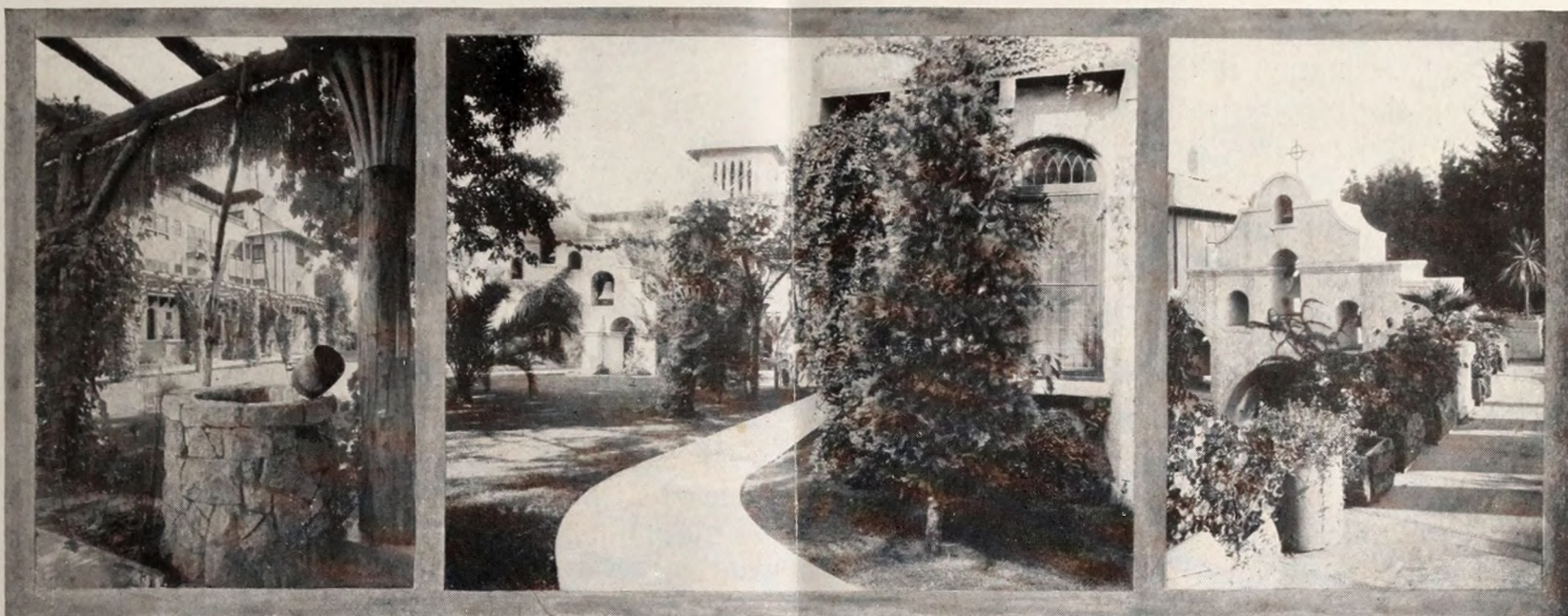


THE PACIFIC COAST



St. Catherine's Well

*Corner of Court, Showing Anniversary Window,
—Glenwood Mission Inn, Riverside, Cal.—*

Roof Garden

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 climate, 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.

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 found here in everything that goes to constitute a great and marvelous region can only be fully and satisfactorily known by inspection.

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

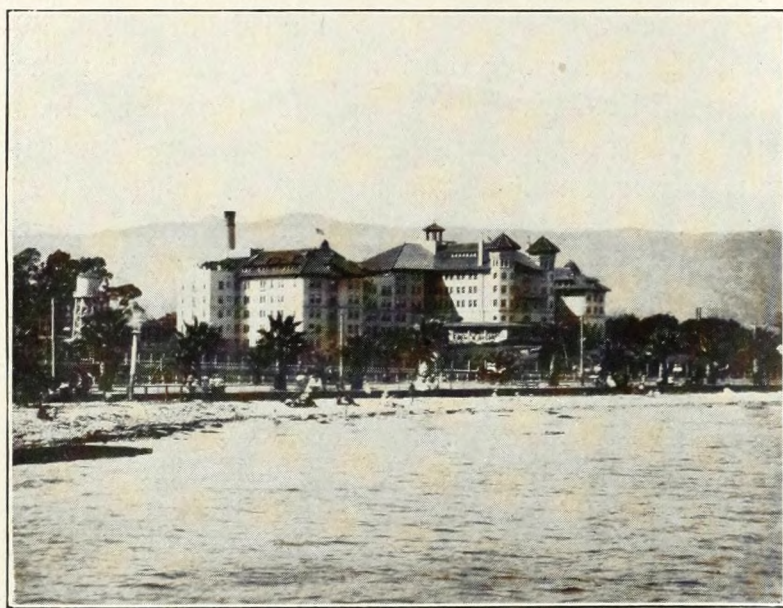
To the northward, in Northern California, Oregon and Washington, the same state of affairs, but of a somewhat different tone, is found. The great explorations of Kendrick and Gray, Vancouver, Lewis and Clark, the Astorians, and the later explorations and adventures of Wyeth, Wilkes, Fremont, Whitman, 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

EASTWARD THROUGH THE STORIED NORTHWEST

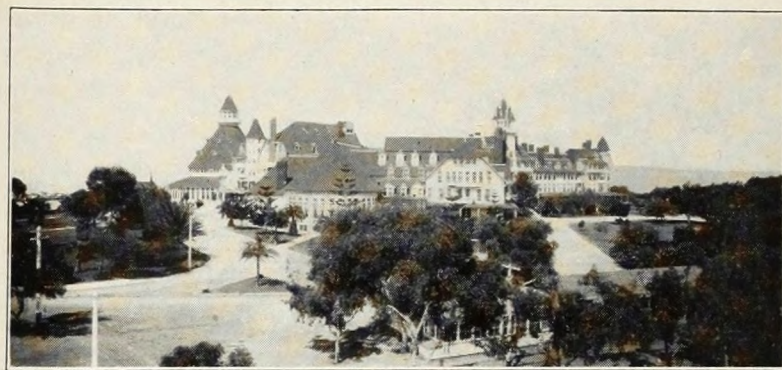
River and in the magnificent mountains and unparalleled forests about them, there was not alone a scenic but an economic asset of incomputable value—these form a most wonderful theme to the historian and student, and a never failing source of interest and fascination to the traveler.

This long and picturesque stretch of coast, laved by the beautiful waters of the Pacific on one side and bordered 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 gave way to 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 horses or cattle. The Southern Pacific Railway clave this sleepy land through the center and, turning eastward across the plains



Potter Hotel from the Sea, Santa Barbara, Cal.



Hotel Del Coronado, Coronado Beach, Cal.

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 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 close touch with 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 held sway, and vegetable and alfalfa fields cheer the eye and ornament the landscape. And the towns, cities, 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, speak 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

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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 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 hotels; 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 José, 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, Lake Cushman, all differ in various ways owing to local topography.

The visitor to Southern California eventually is apt to find his 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 Fé 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



Coronado Beach, California.

EASTWARD THROUGH THE STORIED NORTHWEST

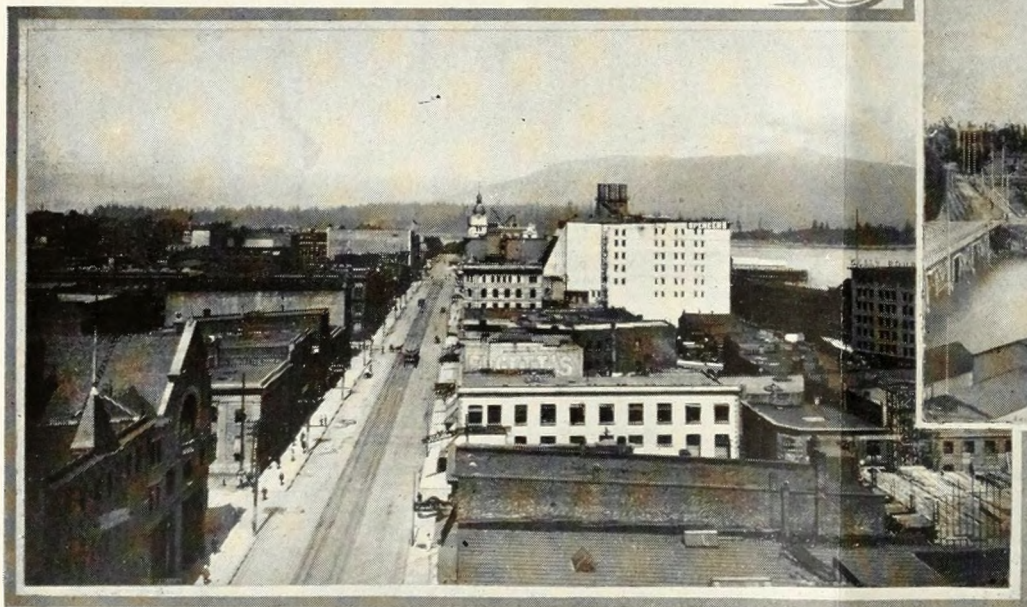
Pacific's coast line will give it. For many miles the rails are so close to the ocean beach that the spray of the surf at times splashes upon the tracks. Modern equipment, excellent dining car service and oil-burning locomotives are some of the popular features of the California lines.

The Coast route trains between Los Angeles and San Francisco pass through San Buenaventura, Santa Barbara, San Luis Obispo, Paso Robles, San José, 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 Missions, 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 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, has sprung. The hotels and business blocks of San Francisco are on a plane of magnificence not excelled in eastern metropolises. 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, in all directions, keeping the waters of the bay in a state of constant enlivenment.

A Street Scene in Vancouver, B. C.



*Parliament Buildings,
Victoria, B. C.*

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 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 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

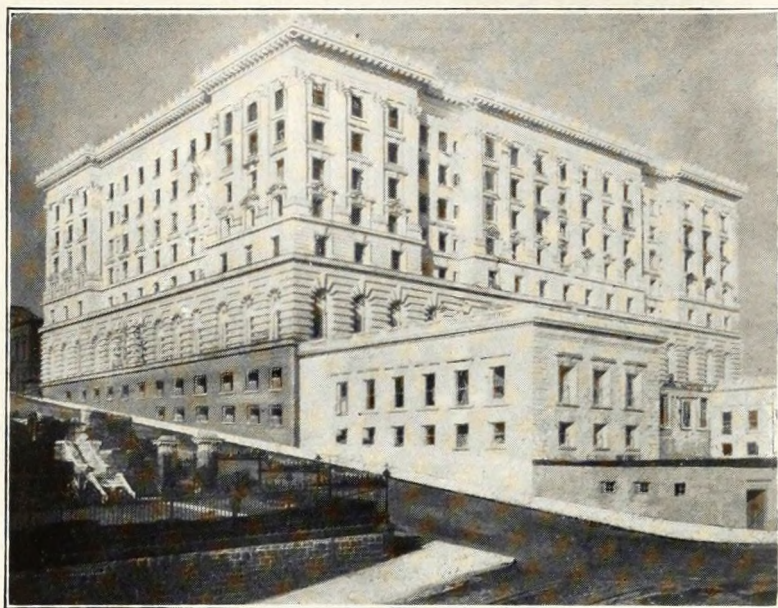
from a scenic and an industrial standpoint, *he will acquire on this trip a broader and more comprehensive view than from either the central or southern route.*" This states the case completely.



