

EASTWARD

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NORTHWEST



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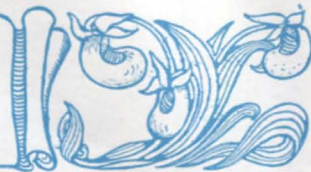




Southern California—A Land of Delightful Vegetation.



THE PACIFIC COAST



The Old Mission, San Gabriel, Calif.



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 mar-

velous 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 transcontinental railway across the mountains east from San Francisco, all form fascinating themes for student, writer, and lecturer.

To the northward, in Northern California, Oregon and Washington, the same state of affairs, but of a

somewhat different tone, is found. The great explorations of Kendrick and Gray, Vancouver, Lewis and Clark, the Astors, 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 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, far-away 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



A Corner of the New Glenwood, Riverside, Calif.

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 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 Greek Theatre, University of California, Berkeley.



Pilot Knob, On Shasta-Northern Pacific Route.

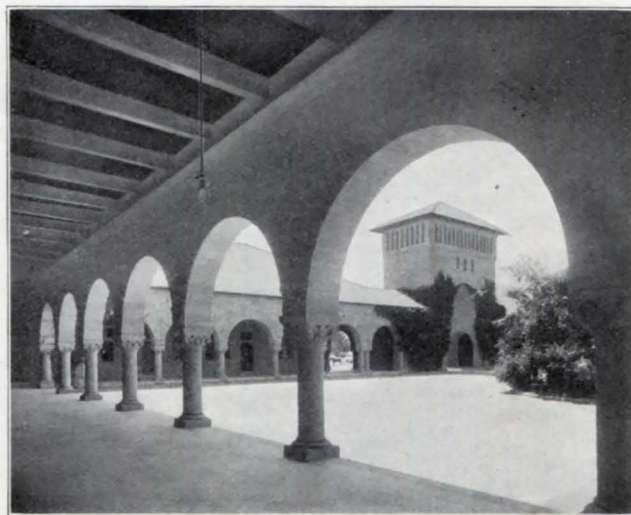
the landscape. And the towns, cities, hamlets and the ranches and beautiful hotel homes which are ensconced in every nook and recess of the mountains or by the restless, moaning sea, speak over and over again of the vast deserts of the west that have been made to blossom as the rose. And northward, too, irrigation has flecked the land with a new and beautiful 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 their 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, Roseburg, Albany, Salem, Portland, Astoria, North Beach, Clatsop Beach, Moclips, Olympia, Tacoma, Seattle, Everett, Bellingham, Lake Crescent, Sol Duc Springs, 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 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 is surely desirable, if only between trains, to see the old Mission, still in use, well preserved, and of great interest. From San Francisco there are many short and pleasant tours to be

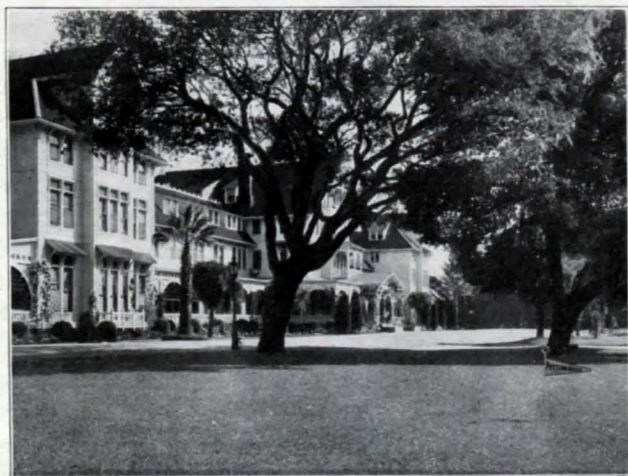


At Stanford University, Palo Alto, Calif.



The Noted Hotel Del Monte, California, Golf Course.

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 is located one of the most beautiful tourist resorts in the world—the renowned Hotel del Monte. Added to the natural and magnificent beauty of its grounds, is its propinquity to the ocean. A fine golf course is another attraction. The famous seventeen-mile drive along the seacoast is a most picturesque one and should be taken by all del Monte guests. On this drive, unsurpassed in interest and beauty, the statue of Fr. Serra, the founder of Californian Missions, is seen.



Hotel del Monte, Monterey, Calif.

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.



On the Seventeen Mile Drive, Monterey, Calif.

The Panama-Pacific International Exposition at San Francisco in 1915 celebrates the completion of the Panama Canal, undoubtedly the most stupendous engineering feat the world has yet known.

When it is recalled that the French, under the leadership of the noted engineer, de Lesseps, expended \$300,000,000 in a vain effort to construct this canal, the prodigious character of the undertaking may be imagined. This is more than a local or even a one-nation exposition—the world is indeed giving this exposition. Our Panama-Pacific Exposition folder deals at length with this World's Exposition and will be sent free upon request by writing to the nearest Northern Pacific representative named in this folder, or to the Passenger Department, St. Paul, Minn.



A Delightful Ocean Voyage



Cliffs At Point Conception, Near Santa Barbara.



THE trip from California to "Where Rolls the Oregon" and Puget Sound can be made either by 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 or over the waters of the Sound, is one that will commend itself to many and remain a cherished remembrance afterwards. Besides the several ocean lines between San Francisco and the North Coast ports

THE GREAT NORTHERN PACIFIC S. S. CO.

has this season established a new line of staunch, fast ocean-going express steamers between San Francisco and Astoria-Portland, Oregon.

Every improvement known in the art of shipbuild-

ing and naval architecture has been embodied in the construction of the steamships "Northern Pacific" and "Great Northern," recently completed at the Cramp's shipyard in Philadelphia, Pa., for the Great Northern Pacific Steamship Company.

Nothing could demonstrate more forcibly the remarkable strides made in marine construction than these two palatial steamships. Their size, the wonderful mechanical perfection, the artistic decorations, the sumptuous cabins and saloons, make these two vessels veritable marine wonders. Passengers who travel on them have the advantage of every comfort offered by any modern hotel, while at the same time their pleasures are made doubly profitable by all of the enjoyments afforded by a sea voyage.

Although nothing has been spared that would add to the pleasure and comfort of the traveler, every scientific device or equipment known to naval constructors has been utilized to insure his safety. Throughout the building of the vessels, which was

under the supervision of the British Lloyd's surveyors and experts of the Great Northern Pacific Steamship Company, "Safety First" was the watchword.

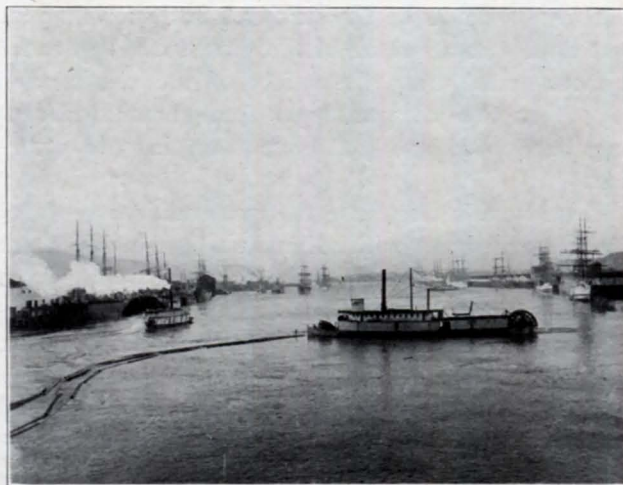
Each of these vessels is longer than the average city block and as tall as the ordinary six story apartment house or office building. Their size has not detracted from the beauty and symmetry of their lines, as both vessels are built on yacht lines, which is requisite for the great speed which they make. Their slim and graceful appearance immediately suggests the ocean grayhound "Mauretania," the only merchant vessel afloat that compares with them for speed.

