AVENUE

ensconced 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 is being constantly improved. Hunting and fishing are good, 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 canyon, 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 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, in that part of the valley known as the Kittitas, near the sources of the stream.



A PUYALLUP HOP FIELD



IN THE YAKIMA VALLEY, WASHINGTON

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 over a wide area. Any of these towns exemplifies the importance of irrigation in the West, and the whole country as well, and a stop at one or more of them will repay one.

From Toppenish a branch line diverges into the well known Sunnyside valley.

At the crossing of the Columbia river, between Kennewick and Pasco, the river flows in the opposite direction from what it does 350 miles west at Kalama.

Near Sprague, before reaching Spokane, the train skirts a narrow but very attractive lake, Colville lake, lying on the south side of the tracks.

Spokane, a place of much wealth and influence, is built up of fine brick and stone business blocks and public buildings, elegant residences and grounds, and wide, well-paved streets. The city is well known for its very fine restaurants and hotels. Spokane has a splendid electric and traction car system, electricity being 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 Coeur d'Alene, Republic, 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-Clarkston, to the west and south, and the Colville valley lying to the north, the whole known generally as the Inland Empire.

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. Hayden lake, a beautiful spot, may be reached either from Spokane, or from Rathdrum a few miles east of Spokane, on the main line of the Northern Pacific.

Soon after leaving Spokane the outskirts of the Rockies come into sight, 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 old characteristic frontier French names applied to the Indian 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.



HARVESTING GRAIN, WASHINGTON



SHEEP IN MONTANA

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, perhaps the grandest 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. The reservation, a fine one, will be opened to settlement in 1909.

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 half a century ago. The Bitterroot range was formerly one of the best big game hunting and trouting regions in the United States. Bear are numerous, elk fairly so, and it is the natural home of the White, or mountain goat.



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

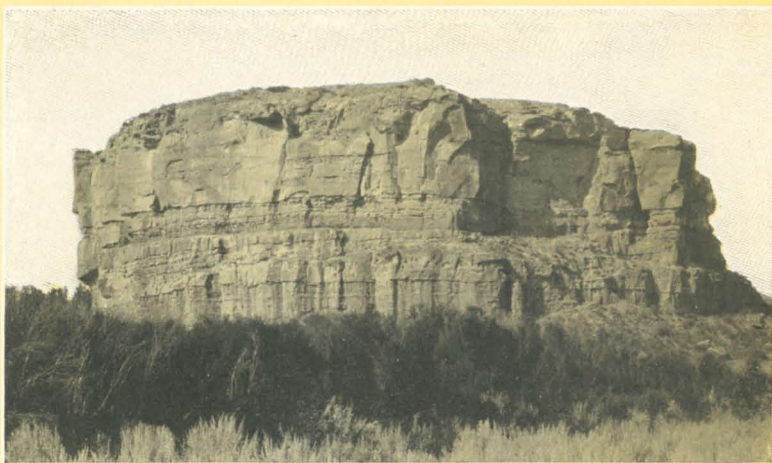
Between Missoula and Garrison—the latter place named after William Lloyd Garrison—the train follows the Hell Gate river between lofty mountains which rise 2,000 feet or more above the track. Between these points the railway is being double tracked and materially shortened and the curvature reduced.

Near Gold Creek the first gold in Montana was discovered in 1852, and the last spike of the Northern Pacific railroad was driven with imposing ceremonies, in 1883.

From Garrison the Helena main line continues over the main range of the Rocky mountains, via the Mullan tunnel—5,566 feet above sea level—to Helena, the capital of Montana, and then follows the course of the Missouri river to Logan. Helena is located upon the old placer diggings at the foot of Mt. Helena which have produced, probably, from 40 to 50 million dollars of placer gold. The new capitol of Montana, at the 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 canyon known



A MONTANA CATTLE HERD



POMPEY'S PILLAR, YELLOWSTONE VALLEY, MONTANA

as the Gates of the Rocky Mountains, first discovered, named, and described by Lewis and Clark in 1805. It is a fine canyon 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 Broadwater Natatorium, located on the lower slope of Mt. Helena in the outskirts of Helena, is a restful place, where natural hot water baths and recreation can be enjoyed. The Natatorium is the largest enclosed thermal springs plunge in the world.

The main 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.

Pipstone springs, thirty-three miles from Butte and near Whitehall, are well known locally for the fine quality of the hot waters found there.