*Japanese Tea Garden, Golden Gate Park,
San Francisco, Cal.*

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 rise 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 river near its source is not,

EASTWARD THROUGH THE STORIED NORTHWEST



The Fairmont Hotel, San Francisco.

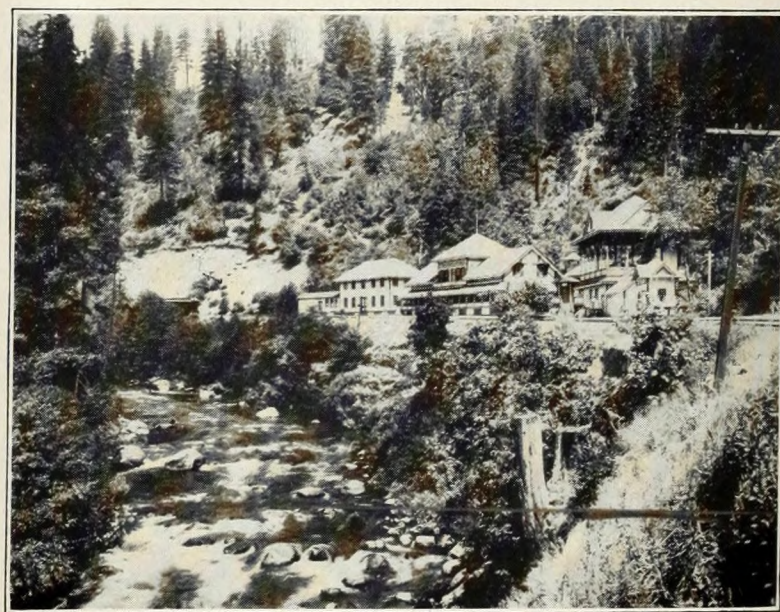
naturally, an extremely large one, as its appearance near or below the city of Sacramento, might lead one to conclude. It is a moderate sized stream, here a little staid and dignified, there hastening its journey over a rocky bottom, perchance tumbling down a rapid or two. There are lively, flecked riffles 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.

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. Seen from the train they 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 general effect is much enhanced at night when the railway station and soda fount, the mountain-side and fountains, and the course of the streams down the mountain and its glens, are all



Shasta Springs, California.

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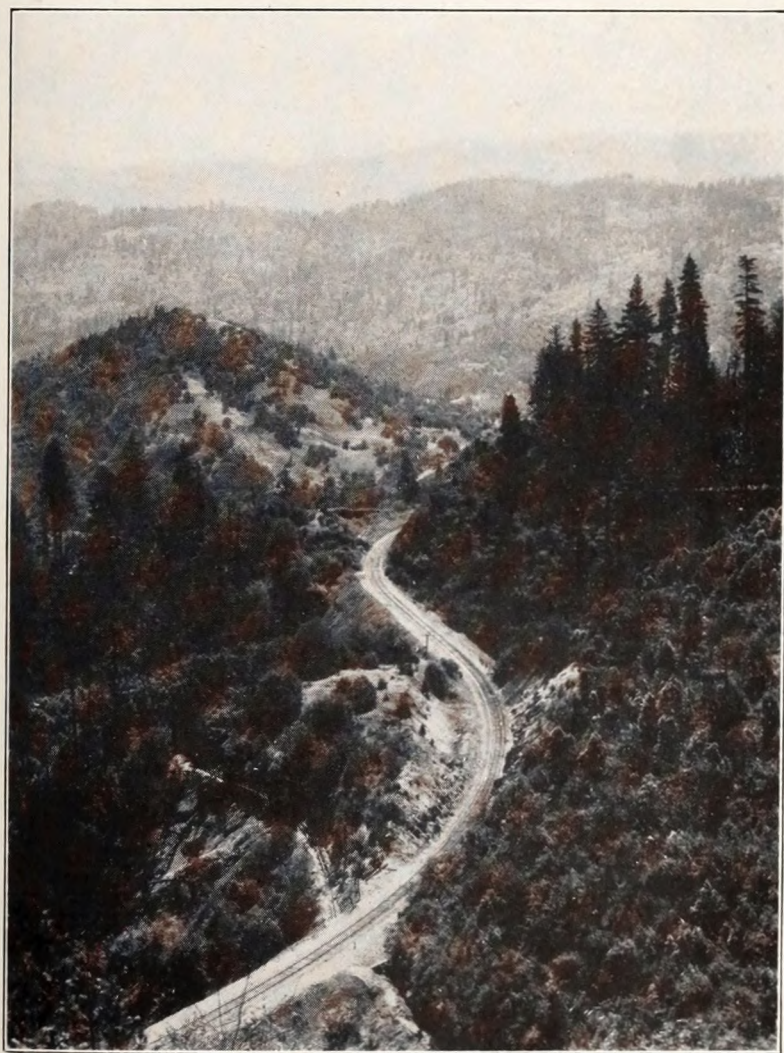
Castle Crags from Sacramento River, California.

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. 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. For a place where real rest and quiet are desired, and where the elevation—about 2,500 feet above the sea level—and climatic conditions are most desir-

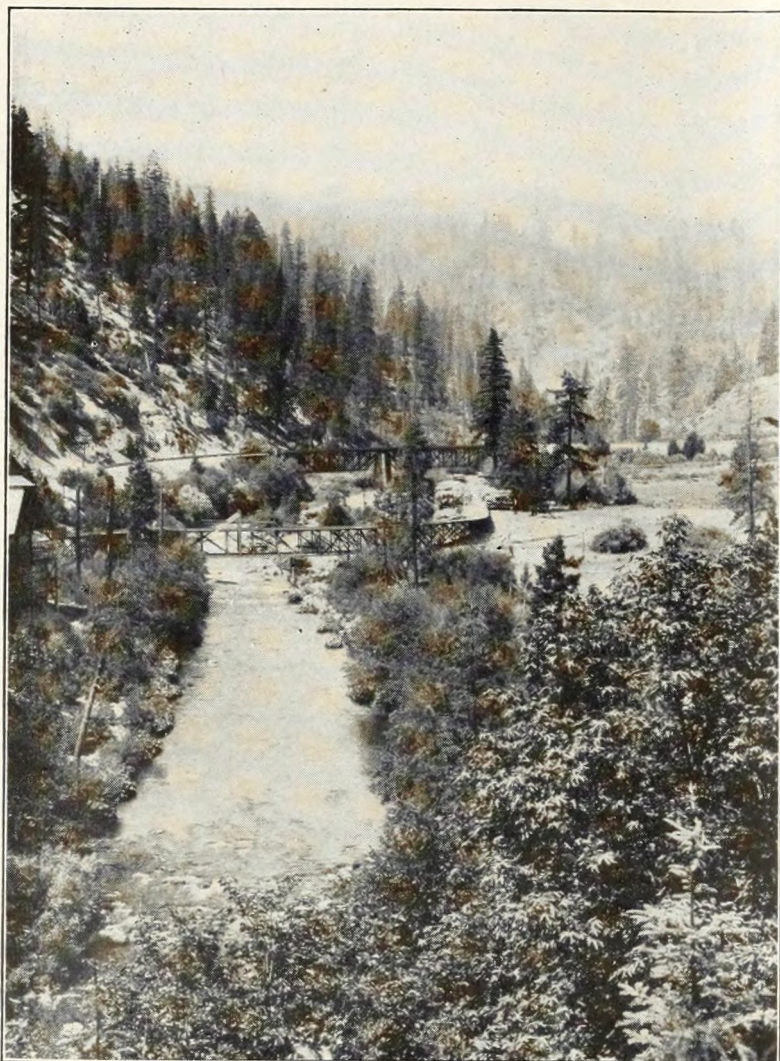
able, this beautiful mountain nook can scarcely be surpassed.

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 majestically above the mountains that congregate about it. There are five glaciers on Mt. Shasta. While these glaciers are not strik-



Where the Track Winds Through the Siskiyou.

EASTWARD THROUGH THE STORIED NORTHWEST



Sacramento Canyon, California.

ingly large, as glaciers go, the largest being something more than two miles long, they are genuine glaciers, having crevasses, moraines, etc., and the ice is several hundred feet thick.

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. 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 side 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 the same, generically, wherever you find them, they are like people, of the same general character with specific or individual differences.

The Siskiyoues 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 Siskiyoues. 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.