Each steamship is 524 feet long over all, 63 feet wide and 50 feet in height, and has six decks. On the upper deck, which is known as the boat deck, is the pilot house, wireless station, officers' wardroom, and all of the life-saving equipment, which consists of 75% of life boats and 25% of life rafts of the latest types. This equipment is sufficient to take care of every passenger aboard the vessels. All of the equipment has been approved by the United States inspectors. The promenade, which may be used to advantage by passengers in pleasant weather, is also on the boat deck.

Immediately beneath this deck is the observation room, the lounge and first-class smoking room and veranda. The lounge, observation and lobbies are inside of a glass inclosure. French windows open into a sun parlor. Sliding glass windows are fitted at the side of this sun parlor so that the passengers may enjoy the fresh air without the discomfort of spray and the extremes of temperature which are common to exposed decks.

Both vessels have been pronounced by naval architects and experts the most magnificent and luxuriously furnished of any steamships ever built in an American shipyard. All of the saloons and cabins are furnished with rare taste, harmonizing with the finishings of the interior. The style throughout is of the colonial order. The chairs and lounges are upholstered in moquettes and tapestries and the carpets and rugs are the most exquisite obtainable.

Every comfort and accommodation that could be wished for is offered on these floating palaces. There are bachelor apartments with private baths, a num-



Willamette River and Harbor, Portland, Ore.

ber of suites with bath rooms attached, and separate parlors for persons who wish to travel in absolute privacy. Every comfort known in modern hotels may also be found on these steamships in the state rooms of both the first class and tourist passengers. The tourist accommodations are superior to any now afforded by first-class accommodations on any other coastwise vessel.

The dining rooms on these "Palaces of the Pacific" are exceptionally large and beautiful. The furnishings and decorations are of the colonial type and the colonial dining room accommodates 278 persons. Everything possible to insure good service has been done. Each vessel has cold storage for ship's supplies and sanitary pantries and kitchens.

The Northern Pacific and the Great Northern will each accommodate more than 800 passengers. Parties making automobile tours, and wishing to make the ocean voyage between San Francisco and Astoria, may run their machines aboard these steamships without removing tops or any part of the automobile.

The weather decks of the steamships are covered with planking, but the decks below have been covered with a substance known as litosilo, giving great satisfaction both in wear and ease under foot.

Hulls of both liners are built of steel and have double bottoms constructed on the cellular principle.

The arrangements of the bulkheads are such that the first three compartments of the vessels can be flooded without endangering the safety of the vessels, and any other two compartments throughout the ships may be flooded and yet leave them in safe condition.

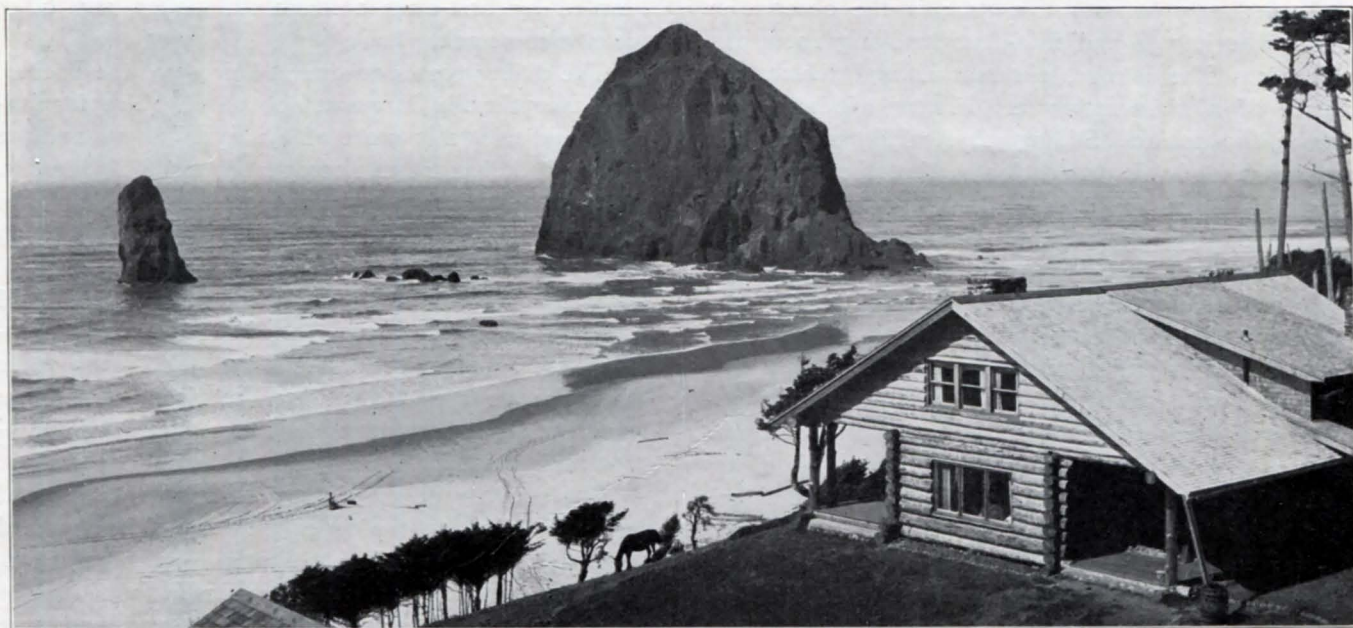
These vessels also have the most modern types of wireless equipment with submarine signals which are used for locating buoys, lightships and approaching vessels, which eliminate the danger of the vessel running ashore or colliding with another vessel during heavy weather or fog.

Electric lights throughout, modern ventilating and heating systems also add to the pleasure and comfort of travel on these steamships.

Another pleasing feature of travel on these vessels is their speed. The "Northern Pacific" and the "Great Northern" each have a speed of 23 knots an hour, which may be increased to 24 knots should the emergency arise. Under favorable conditions the run between San Francisco and Astoria will

be made in 25 to 26 hours, equalling the time now made by the overland rail route between Portland and San Francisco. To insure equilibrium and reduce the unpleasant rolling motions of the vessels, each steamship is equipped with rolling bilge keels which will steady them when high seas are encountered.

These steamships are operated on a tri-weekly schedule, departing from both San Francisco and Portland-Astoria on Tuesdays, Thursdays and Saturdays. This trip will undoubtedly become a most enjoyable feature of transcontinental, California, and Pacific Coast travel in the future. Leaving San Francisco the steamer passes into the broad Pacific through the ever memorable Golden Gate, and after a restful trip by water enters the historic Columbia river, and docks at Astoria, founded by Astor's fur trading parties in 1811-12. The train between Astoria and Portland follows the south bank of the Columbia, a noble stream, to the Willamette, where Portland stands some ten or twelve miles above their junction.



A Cottage By the Sea On the Oregon Coast.



THE SHASTA ROUTE



The New Huntington Hotel, Pasadena-Los Angeles.