Between Butte and Bozeman the train follows the Jefferson and



ON GREEN RIVER IN THE CASCADE RANGE



A MINNESOTA LAKE

Gallatin rivers, after crossing the mountains. These streams are two of the 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, and gave the names to the streams.

This wide plain at the junction of these three streams, near Logan, 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, who waged relentless war upon other Indians and the whites alike.

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.

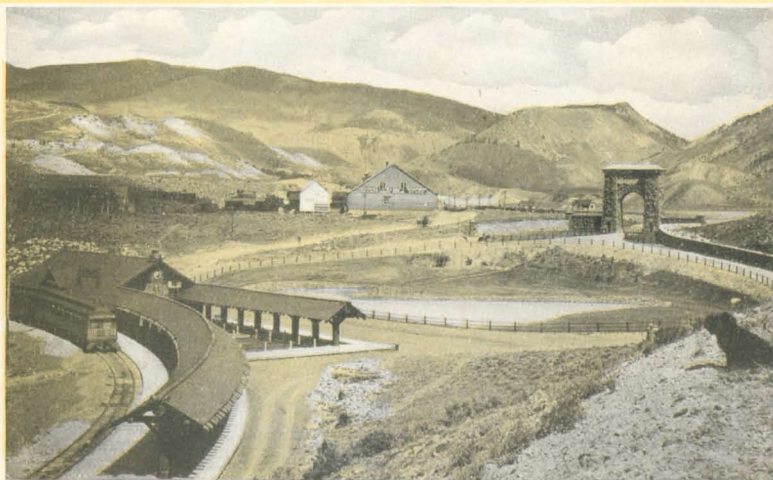
The Gallatin valley is mountained on the south by the Gallatin range,

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.

Along the historic Yellowstone, the theatre of many conflicts between the army and the Indians in the days prior to the building of the Northern Pacific, the train now rumbles for nearly 350 miles.

Hunter's Hot Springs, well-known in the Northwest and an efficacious hot springs sanatorium—railway station Springdale,—Columbus, Big Timber, Billings, Fort Keogh, until recently an important United States military post, and Miles City, all important Montana points, are passed. Montana is now the largest wool producing state in the Union and Billings is the center of wool industry for a large section of the state. Billings also has a beet sugar refinery of 1,200 tons daily capacity. Big Timber, Miles City



GARDINER GATEWAY, OFFICIAL ENTRANCE TO YELLOWSTONE PARK

—named after Gen. Miles—and Glendive are important wool, sheep, and 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 that 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 Billings, and Sheridan on the "Burlington," is Eaton's Ranch, on Wolf creek at the foot of the Bighorn range. Entirely modern in every way, it is one of the most desirable outing spots that can be found in the Northwest.

At Pompey's Pillar station, about thirty miles east of Billings, 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. Captain Clark's name, cut by him in the rock in 1806, is still to be seen. When, in 1806, Capt. Clark stood on the pillar and gazed on the hills and valleys through which the train speeds so rapidly, the country was covered with buffaloes.

The Yellowstone valley is an imperial one, now rapidly taking its place among the rich, fertile vales that supply the world's needs in breadstuffs, meats, fruits, and root foods. Irrigation has done it. The Huntley reclamation lands, recently thrown open to settlement by the government, are situated just east of Billings along the Northern Pacific and Burlington railways.

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, at Sentinel Butte, the 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 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 rugged, 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—or 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 with shelter. In the valley of the Little Missouri river, seen at Medora, Theodore Roosevelt once owned a ranch and lived.

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 new and mammoth steel bridge standing fifty feet above high water mark, to Bismarck, the capital of North Dakota. Five miles below Mandan, on the west side of the Missouri 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 in 1876, which resulted in the death of Custer and more than 200 of his men. The old fort was long since abandoned and scarcely a vestige of it now remains. It has been replaced by a new and modern post known as Fort Lincoln, situated on the east bank of the river south of Bismarck, and it can be seen from the train.

Lewis and Clark, in 1804-5, wintered among the Mandan and Hidatsa Indians, about fifty 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 steamers are still to be seen. Ruins of the old earthen 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 twenty-five to seventy 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 the 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, yearly, large quantities of wheat, besides much flax, corn, and other cereals.