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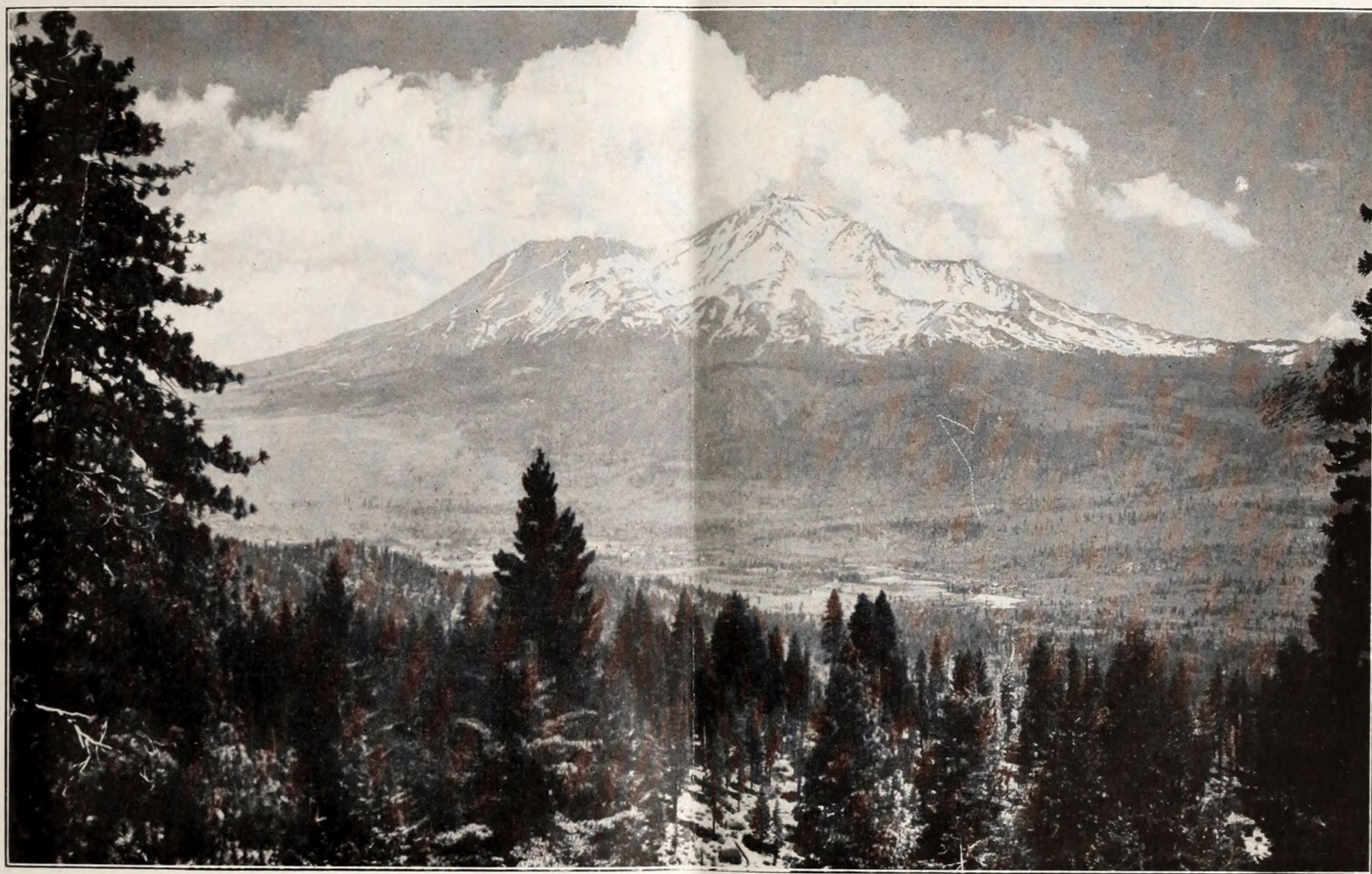
The descent of the Siskiyou into the Rogue River valley is the superlative of railway mountain scenery. The range on that side—the Oregon side—is much finer, the engineering is bolder, the view incomparable.

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.

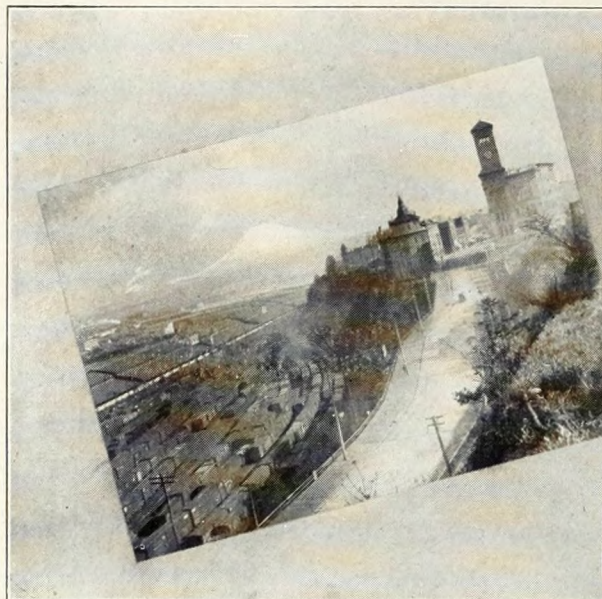
The valley forms one of the richest and most fertile regions of the northwest. The Willamette Valley was called the Multnomah by Lewis and Clark, who discovered it in 1806, and this beautiful Indian name was in vogue for many years.



Snow-Bedecked Mount Shasta, California.



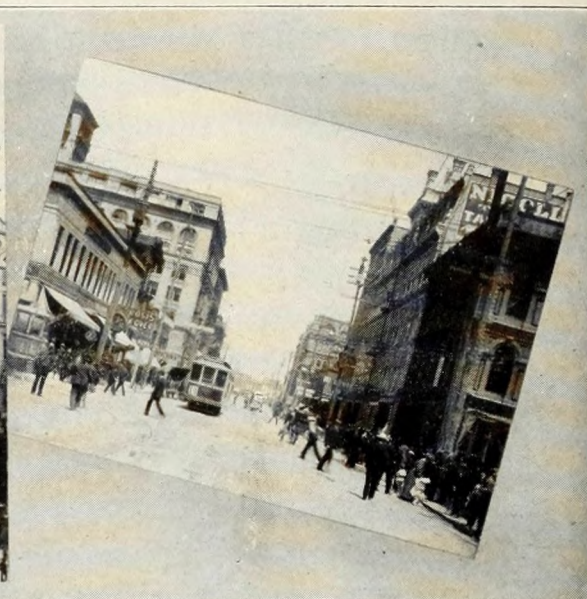
NORTHERN PACIFIC



Gateway to Tacoma.



Cherry St. and First Ave., Seattle.



Street Scene in Portland.

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 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 population, according to 1910 census, being 207,214. The Annual Rose Festival, held in Portland each June, serves to keep the city prominently in the public eye, as well as attracting tens of thousands of visitors. For 1911, the Festival will be held from June 5 to 10, and low rates of fare will bring tourists from all over the country to witness Portland's gala event. 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, 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

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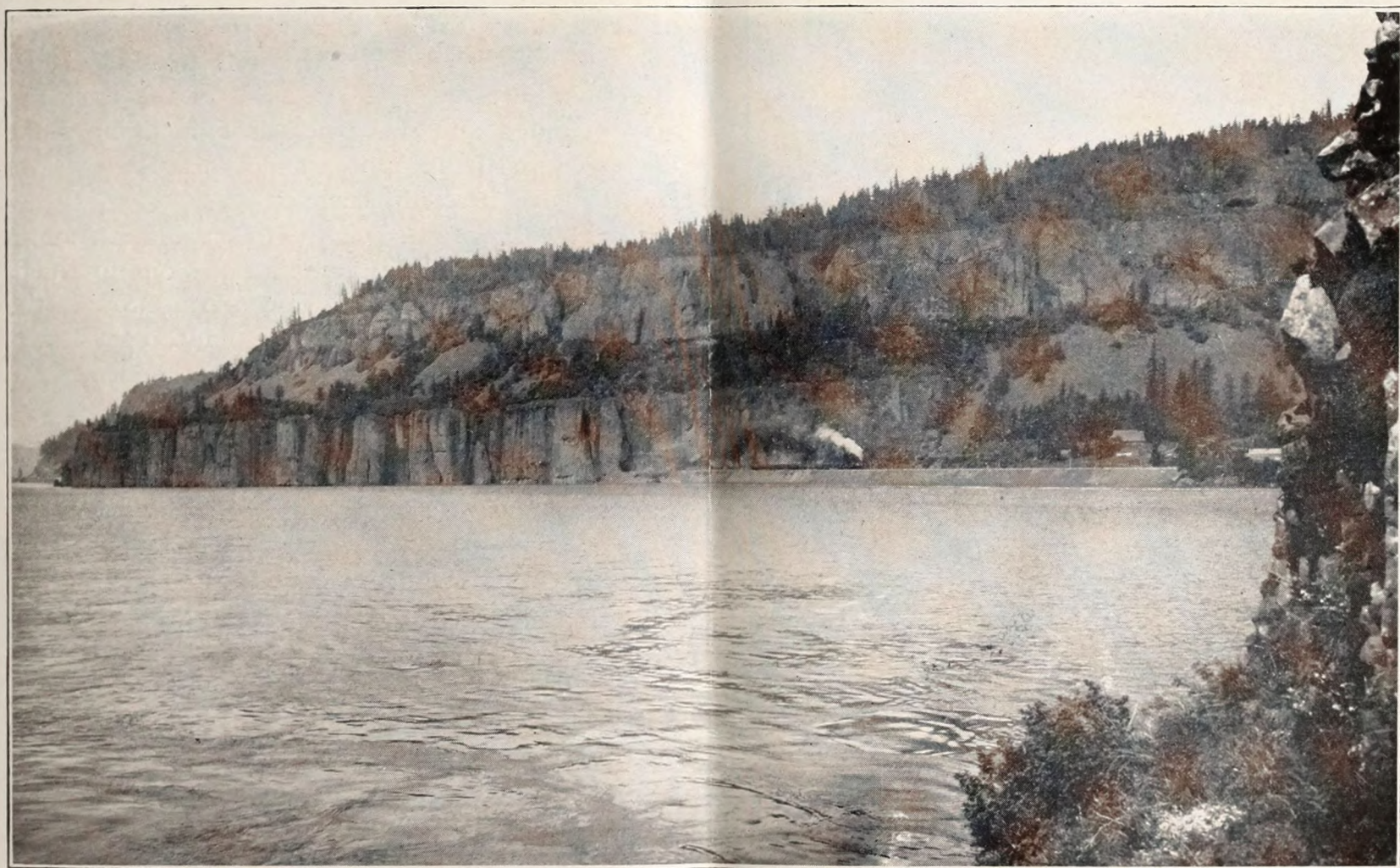
a sight. The masted ships and scurrying or docked steamers betoken the large river and ocean commerce that centers here.

The scenic key-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 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 unique salmon fish wheels and the wonderful Cascades and Dalles themselves.