THE ride over the Shasta route forms one of the most picturesque railway journeys in the United States. An 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.

The morning after leaving San Francisco finds the



A Columbia River Vista.

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, 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.

The vicinity of Castle Crags is one of the grandest scenic spots on the American continent. Here is another glorious tourist resort, restful and beautiful,

with winding mountain trails leading in easy curves and inclines into the calm recesses where inspiring visions of the Crags and Mt. Shasta open ever and again upon the 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.

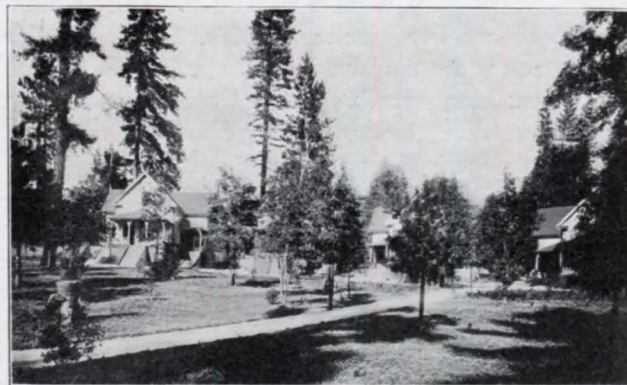
One's first impressions of Shasta Springs are lasting ones. The whole scene, as the train rushes suddenly upon it, comes as a complete and most unexpected surprise. Mossbrae Falls burst from the green, mossy mountain side in myriad and virginal streams, which extend for a considerable distance horizontally 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



The Siskiyou Range, Shasta-Northern Pacific Route.

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 the 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



Shasta Springs, California, Shasta-Northern Pacific Route.

and climatic conditions are most desirable, 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 government measurements, one of the two or three highest. It rises about 11,000 feet above the valleys at its base, and its total elevation is 14,162 feet above the level of the sea. It is reckoned by geologists as a typical volcano, and rises ma-



Mt. Adams from Point Forty Miles Distant.

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—



Mossbrae Falls, Shasta Springs, Shasta-Northern Pacific Route.

jestically above the mountains that congregate about it. 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 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

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 Siskiyou are rugged and yet devoid of that angry, harsh aspect usual to that class of mountains,



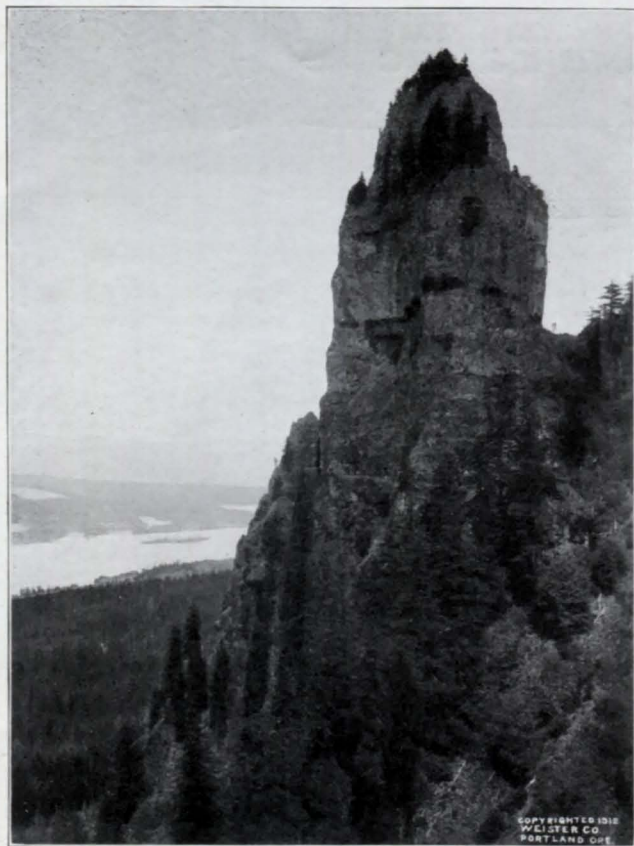
Snow-Bedecked Mount Shasta, Northern California, 14,162 Feet High.

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 Muir Peak 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;

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 Siskiyou. 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



St. Peter's Dome, Columbia River.

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, fine orchards and pleasing scenery to be found there. Through Ashland and Medford, Grant's Pass and 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.

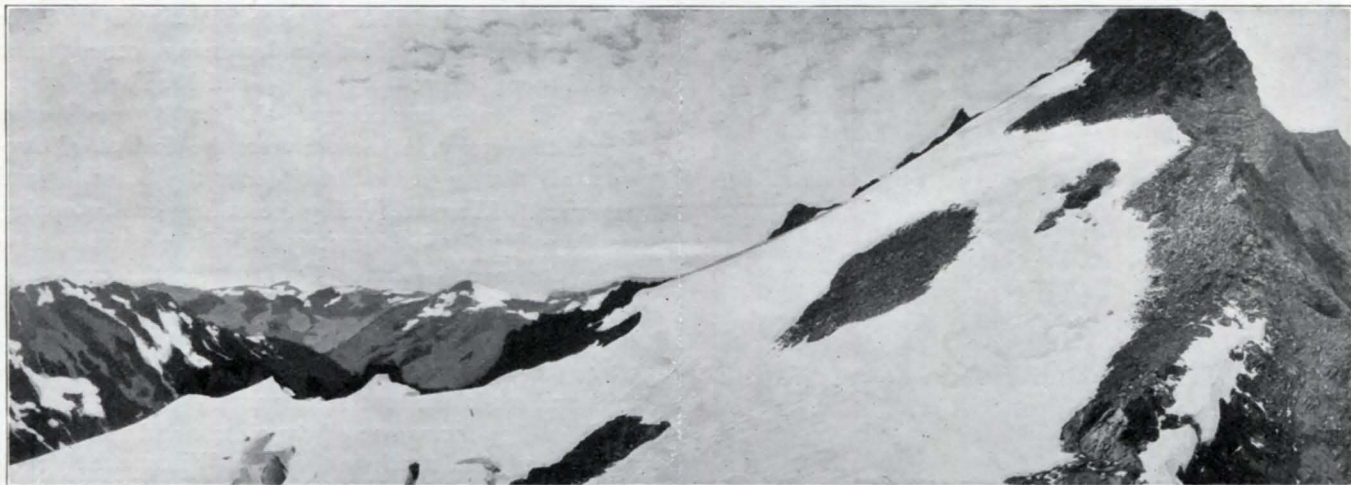
It was to this part of Oregon that the early pioneers who followed the devious, winding way across the plains and mountains, the old Oregon trail, came, and here they established their homes in the wilderness and made the first settlements.

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.





Over the Northern Pacific



A Glimpse of the Glacial Peaks of the North Pacific Coast.