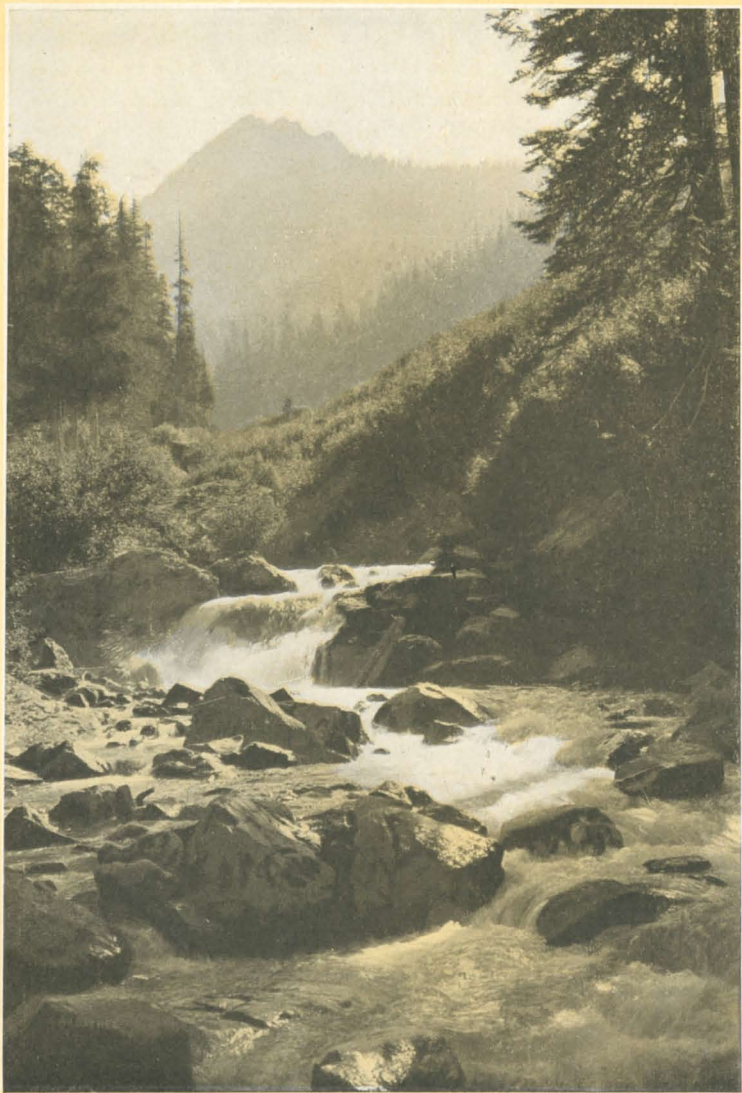
The first settler dates back to 1780, and Lord Selkirk established a colony at Pembina in 1801. In 1840, a great buffalo hunt took place where Fargo, now a city of 15,000 people, is situated, in which 2,000 animals were slaughtered. The valley is now well populated, prominent towns, besides Fargo, being 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 first explorers and *voyageurs* who passed through here made reports 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.

From Detroit one may take a little steamer and make a tour of several of the most beautiful lakes in the Lake Park region. Hotel accommodations at this point are good, and the country is rolling and wooded.

With its thousands of lakes and fine fishing and small game hunting, it is an ideal locality for a summer's rest and recreation and is being increasingly



A MONTANA TROUT STREAM

so utilized. Our booklet, "Minnesota Lakes," sent to any address free, describes this country.

North of Detroit is the White Earth Ojibwa Indian reservation.

Between Fargo and Staples the Northern Pacific is rapidly completing a section of double track. At Staples the line for Duluth, Superior, and Ashland diverges.

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. Between St. Cloud and St. Paul the line is a double track one.

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 Union Station it passes some of the large flouring mills for which Minneapolis is well known. While traversing the stone arch viaduct across the Mississippi the Falls of St. Anthony may be seen. These were discovered by Father Hennepin in 1680. They are radically changed from their natural state. Soon after crossing the river on the viaduct the train passes the spacious grounds of the University of Minnesota. Not long 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—Cass Gilbert, of St. Paul, architect—is one of three or four noted public buildings in the United States. In its architecture, artistic embellishment, appointments, and adaptation to its uses, it is a notable achievement. French, Simmons, Cox, Millet, Garnsey, La Farge, Volk, and other equally able men have contributed to its adornment. It reflects great credit upon northwestern progress. The granites and most of the other varieties of stone used in its construction are from Minnesota quarries. Some of these are very beautiful.