Rooster Rock, Cape Horn, Castle Rock, and Multnomah Falls 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-Tacoma 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 a few summer weeks. Trout Lake, at the foot of



S. P. & S. Train Emerging from Cape Horn Tunnel, on the North Bank of the Columbia River.

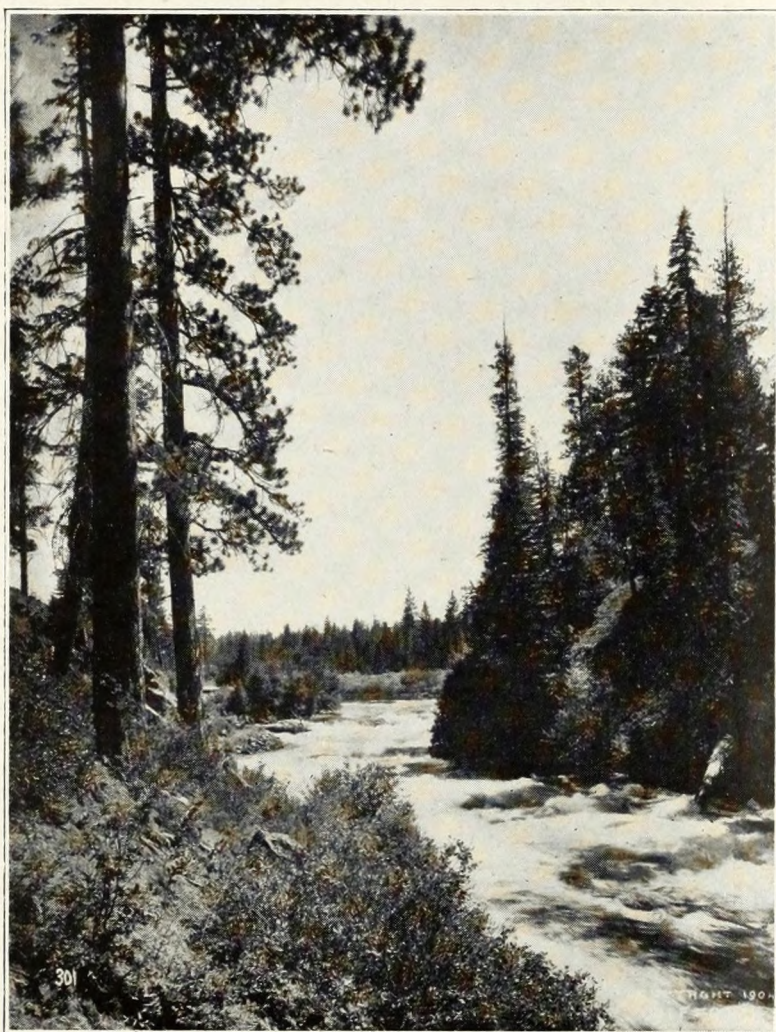
EASTWARD THROUGH THE STORIED NORTHWEST

Mt. Adams, is reached from White Salmon by stage. The spot is one of much charm and beauty.

Shepherd's Hot Springs, Wash., is another similar resort, much frequented.

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, owned jointly by the Northern Pacific and Great Northern Railways, has completed a line from Portland to Spokane, crossing the Columbia river at Vancouver on a double track bridge. This line serves a very fertile and desirable fruit region in the Columbia River basin



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Deschutes River above Benham Falls, Oregon.

and it has been rapidly settled and developed in the past few years. Through train service is maintained in connection with the Northern Pacific Railway between Portland and Spokane and points east, including Minneapolis, St. Paul, Chicago, Kansas City and St. Louis. Standard and tourist sleeping cars, through coaches and dining cars are operated several times daily in each direction.

At Fallbridge, Wash. (formerly Clark), the new Oregon Trunk Railway, the ownership of which is similar to that of the Spokane, Portland & Seattle Railway, extends southward up the picturesque Deschutes Valley, into Central Oregon. It opens up to settlement what is practically the last great body of *new* land in the country. Passenger and freight service was established on the Oregon Trunk Railway March 1, 1911, and the movement of homeseekers into interior Oregon over the new line has been heavy. Daily trains to Madras and Metolius, over the first 115 miles of the road, are now operated and the expectation is to have the line open to Bend, approximately 150 miles from the Columbia River, by summer.

The ride down the river from Portland to Astoria and the mouth of the Columbia takes one to where history was made in the days centering around the year 1880. 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 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

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and the seacoast and mountains thus be visited and time economized when necessary.

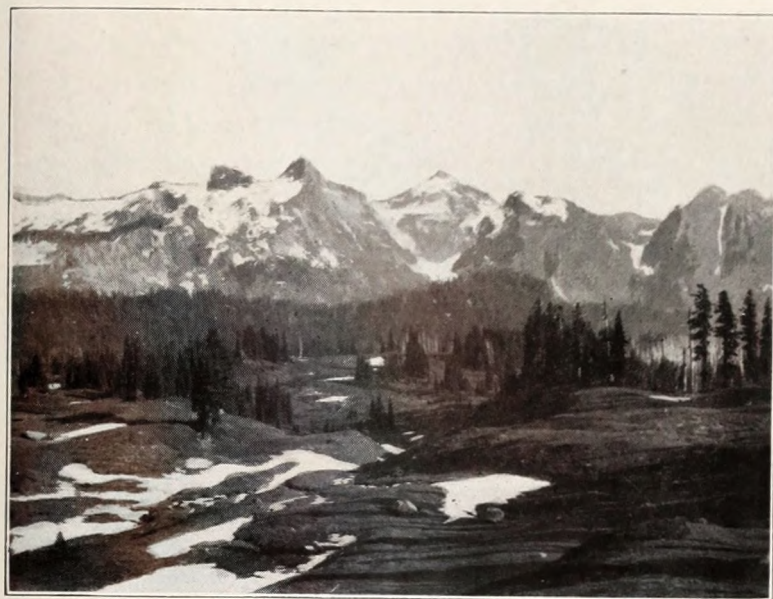
Leaving Portland, on one of the several daily trains of the Northern Pacific, operated between Portland and Puget Sound, the traveler crosses the Willamette and Columbia Rivers on large double track steel bridges to Vancouver, Wash. The train then follows the eastern bank of the Columbia to Kalama, whence it continues on to Tacoma and Seattle. The old ferry transfer across the river between Goble and Kalama was abolished some time ago.

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-Tacoma 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 (called Mt. Tacoma, when viewed from Tacoma) has fifteen or more massive glaciers slowly working down its sides.

It 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. Tacoma-Rainier, where, at Longmire Springs, there is a new hotel in the midst of some of the most sublime scenery on the globe. Mountains, falls, glaciers, canyons, cliffs, snowfields, 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,



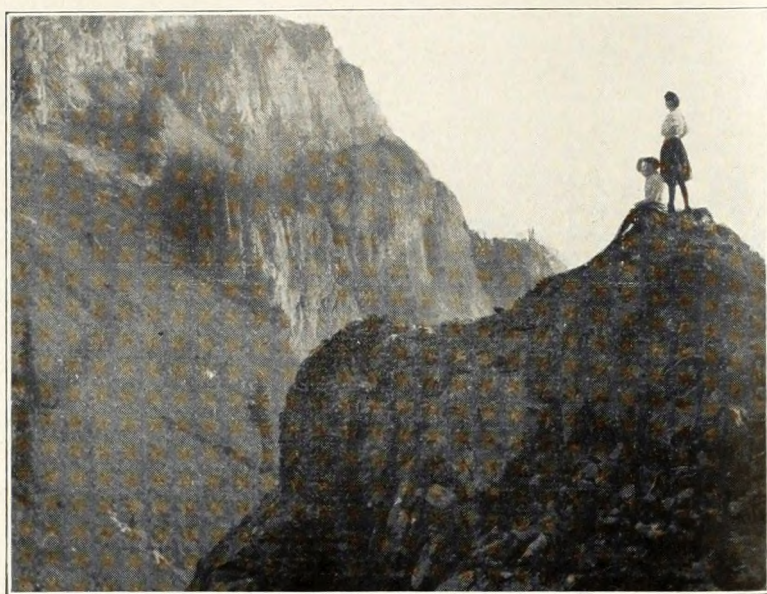
Tatoosh Mountains, Paradise Park.

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. Tacoma-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 very reasonable. Between Ashford and Longmire Springs there is a good road. From the boundary of Rainier National Park the government has constructed a 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.

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

EASTWARD THROUGH THE STORIED NORTHWEST



Rugged Mountain Scenery—Henry's Hunting Grounds.

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. Tent hotels are maintained each season at Paradise Park and Henry's Hunting Ground.

Tacoma is an Eastern city on Pacific Coast hills; it overlooks Commencement Bay, of Puget Sound, with Mt. Tacoma, about forty miles distant, seemingly overtopping the city and forming one of the most remarkable views to be found the world over. Its population, according to 1910 census, is 83,743.

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 about 200 miles of electric and suburban 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, recently refitted, is a first-class hostelry in every respect. Its natural salt water private baths are a feature of its appointments.

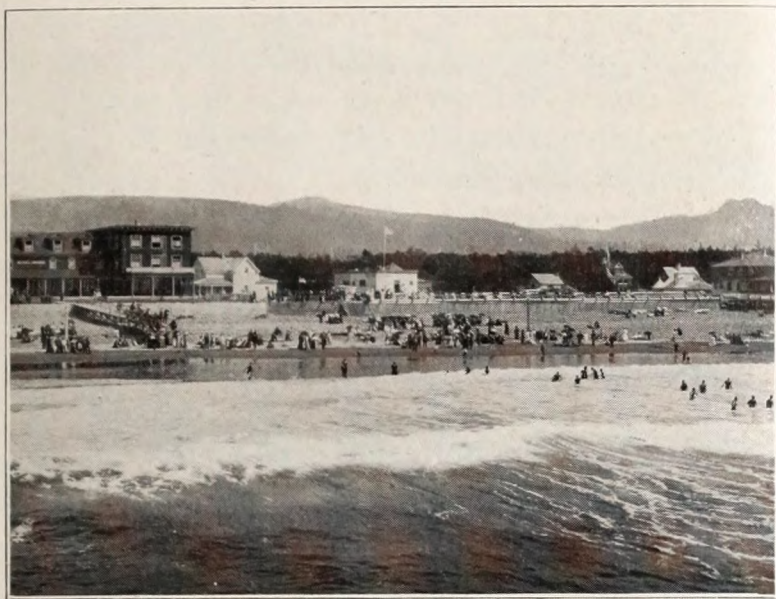
Seattle is situated on Elliot Bay of Puget Sound, about an hour's ride from Tacoma by steamer or rail. To the west, across the Sound, the Olympic Range shows its snow-tipped peaks, and Mount Rainier is seen to the south. From almost any elevated part of the city these two mountain pictures, with the 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 130,000 volumes. It does an enormous export and import business, has a splendid street railway system, and a water system with a daily capacity of 65,000,000 gallons. Seattle's industrial and commercial growth has been remarkable. The census of 1910 gives it 237,194 population.

Easterners have, really, little appreciation of the scenic beauty, healthfulness, 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 sounds, 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 Yards, 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'sport and thence by stage coach.

N O R T H E R N P A C I F I C R A I L W A Y



The Beach at Seaside, Ore.

Moclips, at the end of the Grays Harbor branch from Tacoma, has a magnificent beach, long and clean. The Moclips Beach Hotel, recently destroyed by fire, will be rebuilt this season. With Pacific and Sunset beaches, which adjoin Moclips, this locality can be strongly recommended for its healthfulness, delightful surf bathing, and all round 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 Grays Harbor towns, is frequent and convenient.