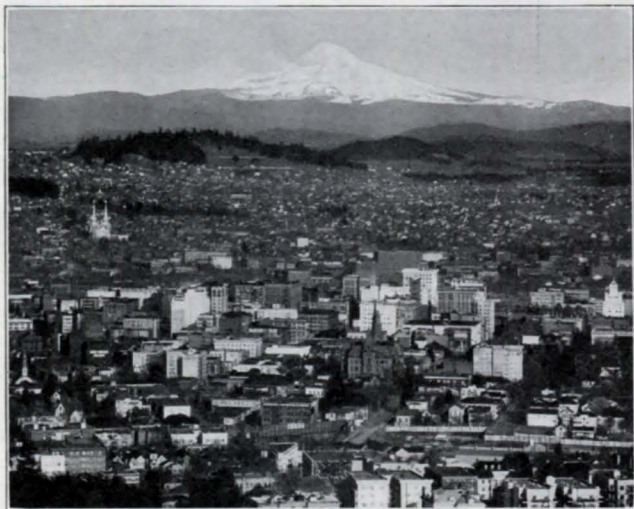
AT Portland, the Rose city, the traveler has the choice of many interesting side trips. The city itself is full of interest, and the street cars go everywhere, there being more than 200 miles of city and interurban lines.

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.

It leads all American ports in wheat exports. The Annual Rose Festival, held in Portland each June, serves to keep the city prominently in the public eye, as well as to attract tens of thousands of visitors. Low rates of fare bring tourists from all over the country to witness Portland's gala event. The city's 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



Mt. Hood from Portland, Ore.

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 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 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, where highly developed or-

chards and exquisite natural scenery combine to charm the visitor and make him reluctant to leave. 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 Shipherd's Hot Springs and St. Martin's Mineral Springs, Wash., resorts much frequented.

Along the north bank of the river the Spokane, Portland & Seattle Railway—the "North Bank" line—owned jointly by the Northern Pacific and Great Northern Railways, extends 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 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, Milwaukee, 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., the 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. Daily trains to Madras, Metolius, Culver, Red-



Along the Columbia River Highway.



mond and Bend (Prineville within easy distance), open up to settlement what is practically the last great body of *new* land in the country.

Just east of Fallbridge, on the Spokane, Portland & Seattle Railway, is Maryhill, where a macadamized boulevard reaches from the river and railway up to the higher land above the valley into the magnificent irrigated orchard tracts of the Maryhill Land Company. 6,000 acres of land are being developed by this company and put upon the market. Its location is beautiful and the land, when irrigated, is admirably adapted to fruits.

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 1800. The names of Kendrick, Gray, Vancouver, Lewis and Clark, the Astors, Wilkes, Dr. McLoughlin, Whitman, and others come to mind. Along the fine beaches of the Pacific ocean—Clatsop Beach, Cannon Beach, and North Beach, are many cottages and hotels with fair accommodations at reasonable

prices—\$1.00 to \$3.50 a day and up at hotels—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 quite palatial. 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 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-time ferry transfer across the river between Goble and Kalama was abolished some years ago.

On this ride the great snowcapped, glacial peaks of Mt. Hood, 11,225 feet high, Mt. St. Helens, 9,697 feet in elevation. Mt. Rainier (Tacoma) 14,408 feet above the sea level, are seen, and a distant glimpse of Mt. Adams, 12,307 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



Victoria, B. C., from the Parliament Buildings.



On the Beach at Vancouver, B. C.

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, well up on the southern slope of Mt. Rainier, by way of Longmire Springs, where there is a good 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, 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 to the summit of Mt. Rainier, the finest glacial peak in the United States, exclusive of Alaska, may 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 Tacoma and Longmire Springs there is a splendid auto road. The trip by auto from Tacoma has become a very popular one and autos are operated regularly during the tourist season. From the boundary of Mt. Rainier National Park the government has constructed a road, leading to Paradise Park. The entire distance from Tacoma to Paradise Park is easily covered in a day. There are some most effective bits of water and forest scenery along either route and 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 of the usual run of travel adventure and is a most healthful as well as enjoyable recreation. Besides Paradise Park proper, Indian Henry's Hunting Ground is another part of the mountain slope reached by trail from



NORTHERN PACIFIC RY. SEATTLE

ELECTRIC LINES



Tacoma and Puget Sound.

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. Rainier (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 the 1910 census, was 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 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 (Tacoma) 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 from certain parts of the city.

Seattle has 300 churches, a United States assay office, the Washington State University, and a Carnegie library that contains 125,000 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.

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 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, B. C., Port



Tacoma's Great High School and Stadium.



The Seattle Waterfront.

Townsend, Port Angeles and Lake Crescent, Lake Cushman, the Puget Sound Navy Yard at Bremerton, Moclips, Steilacoom, Lake Kachess, etc. Lake Cushman is a beautiful spot among the Olympics, reached by steamer from Seattle up Hood's canal to Hoodspout and thence by stage coach.

Sol Duc Hot Springs is a new and very attractive hotel and sanatorium in the heart of the Olympics. It is reached by steamer from Seattle to Port Crescent, on the Strait of Juan de Fuca, whence autos carry the visitor over a new, well built road to the Springs, passing through forest, lake and river scenery of rare beauty.

Moclips, at the end of the Grays Harbor branch from Tacoma, has a magnificent beach, long and clean. 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 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.

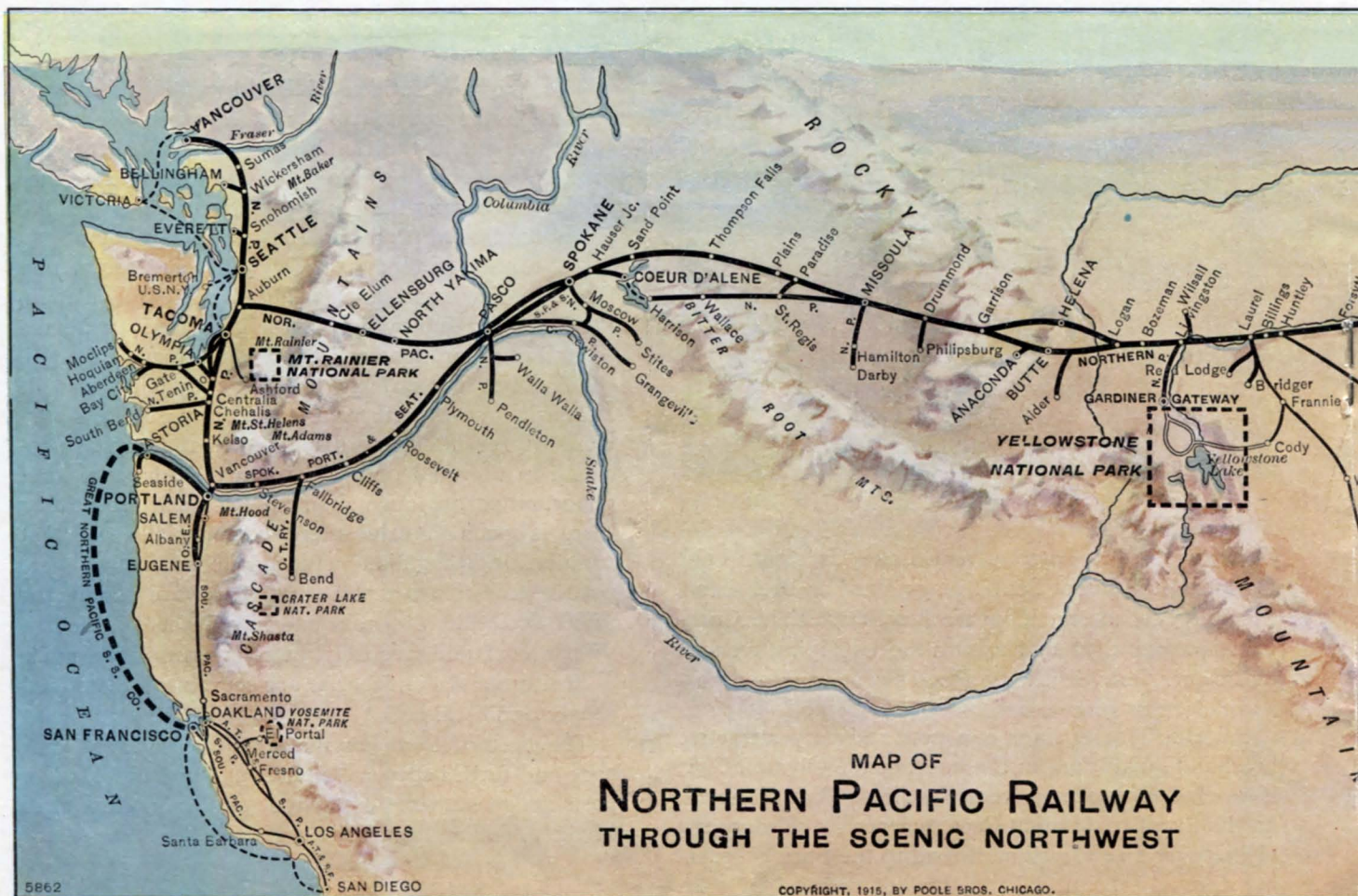
The Alaskan trip is considered by experienced travelers to be the tourist trip *par excellence* of the world. Steamers run to the Southern Alaska ports the year around, and during the tourist season the fine steamer Spokane, carrying first-class passengers only, plies between the Sound ports and Alaskan 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 Secretary Seward bought for \$7,200,000. Besides gold and silver, there is timber, copper, coal, and, probably, petroleum in plenty, while agriculture and the fisheries are sources of home food supply and wealth.