The library of the Minnesota Historical Society, one of the best in the United States, is located in the new capitol building.

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. The new Auditorium in St. Paul is the most perfect one in the United States, and

it embodies several unusual architectural and mechanical features. Lake Minnetonka is but a short distance, by steam or electric cars, from Minneapolis. Two or three days or a longer time can be profitably spent by the traveler in these fine cities.

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

Duluth, in Minnesota, and Superior, in Wisconsin, are most thriving cities and full of interest to tourist and traveler. The lake commerce is immense, as the tremendous ore and coal docks, the big elevators, and miles of railway tracks indicate.

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



STATE CAPITOL, ST. PAUL, MINNESOTA

YELLOWSTONE PARK



FOR the tour of the Yellowstone Park the main line trains of the Northern Pacific are left at Livingston. For fifty-four 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 canyon, 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 luncheon.

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 one-half day trip may thus be indefinitely extended.

The transportation equipment, the best obtainable, consists of the well-



HERD OF BISON, YELLOWSTONE PARK.

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, large, imposing, six-horse stage coaches are used. These will accommodate from twenty to thirty-four 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.

The government has entire control of the park, including the approval and supervision of all franchises granted and prices charged. Congress recently expended about \$1,000,000 here, which has been so used as to completely transform the roads, and this work 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 canyon and Lower fall. Other points passed *en route* are Silver and Golden gates, Obsidian cliff, Gibbon canyon and fall, Midway geyser basin, Keppler cascade, Shoshone point, Mud volcano, Hayden valley, Yellowstone rapids and the Upper fall near Grand canyon, 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 more than 100 miles are now sprinkled daily, thus practically abating any annoyance from dust and making this the finest coaching trip, and the most extraordinary, in the country.

There are now good, modern, steam-heated, electric-lighted hotels, one each, at Mammoth Hot Springs, Lower and Upper geyser basins, Yellowstone lake outlet, and the Grand canyon, 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 lake, having a capacity of 325 and 450 guests respectively, are unusual, unique, and recent specimens of hotel building and have achieved world-wide distinction.

In the regular tour time is given at all stopping places for reasonable sightseeing 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





COLONIAL HOTEL, YELLOWSTONE LAKE, YELLOWSTONE PARK

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 unequalled 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.

Mammoth Hot Springs is the principal place in the park, from an administrative, etc., standpoint. Here are Fort Yellowstone; the Superintendent, a U. S. army officer; the U. S. commissioner; the officers of both the Transportation Company and the Hotel Association. Here are the marvelous terraces of pink, yellow, black, brown, pearl, and red.

The Upper geyser basin is the place where the great geysers are seen,—Old Faithful, Giant, Grand, Riverside, Castle, Lion, Beehive, and more than twenty 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.

The Grand canyon, twenty miles in length, 1,200 feet deep, 2,000 feet wide, is the acme of grandeur. 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. It is without a rival.



SPOKANE FROM CLIFF PARK

SPOKANE FALLS
SCENES IN SPOKANE, WASHINGTON

RIVERSIDE AVENUE

YELLOWSTONE NATIONAL PARK FARES FROM LIVINGSTON

Season 1909—June 5 to September 25



IN THE OBSERVATION CAR

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 at Livingston.

The various classes of tickets in effect during 1908 were as follows:

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

\$7.50 Ticket.—Includes rail and stage coach transportation Livingston 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 coach transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper geyser basins, Yellowstone lake, Grand canyon and Falls of the Yellowstone, and return. This ticket does not cover hotel accommodations.

\$55.00 Ticket.—Includes rail transportation Livingston to Gardiner and return, stage coach transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper geyser basins, Yellowstone lake, Grand canyon 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 fares will be made for children five years of age or over and under twelve years of age. Half of the \$7.50 and \$55.00 fares 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 of 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 \$5.00 per day and *upward*, depending upon character of the room occupied. Rooms with private bath are charged for at somewhat higher rates.