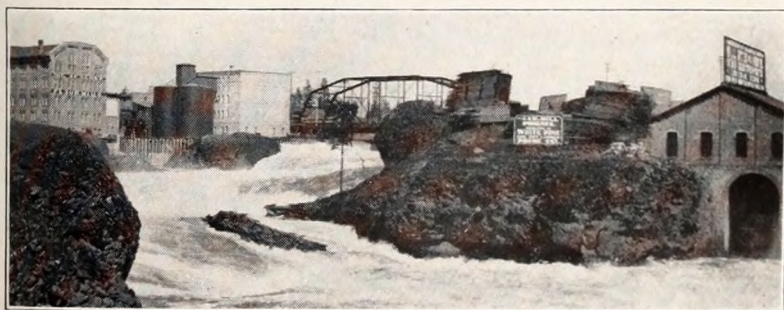
Besides these local trips there is the Alaskan trip to Fort Wrangle, Juneau, Skagway, Sitka, and other points. The Alaskan steamers of the various lines start from Puget Sound ports and follow the inland passage, thus practically doing away with rough water and seasickness.

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, 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. Prince Rupert, the new Pacific Coast terminal of the Grand Trunk Pacific Railway is a regular port of call of most of the Alaskan steamship lines. It is rapidly assuming its place as an important Coast city.

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

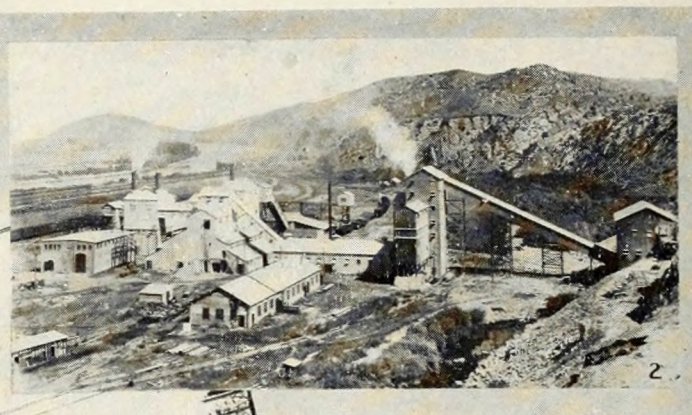


North Channel of the Spokane River, Spokane, Wash.

EASTWARD THROUGH THE STORIED NORTHWEST



*The Cities and Towns Along the Northern Pacific
Are Growing "By Leaps and Bounds."*



1. Hebron, N. D.
2. Cement Plant, Trident, Mont.
3. A Business Block, Billings, Mont.
4. Ellensburg, Wash.
5. North Yakima, Wash.

N O R T H E R N P A C I F I C R A I L W A Y

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 is the site of Green River Hot Springs, a most delightful spot for health, fishing, and general recreation. The hotel, which burned down last year, is now being rebuilt. The waters, temperature 132 degrees 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 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 enters the Kittitas Valley and follows the Yakima River for about one hundred and fifty miles, eastward to the Columbia, again, then across the plains to Spokane, and *en route* Mt. Adams, white as marble, is to be seen to the southwest.

The Yakima canyon 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 370 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.

Ellensburg, North Yakima, Toppenish, Mabton,



A Washington Apple Orchard.

Prosser, Kiona, and Kennewick, all are the results of irrigation. All of these towns exemplify 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.

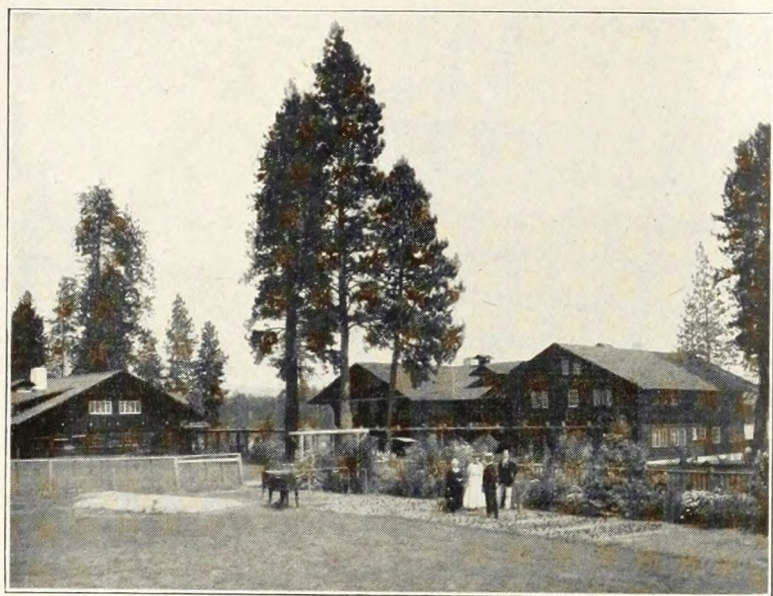
From Toppenish a branch line diverges into the well known Sunnyside Valley to Sunnyside and Grandview, where irrigation has wrought a great change, as indeed it has throughout the Yakima Valley.

At the crossing of the Columbia, 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 1910 census gives Spokane's population as 104,402. 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 Lewis-

EASTWARD THROUGH THE STORIED NORTHWEST



Bozanta Tavern, Hayden Lake, Idaho.

ton-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 an enjoyable steamboat ride, is that to Coeur d'Alene Lake and St. Joe River 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. In the St. Joe River and most of the lakes is good bass or trout fishing. On all tourist tickets reading via the Northern Pacific the traveler is given the option of the main line route from Spokane or the route via Coeur d'Alene, thence via steamer across Lake Coeur d'Alene to Harrison, Idaho, and rail from Harrison to Missoula.

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 name 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.

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 was opened to settlement in 1909.

Missoula—population by the 1910 census 12,869—across the range and seat of the Montana State University, lies at the foot of the Bitter Root Valley, one of the most beautiful as well as most fruitful valleys in the northwest. This is the home of the famous McIntosh red apple. 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 Bitter Root range was formerly one of the best big game hunting and trout 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 to the Bitter Root 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 Bitter Root Valley where fishing is excellent, are unusually good, the Hotel Ravalli,

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at Hamilton, being particularly well known as a delightful hotel home.

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 double tracked and the curvature reduced to the minimum.

Near Gold Creek the first gold in Montana was discovered in 1852, and the last spike of the Northern Pacific Railway 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—population 12,515 according to the 1910 census—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 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. Butte—population 39,165—and Anaconda—population 10,134—are the



On Beautiful Lake Coeur d'Alene, Idaho.

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.

Pipestone Springs, thirty-three miles from Butte and near Whitehall, are well known locally for the fine quality of the hot waters found there. There are several trains daily between Butte and the Springs.

Near Butte, on the Boulder branch of the Northern Pacific and also on the Great Northern Railway—with convenient train service—are the well known Boulder Hot Springs, a popular resort, recently enlarged and improved.

Between Butte and Bozeman the train follows the Jefferson and 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

EASTWARD THROUGH THE STORIED NORTHWEST

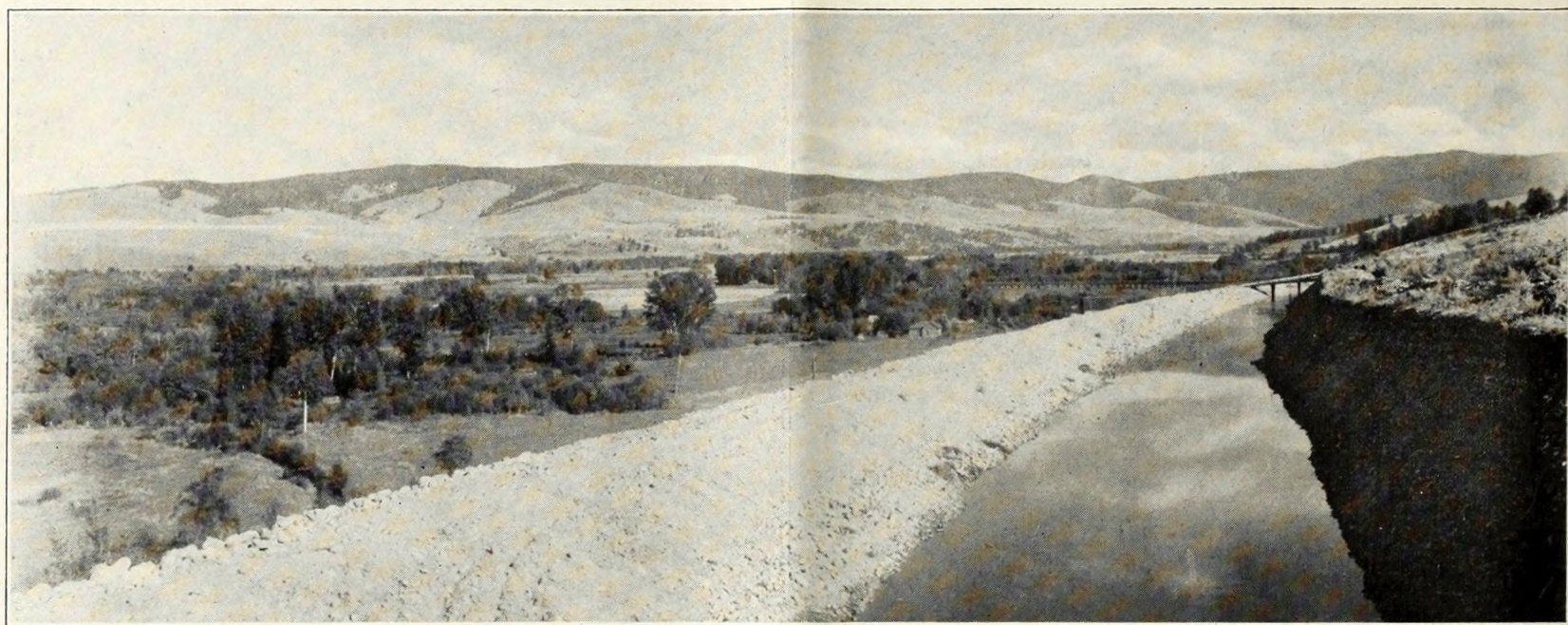
streams, near Logan, is known as the Three Forks of the Missouri. It is historic country and is the place where the now well known Birdwoman, who was with Lewis and Clark, was captured when a girl and from there carried to the Mandan Indian villages. Later a fur trader's post was established here but 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 most noted valleys of the northwest. The barley raised there,

tion are located, the Rockies are crossed for the last time, at an elevation of only 5,592, and at Livingston, which has a population of 5,359, 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



Irrigation Canal in the Bitter Root Valley.

more or less by irrigation, is of a most superior quality and 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—population 5,107—where the Montana Agricultural College and Experiment Sta-

with a comfortable and commodious hotel, is near the railway station of Springdale. Columbus and Big Timber are important towns with rich agricultural lands surrounding them. Montana is now the largest wool producing state in the Union and Billings and Big Timber are centers of the wool industry for a large section of the state. Billings—population 10,031—also has a beet sugar refinery of 1,200 tons daily capacity. 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 Bill-

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ings, 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 Ranchester on the "Burlington," is Eaton's Ranch, on Wolf Creek at the foot of the Bighorn range. It is a favorite place of many who seek outdoor western life in the summer time. It is one of the most desirable outing spots in the northwest (address Eaton Bros., Wolf, Wyoming).