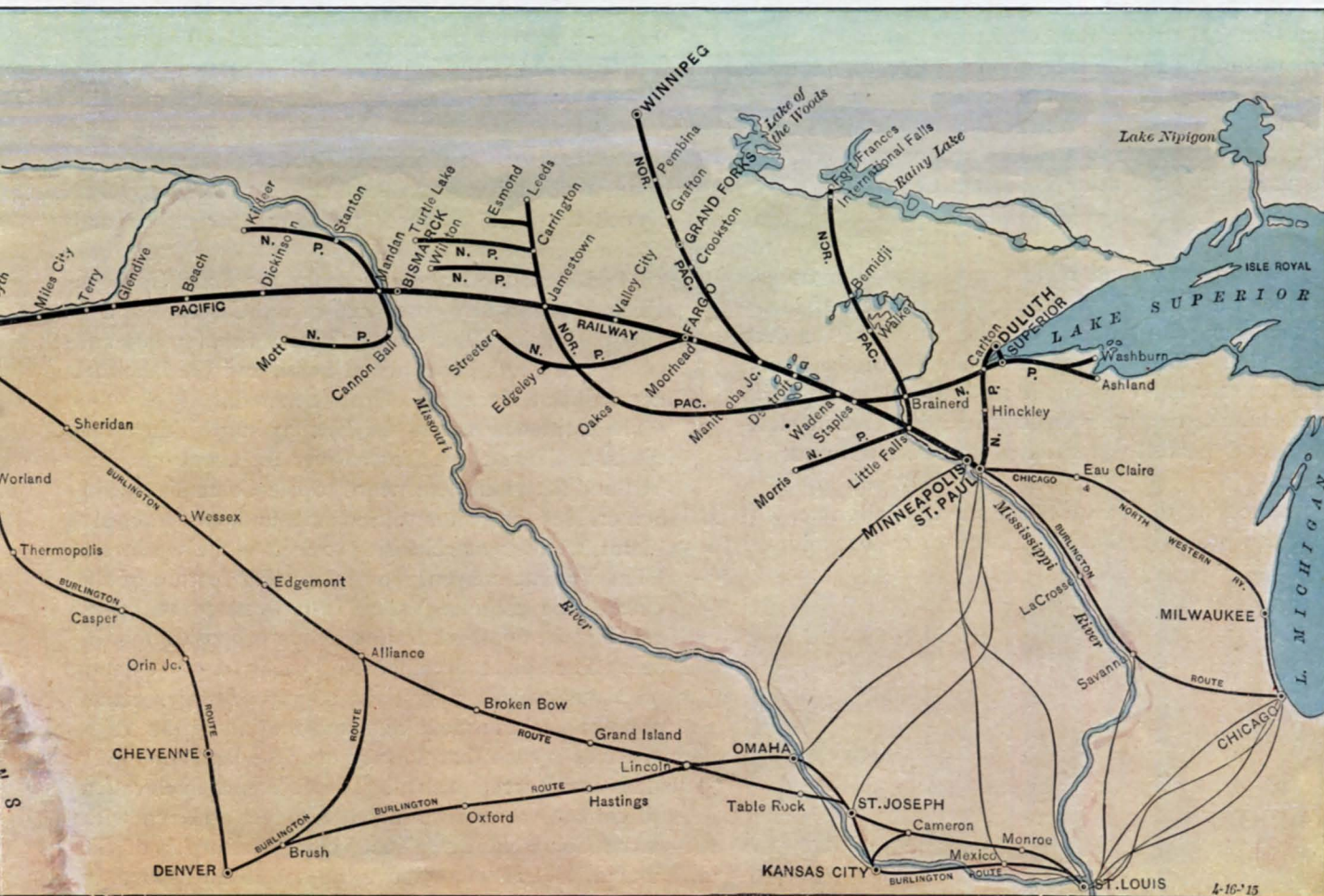
The fleet of steamers that now constantly steams back and forth between Puget Sound and the Alaskan ports proper and those of Nome and the region north of the Aleutian Islands, is not alone a forerunner of



Mt. Rainier and Lake Washington, Seattle.



Ferrying Cattle for Puget Sound Market A



cross Salmon River at Whitebird, Idaho.

a greater commerce yet to come, but it opens 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 for 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 of the divides and peaks. The crossing is made through the Stampede tunnel, two miles in length, 2,852 feet in elevation, and perfectly ventilated by electrically driven fans.

In crossing the Cascades the traveler will note, with surprise probably, that there are no trestles, and, ex-

cept 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. The railway has recently reconstructed its line here at very heavy expense. The greater part of the Northern Pacific is now protected by automatic block signals and there are long stretches of double track wherever necessary for safety and efficient service.

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, hunting and fishing are good, boats are at hand, and the lake and mountains at Kachess Lodge are superb.

The train now enters the Kittitas and Yakima valleys and follows the Yakima River for about one hundred and fifty miles, eastward to the Columbia, again, then crosses the plains to Spokane, and, *en route*, Mt. Adams, white as marble, is to be seen to the southwest.