ALTITUDES OF PRINCIPAL POINTS

Shasta-Northern Pacific Route

	Feet		Feet
San Francisco, Cal. - - -	15	Helena, Mont. - - -	3,955
Castle Crag, Cal. - - -	2,084	Bozeman, Mont. - - -	4,773
Siskiyou, Ore. - - -	4,113	Bozeman Tunnel, Mont. - -	5,592
Portland, Ore. (Union Sta.) -	16	Livingston, Mont. - - -	4,511
Tacoma, Wash. (N.P.R. Sta.) -	47	Gardiner, Mont. - - -	5,287
Seattle, Wash. - - -	24	Billings, Mont. - - -	3,139
Stampede Tunnel (Summit),		Glendive, Mont. - - -	2,091
Wash. - - -	2,852	Medora, N. D. - - -	2,290
North Yakima, Wash. - - -	1,076	Dickinson, N. D. - - -	2,431
Spokane, Wash. - - -	1,919	Bismarck, N. D. - - -	1,692
Hope, Idaho - - -	2,087	Fargo, N. D. - - -	926
Coriacañ Defile Pass, Mont. -	3,971	Duluth, Minn. - - -	626
Missoula, Mont. - - -	3,223	Minneapolis (Union Sta.) -	812
Butte, Mont. - - -	5,490	St. Paul, Minn. (Union Sta.) -	703
Mullan Tunnel, Mont. - - -	5,566		

ALTITUDES OF MOUNTAINS ON PACIFIC COAST

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

PARTIAL LIST OF PUBLICATIONS

Supplied by the Passenger
Department of the

NORTHERN PACIFIC RAILWAY

The following pamphlets, etc., will be sent to any address upon receipt in stamps, silver, money order, or otherwise, of the amounts set opposite them:

THE LAND OF GEYSERS—An attractive booklet that describes the wonderful things seen in Yellowstone Park, the world's greatest outing spot. Profusely illustrated, showing geysers, hot springs, canyons, falls, stage coaches, hotels, etc.

Free.

WILD FLOWERS FROM YELLOWSTONE—A booklet of pressed wild flowers from Yellowstone Park, showing the real flowers in their natural colors. This is a dainty and beautiful souvenir—has twelve specimens of flowers and six full-page illustrations of Park scenery. It also contains a brief description of the Park. *A limited supply remaining.*

Send Fifty Cents.

PANORAMIC YELLOWSTONE PARK PICTURE—A large, many-colored Panoramic Picture of the Park, 32x48 inches in size, showing the topography of the Park in great and accurate detail, the hotels, roads, etc. This production is a work of art, suitable for framing, and is a valuable picture and map combined.

Send Thirty-five Cents.

YELLOWSTONE PARK FOLDER—A new and complete folder with maps and illustrations, giving full details of the trip through Yellowstone Park, including fares, hotel and transportation facilities, and all important items of information.

Free.

EASTWARD THROUGH THE STORIED NORTHWEST—This booklet describes much that is of historic and scenic interest in the journey eastward from California over the Shasta-Northern Pacific route, via Portland, Puget Sound, Tacoma, Seattle, Spokane, Butte, Helena, Yellowstone Park, "Badlands," Superior, Duluth, Minneapolis, and St. Paul.

Send Six Cents.

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

Free.

In sending for these please write your address plainly.

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

PULLMAN STANDARD SLEEPING CAR FARES



BETWEEN SAN FRANCISCO AND								Double Berth	Section	Drawing Room
Portland	-	-	-	-	-	-	-	\$5.00	\$10.00	\$18.00
BETWEEN PORTLAND AND								Double Berth	Section	Drawing Room
Tacoma and Seattle	-	-	-	-	-	-	-	\$ 2.00	\$ 4.00	\$ 7.00
Spokane	-	-	-	-	-	-	-	2.50	5.00	9.00
Butte and Helena	-	-	-	-	-	-	-	5.00	10.00	18.00
Livingston	-	-	-	-	-	-	-	6.00	12.00	21.00
St. Paul and Minneapolis	-	-	-	-	-	-	-	12.00	24.00	42.00
Duluth and Superior	-	-	-	-	-	-	-	12.00	24.00	42.00

PULLMAN TOURIST SLEEPING CAR FARES

To St. Paul, Minneapolis, Duluth and Superior

FROM

San Francisco (Oakland)-	-	\$ 6.75	Missoula	-	-	-	-	\$ 4.00
Portland	-	6.00	Butte and Helena	-	-	-	-	3.50
Tacoma and Seattle	-	6.00	Livingston	-	-	-	-	3.25
Spokane	-	4.75	Billings	-	-	-	-	3.00

The Northern Pacific Railway reserves the right to vary from the fares shown herein without notice to the public, other than that required by law.