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.

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.

Miles City, named after Gen. Miles, and Glendive are important wool, sheep and cattle shipping points.

At Glendive the track and train leave the Yellowstone River and its buttes and bluffs, and strike across the rolling plains where, formerly, thousands of cattle were fattened yearly for eastern markets, but which are now rapidly being transformed into grain fields. Near the North Dakota line, at Sentinel Butte, the Butte, an old landmark, is seen to the right. Wibaux is a distributing point for the Golden Valley country and has had a phenomenal growth in the last three years.

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 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 particolored 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—population 3,678—in the heart of a grazing and agricultural country, to Mandan—population 4,500—and across the Missouri River on a mammoth steel bridge standing fifty feet above high water mark, to Bismarck—population 5,443—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

EASTWARD THROUGH THE STORIED NORTHWEST

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.

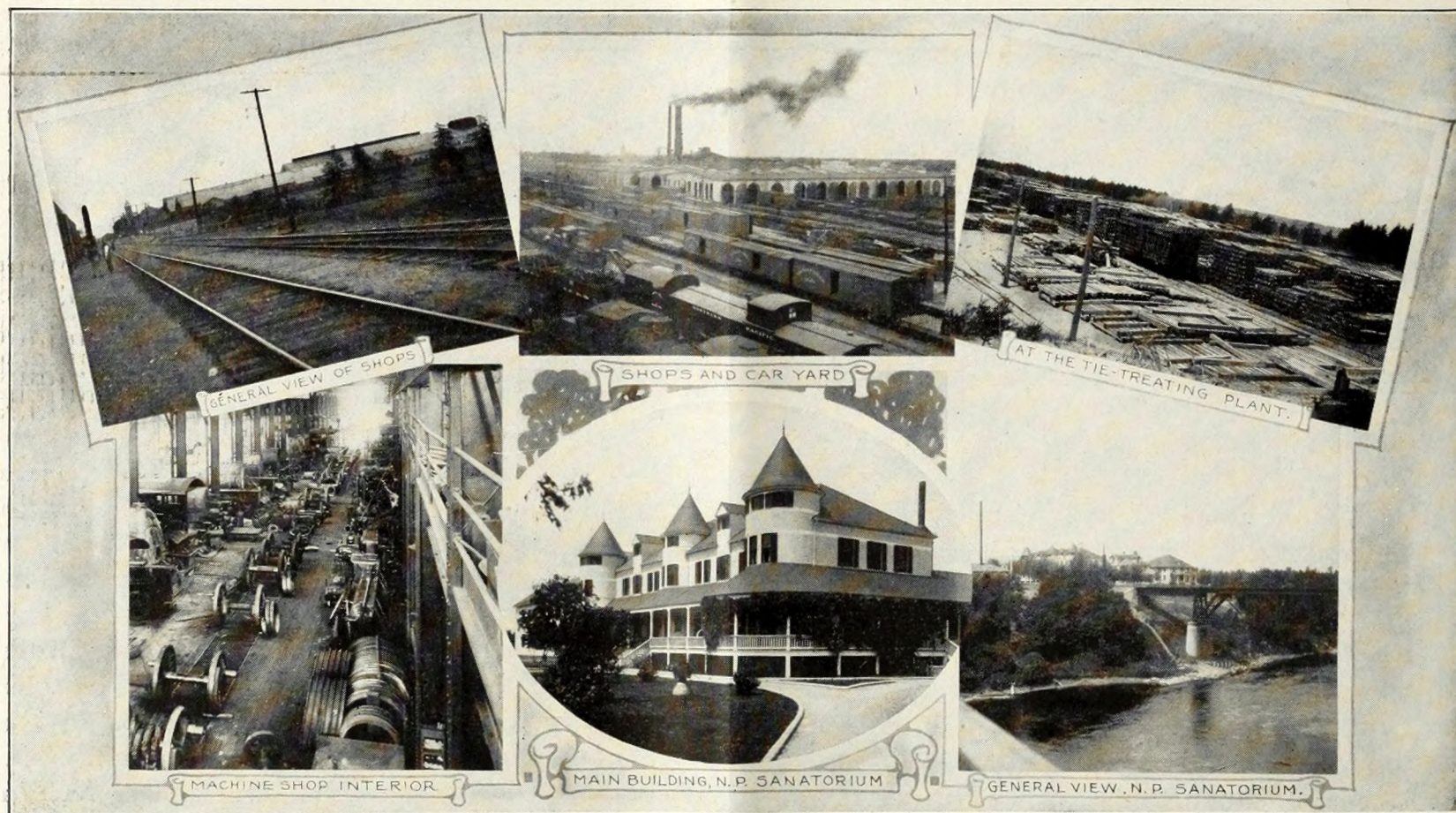
Lewis and Clark, in 1804-5, wintered among the Mandan and Hidatsa Indians, about fifty miles north of Bismarck. During their winter hunting of the buffalo, elk, and deer, the explorers often descended the frozen river to below Mandan and Bismarck. In years gone by this river was the main thoroughfare 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—population 4,358—in the James River

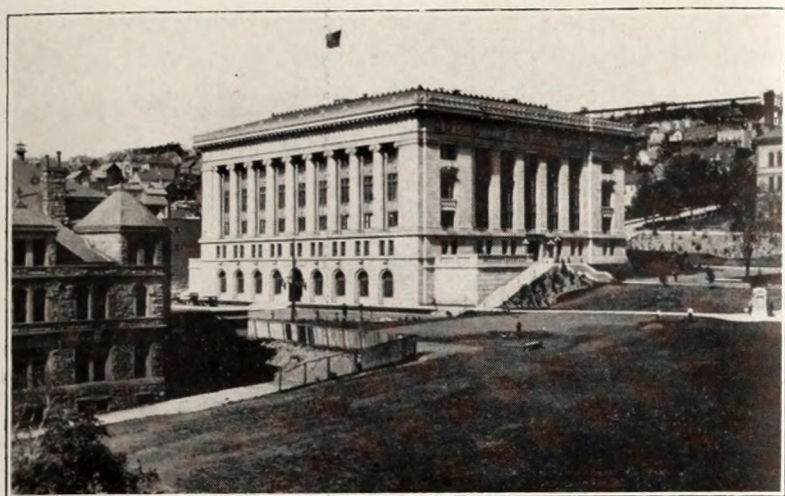
Valley, and then across the wide, level Red River Valley to Fargo. Fargo has a population of 14,331 and is one of the most prosperous cities in the northwest.

The great Red River 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 Lake 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



Northern Pacific Shops, Tie Plant and Sanatorium at Brainerd, Minn.



St. Louis County Court House, Duluth, Minn.

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 nearly 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—population 12,478—and Grafton, North Dakota—population 2,800—Moorhead—4,840—and Crookston, Minnesota—7,559—and Winnipeg, Manitoba, a very wealthy and important commercial center—a city of great promise, with a population of upwards of 100,000.

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

North of Detroit is the White Earth Ojibwa Indian reservation.

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—population 6,078—and St. Cloud—10,600—important



Launching a Freighter, Superior, Wis.

EASTWARD THROUGH THE STORIED NORTHWEST



Nicollet Avenue, Minneapolis, Minn.

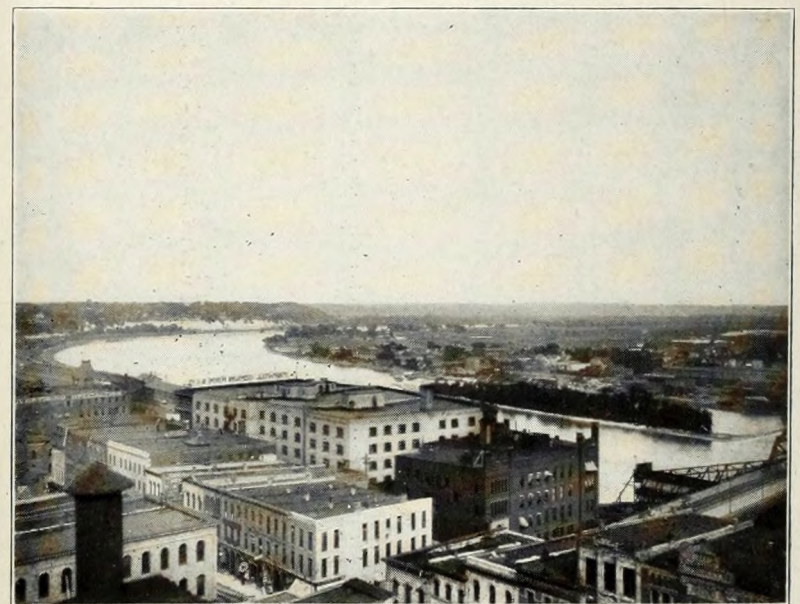
towns from a lumbering and manufacturing standpoint. At St. Cloud there are large quarries of fine granite. Between St. Cloud and St. Paul the line is double tracked.

At Minneapolis—population 301,408—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 and shortly enters the limits of St. Paul, the capital of the state, population 214,744. Not long after entering the limits of St. Paul, Hamline University—Methodist—and Como shops of the North-

ern 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 them are very beautiful.

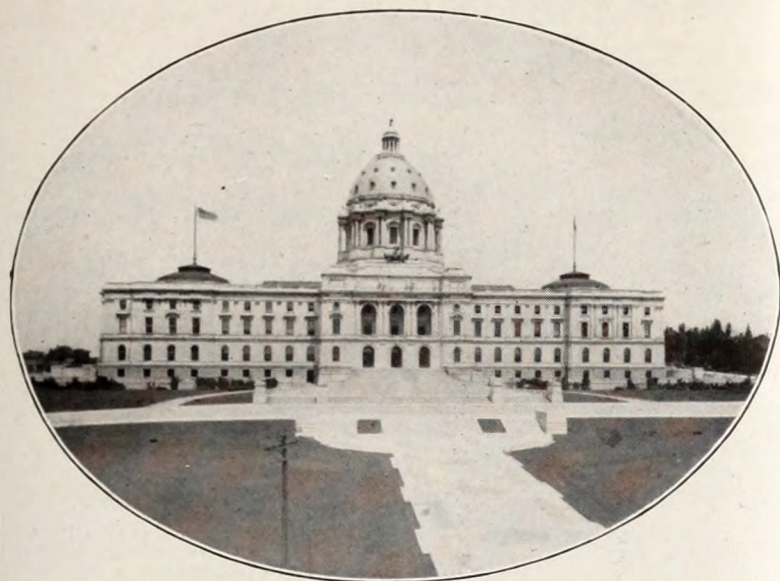
The library of the Minnesota Historical Society, one of the best in the United States, is located in the new capitol building.