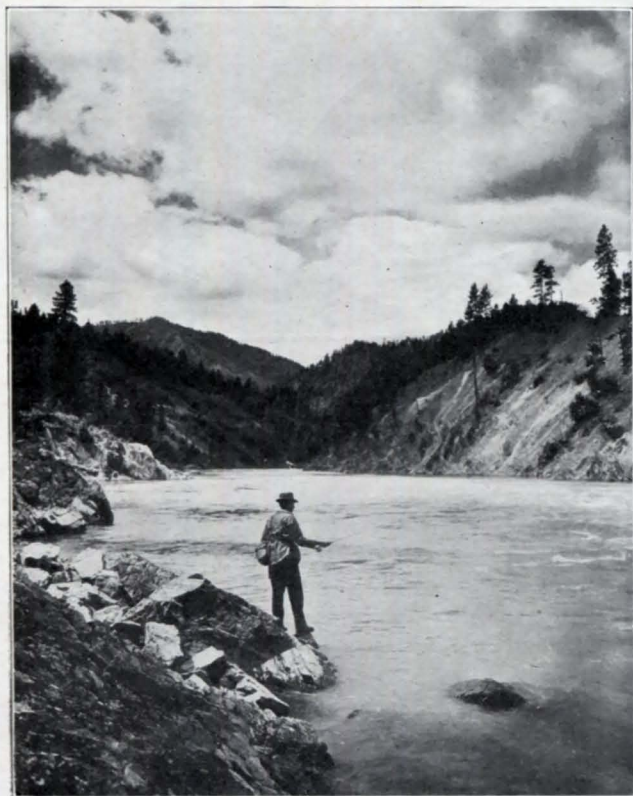
The Yakima canyon is an interesting feature of the route. The Yakima Valley is now noted as being, probably, the finest natural irrigation proposition in the west. The soil, a decomposed lava, is of great depth and remarkable fertility; the supply of water comes from the Cascade mountains and the fall 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 378 feet at Kennewick on the Columbia River just below the mouth of the Yakima, to 1,518 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, Prosser, Kiona, and Kennewick, 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.

Below North Yakima branch lines diverge to Zillah and into the well known Sunnyside Valley to Granger, Sunnyside, and Grandview, where irrigation has wrought a great change, as indeed it has throughout the entire 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



Along the Northern Pacific.

skirts a narrow but very attractive lake, Colville Lake, lying on the south side of the tracks.

Between Marshall, Washington, and Missoula, Montana, there are several stretches of double track aggregating a very considerable mileage.

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. \$50,000,000 are invested in industrial plants. Prominent among the tributary regions are those of the Big Bend, Palouse, Clearwater, and Lewiston-Clarkson, to the west and south, and the Colville Valley lying to the north, the whole known generally as a part of 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. Spirit and Liberty lakes are other beautiful spots contiguous to Spokane. 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 Oreille is reached. The name Coeur d'Alene (heart of the awl), and Pend Oreille (hung from the ears), are old characteristic frontier French names applied to the Indian tribes of the region. Lake Pend 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 there is fine hunting and fishing among the mountains, reached by good trails.

From Hope to Butte the rails follow, except where they cross the mountains, a stream which, under the names of Pend 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.

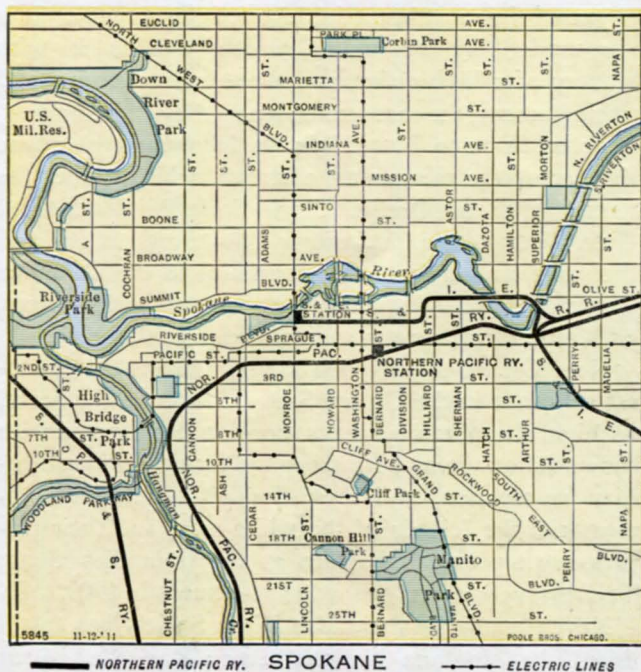
Near Dixon, the Mission range, perhaps the grandest subrange in the United States, is seen to the north, its high, sharp, tawny peaks more or less covered with snow. The railway here skirts the former Flathead Indian reservation, and these Indians, from time immemorial the friends of the white man, and their picturesque tepees can be seen as the train flies along. The reservation was opened to settlement in 1909.

Near Ravalli the American Bison Society has established the Montana National Bison Range of about 18,000 acres. There are about 100 bison there now.

Missoula, across the range and the 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



Hall of the Doges, Davenport's Cafe, Spokane.



Pacific Railway driven, with imposing ceremonies, in 1883.

From Garrison the Helena 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 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 1,000 to 1,500 feet high and most imposing in form and proportions. It is easily reached by a road from Helena.

The line via Butte continues up the Deer Lodge River and Valley to Deer Lodge, Anaconda, and Butte, thence across the Rockies via the Homestake Pass to Logan. The Deer Lodge Valley is one of the finest in Montana. Butte and Anaconda 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

entirely through the valley in 1805-6, and the old Jesuit missionaries, led by Father de 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 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, 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 a minimum.

Near Gold Creek the first gold in Montana was discovered in 1852, and the last spike of the Northern-

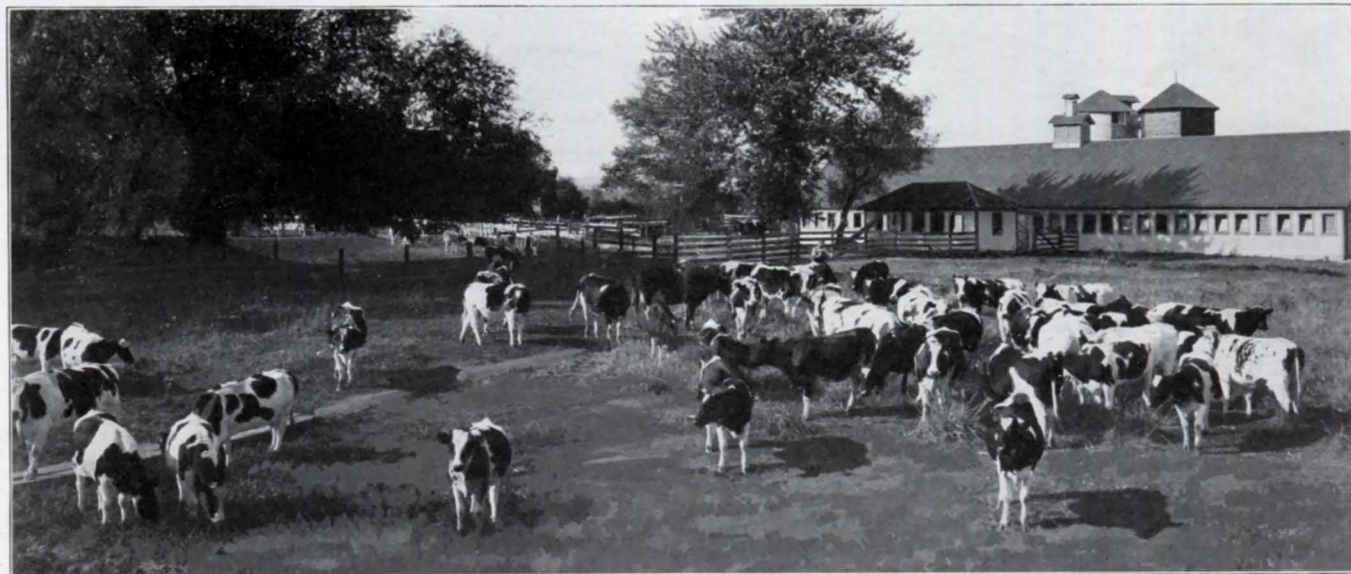


Hayden Lake, One of Spokane's Lake Gems.