PYRAMID PARK, NORTH DAKOTA

**FOR GENERAL INFORMATION, FARES, ETC., APPLY TO ANY
OF THE FOLLOWING REPRESENTATIVES OF
THE NORTHERN PACIFIC.**

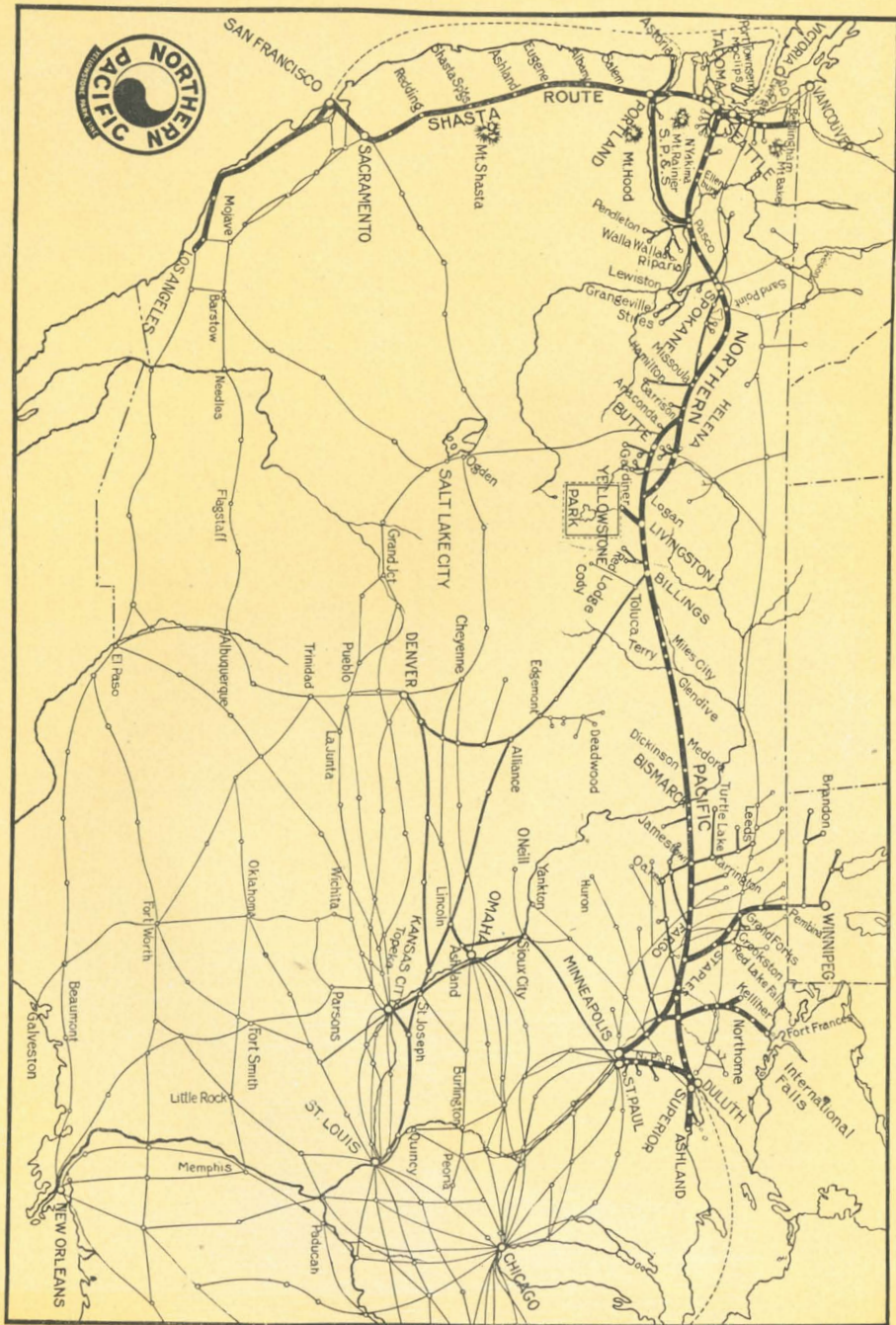
Atlanta, Ga.	16 North Pryor St.	J. J. Gartner.	Traveling Passenger Agt.
Bellingham, Wash.	1222 Dock St.	A. N. Bussing, City Frt. and Pass. Agt.	
Billings, Mont.		J. E. Spurling.	General Agt.
Boston, Mass.	207 Old South Bldg.	C. E. Foster.	District Passenger Agt.
Buffalo, N. Y.	215 Ellicott Square	Wm. G. Mason, District Passenger Agt.	
Butte, Mont. N.W. Cor. Park & Main Sts.		W. H. Merriman, Div. Frt. & Pass. Agt.	
Chicago, Ill.	208 So. Clark St.	C. A. Matthews.	Gen'l Agt. Pass. Dept.
Chicago, Ill.	208 So. Clark St.	J. C. Thompson.	District Passenger Agt.
Cincinnati, Ohio.	40 East Fourth St.	Geo. T. Foyes, Traveling Passenger Agt.	
Des Moines, Ia.	318-319 Citizens' Bk. Bg.	E. D. Rockwell.	District Passenger Agt.
Detroit, Mich.	423 Majestic Bldg.	W. H. Whitaker, District Passenger Agt.	
Duluth, Minn.	334 West Superior St.	T. E. Blanche.	General Agt.
Duluth, Minn.	334 West Superior St.	J. T. McKenney.	City Passenger Agt.
Everett, Wash.	2825 Colby Ave.	C. O. Martin.	General Agt.
Helena, Mont.	Main and Grand Sts.	E. S. Richards.	General Agt.
Indianapolis, Ind.	42 Jackson Place	W. E. Smith.	District Passenger Agt.
Lewiston, Idaho		W. J. Jordan.	General Agt.
Los Angeles, Cal.	545 South Spring St.	Geo. W. McCaskey.	General Agt.
Milwaukee.	316-17 Railway Exch. Bldg.	M. E. Harlan.	District Passenger Agt.
Minneapolis, Minn.	19 Nicollet Block.	G. F. McNeill.	City Passenger Agt.
Montreal, Que., Imp. Bk. Bldg., St. James St.		G. W. Hardisty, Dist. Pass. & Frt. Agt.	