There is much to be seen in and near these cities. Fort Snelling and Minnehaha Falls 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 one of the finest residence streets 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



Portion of Wholesale District, St. Paul, Minn.

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Minnesota's Magnificent Capitol, St. Paul.

features. Lake Minnetonka, a very beautiful body of water, 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—population 78,466—in Minnesota, and Superior—40,384—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.

ALTITUDES OF PRINCIPAL POINTS

Shasta-Northern Pacific Route

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

ALTITUDES OF MOUNTAINS ON PACIFIC COAST

	Feet.
Medora, N. D. - - - - -	2,290
Shasta, Cal. - - - - -	14,380
Hood, Ore. - - - - -	11,225
Pitt, Ore. - - - - -	9,760
Jefferson, Ore. - - - - -	10,350
Rainier, Wash. - - - - -	14,363
St. Helens, Wash. - - - - -	10,000
Adams, Wash. - - - - -	12,470
Baker, Wash. - - - - -	10,827
McKinley, Alaska - - - - -	20,464
St. Elias, Alaska - - - - -	18,024



YELLOWSTONE PARK



Gardiner Station and Arch—The Official Entrance to Yellowstone Park.

THE tour of the Yellowstone Park begins at Livingston, on the main line of the Northern Pacific. 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 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 has recently expended about \$1,000,000 here, which has been so used as to completely transform the roads, and this work and such other improvements as are

N O R T H E R N P A C I F I C R A I L W A Y

found necessary from year to year are taken care of by Uncle Sam. 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 Falls. 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 Falls 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.

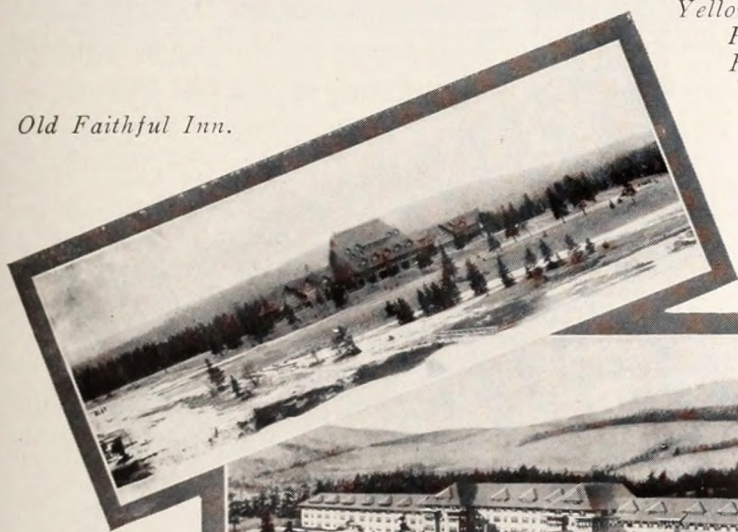
There are now good, modern, steam-heated, elec-

tric-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.

The season of 1911 will see another new hotel in use, the enormous, costly Grand Canyon Hotel. This triumph of elaborate architecture is in a remote location, where materials and men are obtained with great difficulty. There are 375 guest rooms, 75 bath rooms. Every modern convenience and device for comfort is embodied. The lounge, an enormous glass-enclosed room, is used for recreation and dancing.

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 trip, of course increase greatly the profit and enjoyment derivable from it.

Old Faithful Inn.



*The New
Grand Canyon
Hotel.*



*Yellowstone
Park
Hotels.*

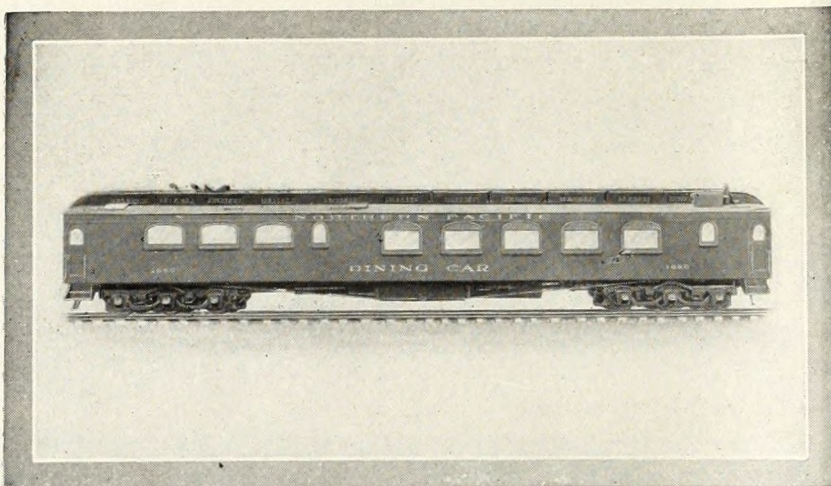


Colonial Lake Hotel.

EASTWARD THROUGH THE STORIED NORTHWEST

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.

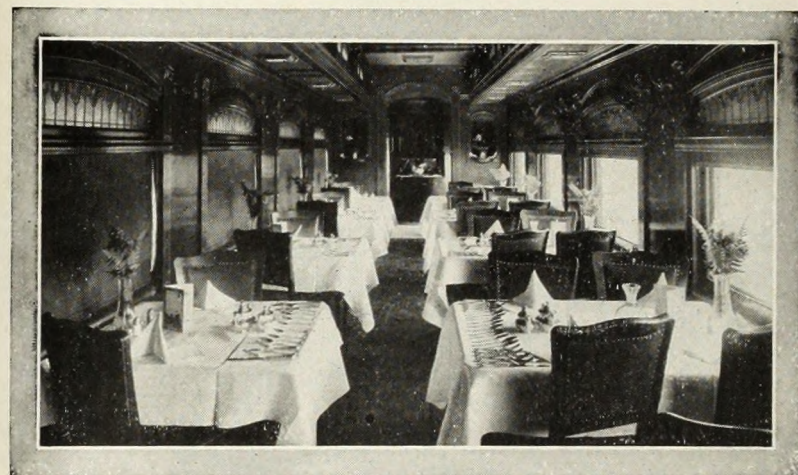


Northern Pacific "Restaurant De Luxe."

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.



It's a Treat to Eat in This Dining Car Neat.

NORTHERN PACIFIC DINING CAR SERVICE

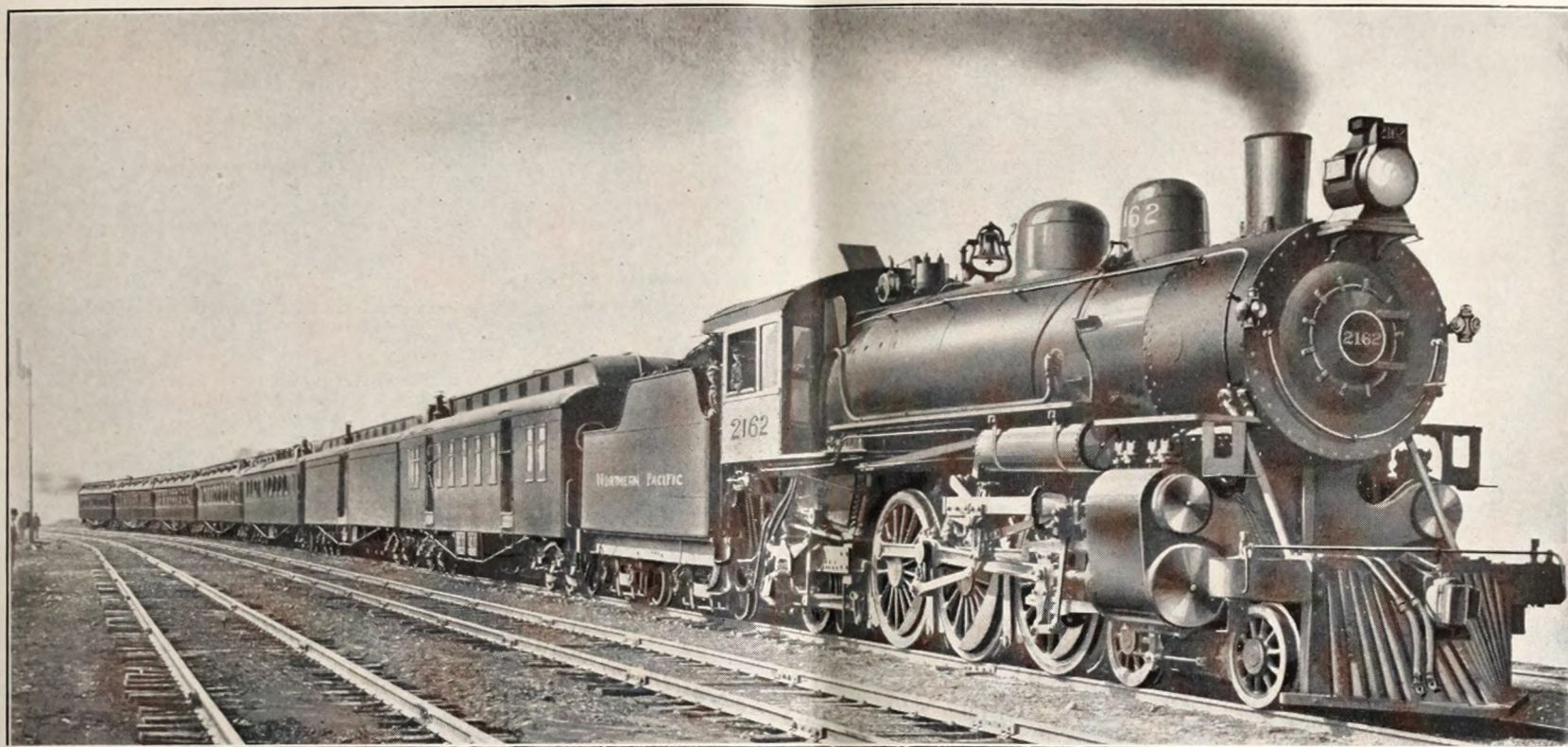
NORTHERN PACIFIC dining car service is maintained at a uniform standard of excellence throughout. This line is famous for its **Great Big Baked Potatoes**; eggs, milk and cream from poultry and dairy farms which it controls; creamery butter put up in four separate wrappings of oiled paper, whipped cream for coffee, milk in individual bottles, bread, cakes, French pastry, pies and ice cream from its own bakeries in Seattle and St. Paul. The bread is wrapped in tissue until cut for the table. Pokegama Bottled Spring Water, from Detroit, Minnesota, is used exclusively.