Butte, dotted with hoisting works and smokestacks, present a most interesting appearance. It is an education to visit these places.

Between Butte and Bozeman the train follows the Jefferson and Gallatin rivers, after crossing the mountains. These streams are two of the main streams forming the Missouri, the third being the Madison, which is crossed in passing from the Jefferson to the

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 former 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.



A Washington Holstein Dairy Herd.

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 Indian Birdwoman, who was with Lewis and Clark, was captured when a girl and from there carried to the Mandan Indian villages. Later a fur traders' 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, more or less by irrigation, is of a most superior quality.

There are numerous fine ranches and camps in the mountains near Bozeman that entertain summer visitors. Address Commercial Club, Bozeman, Mont.

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 with a com-



An Idaho Grain Field on the Northern Pacific Railway.

fortable 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 also has a beet sugar refinery of 1,800 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 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 Ranchester on the "Burlington," is Eaton's Ranch, on Wolf Creek at the foot of the Bighorn range. It is a favorite place for 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).

Other reliable ranches reached from Billings that make a point of catering to those who desire to indulge in ranch life for a time, are the Morris Ranch

and the Graves Ranch, addresses of both being Cody, Wyoming. The appointments at these ranches are entirely satisfactory.

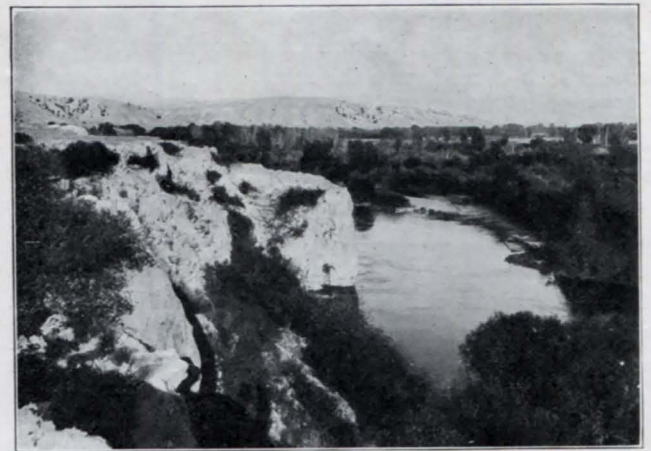
Near Pompey's Pillar Station, about thirty miles east of Billings, Pompey's Pillar, made historic by Capt. Wm. Clark, of Lewis and Clark, the noted explorers of 1804-6, is seen to the north about a mile distant. It is a reddish-brown rock 200 or more feet high, rather oblong in shape, standing on the 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, and near Glendive are the Lower Yellowstone lands, also a government project.

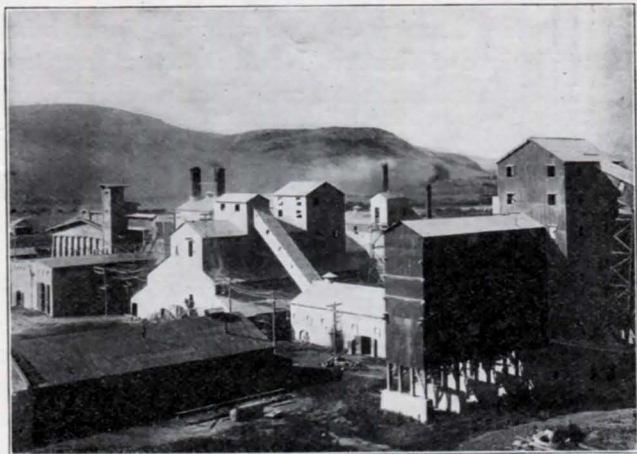
In the Yellowstone Valley there is additional double track.

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



At Three Forks of the Missouri River, Mont.



Portland Cement Plant, Trident, Mont.

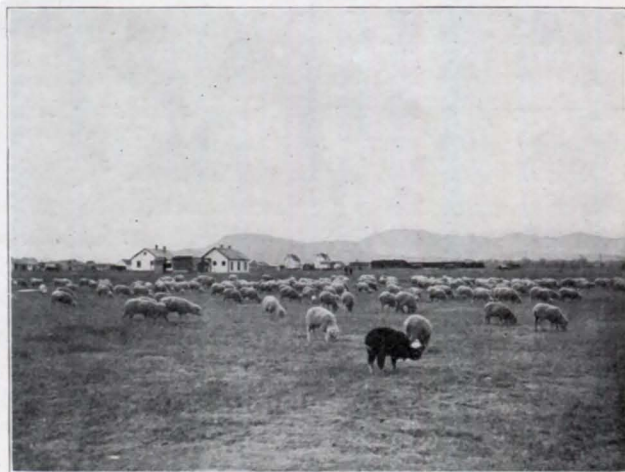
for eastern markets, but which are now rapidly being transformed into grain fields. Near the North Dakota line, at Sentinel Butte, the Butte itself, an old landmark, is seen to the right. Wibaux is a distributing point for the Golden Valley country which has had a phenomenal growth in recent years.

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, 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 and the heart of a grazing and agricultural country, to Mandan and across the Missouri River on a 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



A Montana Sheep Herd.



Harvesting Alfalfa Along the Northern Pacific Railway.

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. Between Sanborn, No. Dak., and Philbrook, Minn., the railway is almost entirely double tracked. Fargo 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 of Lake Agassiz.

As there are almost no fences to be seen, the whole valley appears as one vast grain 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 harvesting 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, tremendous crops of wheat, besides much flax and corn and also 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 and Grafton, North Dakota; Moorhead and Crookston, Minnesota, and Winnipeg, Manitoba, a very wealthy, large and important commercial center and a city of great promise.

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 former 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.



Petrified Stump, Pyramid Park, North Dakota.



Lake Itasca and Itasca State Park, Minnesota, at Headwaters of Mississippi River, Reached from Northern Pacific Railway

Itasca

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. There are numerous most excellent hotels and cottages. Our booklet, "Minnesota Lakes," sent to any address free, describes this country at length.