New York City.	319 Broadway.	W. F. Mershon.	Gen'l Agt. Pass. Dept.
Philadelphia, Pa.	711 Chestnut St.	P. W. Pummill.	District Passenger Agt.
Pittsburg, Pa.	305 Park Bldg.	C. E. Brison.	District Passenger Agt.
Port Townsend, Wash.	402 Water St.	W. L. Clark.	Agent
San Francisco, Cal.	685 Market St.	T. K. Stateler.	Gen'l Agt. Pass. Dept.
Seattle, Wash.	1st Ave. and Yesler Way.	A. Tinling.	General Agt.
Seattle, Wash.	1st Ave. and Yesler Way.	J. O. McMullen.	City Passenger Agt.
Spokane, Wash.	Riverside & Howard Sts.	H. N. Kennedy.	General Agt.
Spokane, Wash.	Riverside & Howard Sts.	H. McNeill.	City Passenger Agt.
Spokane, Wash.	Riverside & Howard Sts.	W. H. Ude.	Traveling Passenger Agt.
St. Louis, Mo.	306 Missouri Trust Bldg.	D. B. Gardner.	District Passenger Agt.
St. Paul, Minn.	5th and Robert Sts.	C. P. O'Donnell.	City Passenger Agt.
St. Paul, Minn.	4th and Broadway.	C. L. Townsend.	District Passenger Agt.
St. Paul, Minn.	4th and Broadway.	L. P. Gellerman.	District Passenger Agt.
Superior, Wis.	817 Tower Ave.	W. H. Smith.	Assistant General Agt.
Tacoma, Wash.	925 Pacific Ave.	Jno. W. Hill.	General Agt.
Tacoma, Wash.	925 Pacific Ave.	Webb F. Sater, Traveling Passenger Agt.	
Vancouver, B. C.	430 Hastings St.	C. E. Lang.	General Agt.
Victoria, B. C., Cor. Yates and Gov. Sts.		E. E. Blackwood.	General Agt.
Winnipeg, Man.	341 Main St.	H. Swinford.	General Agt.

PORTLAND, ORE. A. D. Charlton. Assistant General Passenger Agent
ST. PAUL, MINN. G. A. Mitchell. Assistant General Passenger Agent
Jno. C. Poore. Assistant General Passenger Agent

J. G. WOODWORTH,
Traffic Manager,

A. M. CLELAND,
General Passenger Agent,

ST. PAUL, MINN.



MAP OF NORTHERN PACIFIC RAILWAY AND CONNECTIONS.