Our poultry and dairy farms are located at Kent, Washington, near Seattle, visible from the train and marked by a large sign board. The poultry farm has an area of fifty-two acres and a flock of eleven thousand White Leg-

horn chickens, producing one hundred and fifty dozen eggs per day. The dairy farm has a herd of over three hundred thoroughbred milch cows.

The meat and fish served are the choicest afforded by the best markets. No pains are spared to insure the highest quality of edibles, properly cooked and perfectly served.

Our chefs and waiters are chosen with great care, and our dining car conductors are trained in caring for the wants of patrons. A corps of Dining Car Instructors maintains the highest degree of efficiency in the service. A prominent newspaper recently said in its editorial columns: "The Northern Pacific teaches its waiters how to wait. Some lines are satisfied to let the passengers learn to wait."



The World-Famous North Coast Limited.

NORTHERN PACIFIC TRAIN SERVICE

THE Northern Pacific Railway operates four daily through electric-lighted transcontinental passenger trains, including a daily through train between Portland, Puget Sound and Chicago, and one between the North Pacific Coast and St. Louis. The through train to and from Chicago is operated over the Burlington Route between St. Paul and Chicago, and the through train to and from St. Louis is operated over the Burlington Route between Billings and St. Louis.

Trains Nos. 1 and 2, The North Coast Limited, carry none but first class through standard sleeping car passengers. In addition to the new Pullman sleeping cars containing drawing rooms, compartments and open sections, these trains provide new observation-library cars with barber, bath and clothes-pressing service, and new dining cars of special design, with a la carte service, cuisine famously good.

Trains 3 and 4, Northern Pacific Express, carry through Pullman drawingroom and tourist sleeping cars, coaches and dining cars, providing solid through service without change between Portland, Puget Sound and Chicago. Trains 5 and 6, Pacific Coast Express, carry through drawingroom and tourist sleeping cars, coaches and dining cars between the Pacific Coast and St. Paul-Minneapolis. Trains 41 and 42, The Puget Sound-Mississippi Valley Express, carry drawingroom and tourist sleeping cars, re-

clining chair cars, coaches and dining cars, affording through service between Seattle, Denver, Kansas City and St. Louis.

The run of dining cars is continuous between St. Paul-Minneapolis and the Coast, a feature which was for many years exclusive to the Northern Pacific and which has always been appreciated by the traveling public. Through sleeping cars between Portland and the East are operated over the new Spokane, Portland & Seattle Railway between Portland and Spokane, along the North Bank of the Columbia River, a trip unsurpassed anywhere in point of scenic attractions.

The Northern Pacific also operates several interurban trains of which are the Spokane Limited which runs between Seattle-Tacoma and Spokane, the Puget Sound Limited which runs between Seattle, Tacoma and Portland; the Portland-Seattle Special which runs between Portland, Tacoma and Seattle; the Gray's Harbor Limited, which runs between Seattle, Tacoma, Olympia, Aberdeen and Hoquiam; the Lake Superior Limited, which runs between Minneapolis-St. Paul and Duluth-Superior. These trains all provide a la carte dining car service, are electric-lighted and modernly equipped, and those which run by night provide standard sleeping cars.

Summed up in five words the trains of the Northern Pacific afford "SERVICE THAT SETS THE PACE."

EASTWARD THROUGH THE STORIED NORTHWEST

LIST OF PUBLICATIONS

Of Interest to the Tourist, Traveler and Pleasure-Seeker. Issued by the Northern Pacific Railway

SUMMER TRIPS TO THE NORTH PACIFIC COAST

Free

An illustrated folder telling of Northern Pacific service, the trip and points of attraction in the Northwest and on Puget Sound. Has complete list of hotels, with number of rooms and rates by day and week, in all North Pacific coast cities of importance, west of and including Spokane.

NORTH PACIFIC COAST RESORTS

Four Cents

An elaborately illustrated booklet, containing 80 pages, descriptive of the many attractive resorts and points of interest on the North Pacific Coast, the Puget Sound Country, and Columbia River region. Very interesting story and contains much valuable descriptive information relative to the Pacific Northwest.

THROUGH WONDERLAND

Six Cents

The most beautiful book on Yellowstone Park ever issued. It contains 72 pages, with 16 full page pictures in colors of the conspicuous attractions of the Park and a score of soft one-color halftone views. A book worth having and keeping.

YELLOWSTONE PARK FOLDER

Free

Contains complete information about the Park tour, the stages, hotels, points of interest, distance tables and maps, list of geysers, etc. Everyone should have a copy.

THE LAND OF GEYSERS

Two Cents

A new edition of a booklet that describes, briefly, some of the wonderful and unique phenomena of Yellowstone Park. Splendidly illustrated in halftone, showing geysers, canyons, stage coaches, Old Faithful Inn, etc. Cover in handsome colors.

PANORAMIC YELLOWSTONE PARK PICTURE

Ten Cents

The Northern Pacific has a large Panoramic Picture, 48 inches long by 32 inches wide, and done in fifteen colors, that shows the topography of the Park, the location of the hotels, geyser basins, canyons, roads, lakes, and all features of the Park. For a limited time this picture will be sent upon receipt of ten cents to cover postage. This offer subject to withdrawal if supply is exhausted.

MINNESOTA LAKES

Two Cents.

A new book describing the numerous fishing, hunting and outing places reached by the Northern Pacific in Minnesota. Contains a list of hotels, lakes, rates, etc.

SOUVENIR POST CARDS

25 Cents Per Set

Set of twelve colored cards, stamped ready for mailing—25 cents. Scenes along the Northern Pacific—attractive and instructive.

DINING CAR SERVICE LEAFLET

Free

Showing samples of menus and giving some idea of the good things in store for Northern Pacific dining car patrons.

TOURIST SLEEPING CAR PAMPHLET

Free

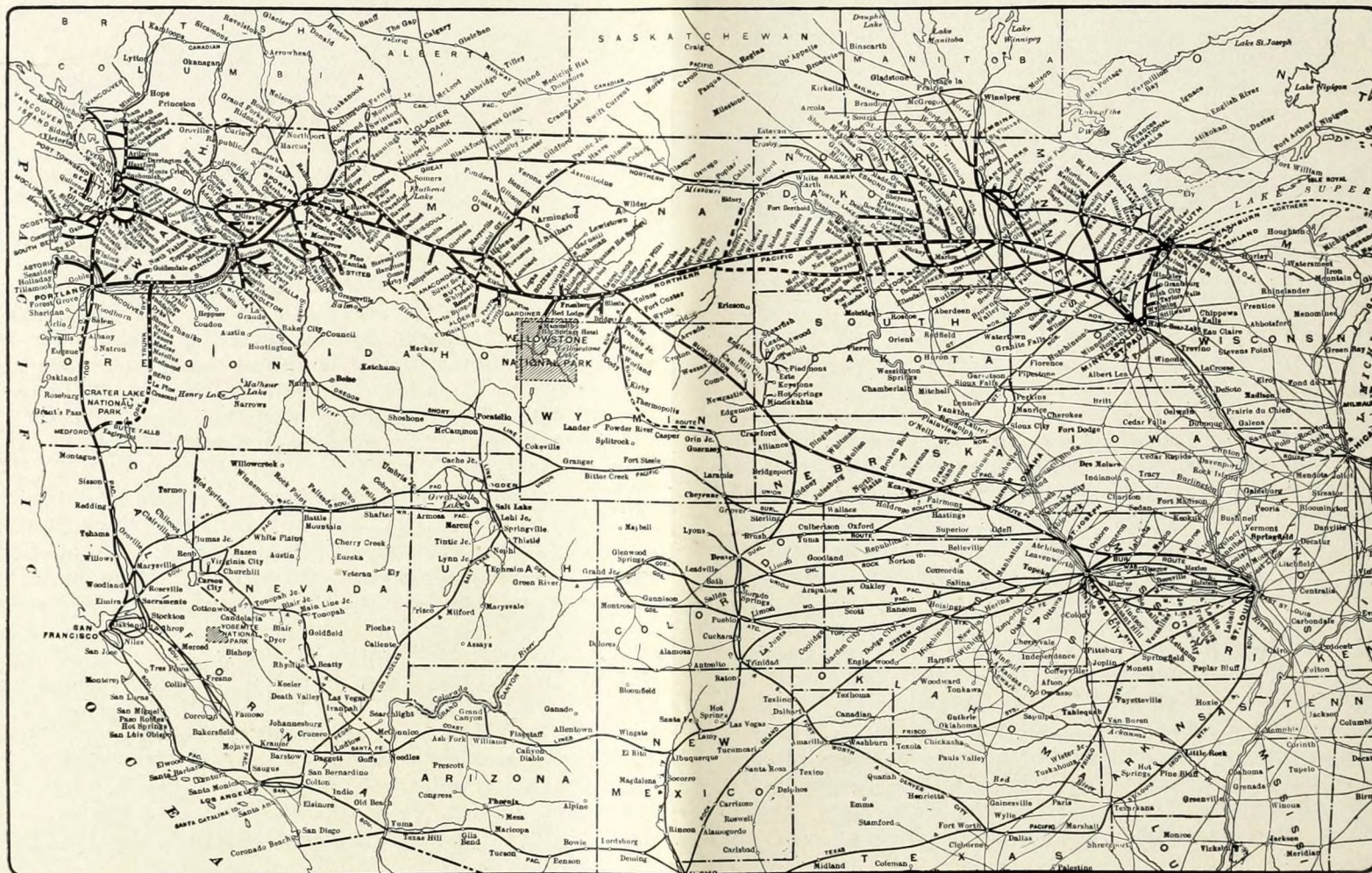
An illustrated pamphlet, telling about our Tourist Car Service. "Over the Scenic Highway in a Tourist Sleeping Car."

NORTHERN PACIFIC PLAYING CARDS

20 Cents Per Pack
25 Cents on Trains

Brand new and of excellent quality. Smooth and snappy. Encased in a neat box, and with each pack is a Bridge and Five Hundred Score.

These publications will be sent to any address upon receipt of stamps, silver, or money order, of the amounts designated, by any representative, or by A. M. CLELAND, General Passenger Agent, SAINT PAUL, MINN.



MAP OF NORTHERN PACIFIC SYSTEM LINES.

N O R T H E R N P A C I F I C R A I L W A Y

LIST OF REPRESENTATIVES

PASSENGER, Immigration and Freight Representatives of the Northern Pacific are located in the leading cities of the United States. For any details with reference to fares, train service, connections, descriptive literature, or information relative to the territory served by its lines, or any facts which will aid in planning your trip, call on or write to:

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 221 E. Heron St., Aberdeen...E. A. McKenna.....General Agent
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J. G. WOODWORTH,
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ST. PAUL, MINN.

J. M. HANNAFORD,
 Second Vice-President

EASTWARD THROUGH THE STORIED NORTHWEST



Northern Pacific
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