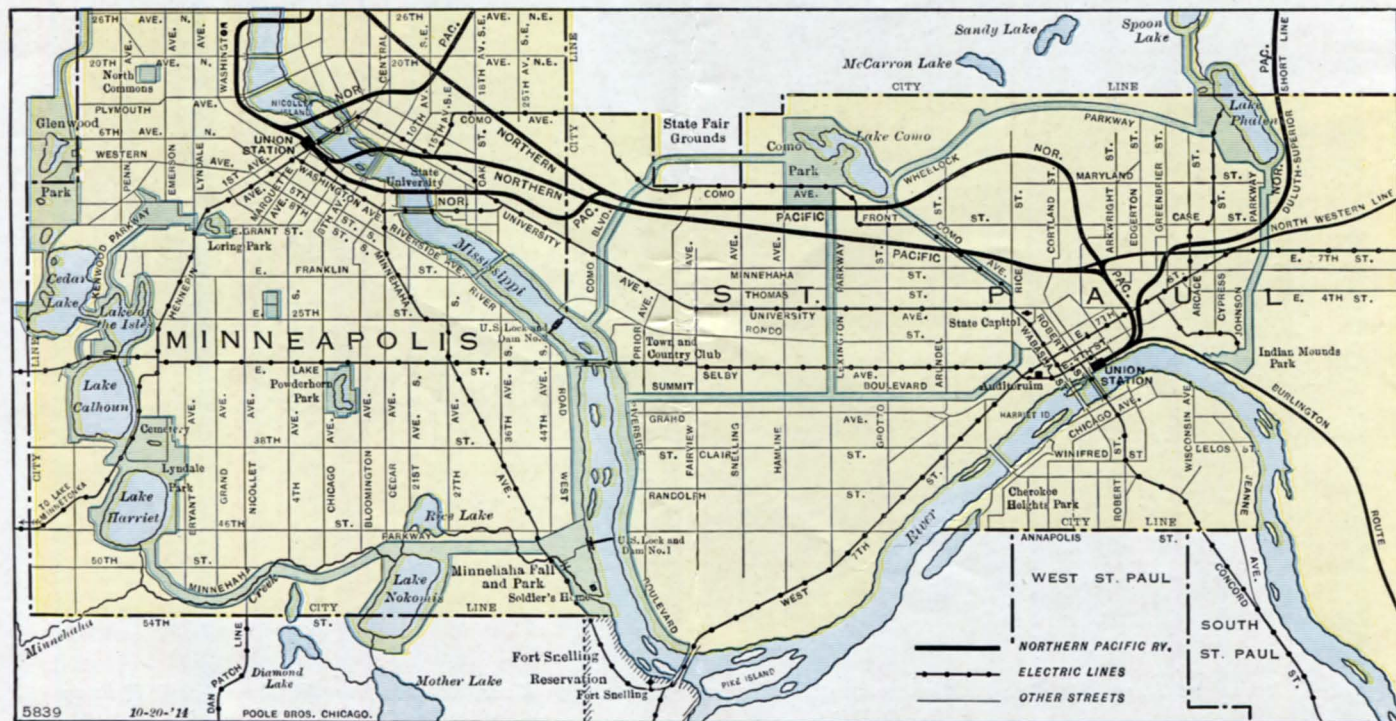
North of Detroit is the White Earth Ojibwa Indian reservation.

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

At Minneapolis the train crosses the Mississippi on entering the city and again on leaving it, on different bridges. 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 after enters the limits of St. Paul, the capital of the state. Not long after entering St. Paul, Hamline University—Methodist—and the Como shops of the Northern Pacific Railway are passed. Away to the right the white marble capitol of Minnesota, costing in excess of \$4,000,000, can be seen. This building—Cass Gilbert, formerly 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—lost on the Titanic—Garnsey, La Farge, Blashfield, Volk, and other equally able men have contrib-



Minneapolis-St. Paul.



In the Lake Park Region, Minnesota.

uted 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. A new building for the society costing \$500,000, is in process of construction.

There is much to be seen in and near these cities. Fort Snelling and Minnehaha Falls are reached by steam and electric lines from both cities, and there are many beautiful parks, streets, and buildings to be found. Summit avenue, St. Paul, is one of the most noted 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 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, may 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, or their tickets will be honored via Minneapolis-St. Paul and Duluth without additional charge.

Duluth, in Minnesota, and Superior, in Wisconsin, are most thriving cities and full of interest to tourist

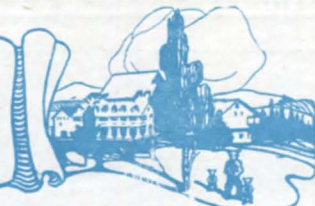
and traveler. The lake commerce is immense, as the tremendous ore and coal docks, the big elevators, and miles of railway tracks indicate.

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





Yellowstone National Park



Crocodile Point, Yellowstone Lake, Yellowstone National 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 Northern boundary of the Park, where the coaches of the various Transportation Companies are taken to Mammoth Hot Springs.

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. Stopovers, 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.

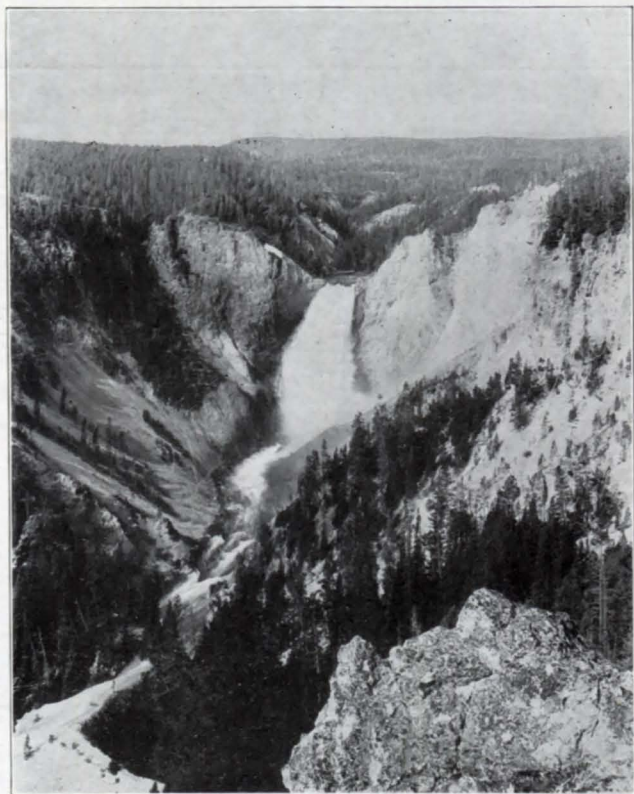
The transportation equipment, the best obtainable, consists of the well known Abbott-Downing Concord coaches, made especially for Yellowstone Park travel, and of various other roomy and comfortable styles of vehicles. Between Gardiner, the government's original entrance to the park and the site of the \$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 found neces-

sary from year to year are taken care of by government appropriation. Steel and concrete bridges have replaced wooden ones, a conspicuous example being the \$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



Lower Fall of the Yellowstone, Yellowstone National Park.



An Angle of the Grand Canyon Hotel, Yellowstone National Park.

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 600 and 500 guests respectively are unusual, unique, and recent specimens of hotel building and have achieved world-wide distinction.

The new, enormous, costly Grand Canyon Hotel is an even more noteworthy achievement in architecture. This triumph of the building art is in a somewhat remote locality, it must be remembered, where materials and workmen are obtained with great difficulty. There are 375 guest rooms, 75 bath rooms and accommodations for 750 guests. Every modern convenience and device for comfort is embodied. The lounge, an enormous glass-enclosed room, is used for recreation and dancing.

A new hotel at Mammoth Hot Springs meets a needed want at this point. It is modern in every re-

spect, including an orchestra, and accommodates 600 guests.

For those who prefer to camp through the park; good, permanent camps are also found at or near the important points of interest, where tourists are given every comfort.

In the regular tour, whether stopping at hotels or camps, time is given 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 to be derived from it. 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. A fleet of motor and rowboats is found here.

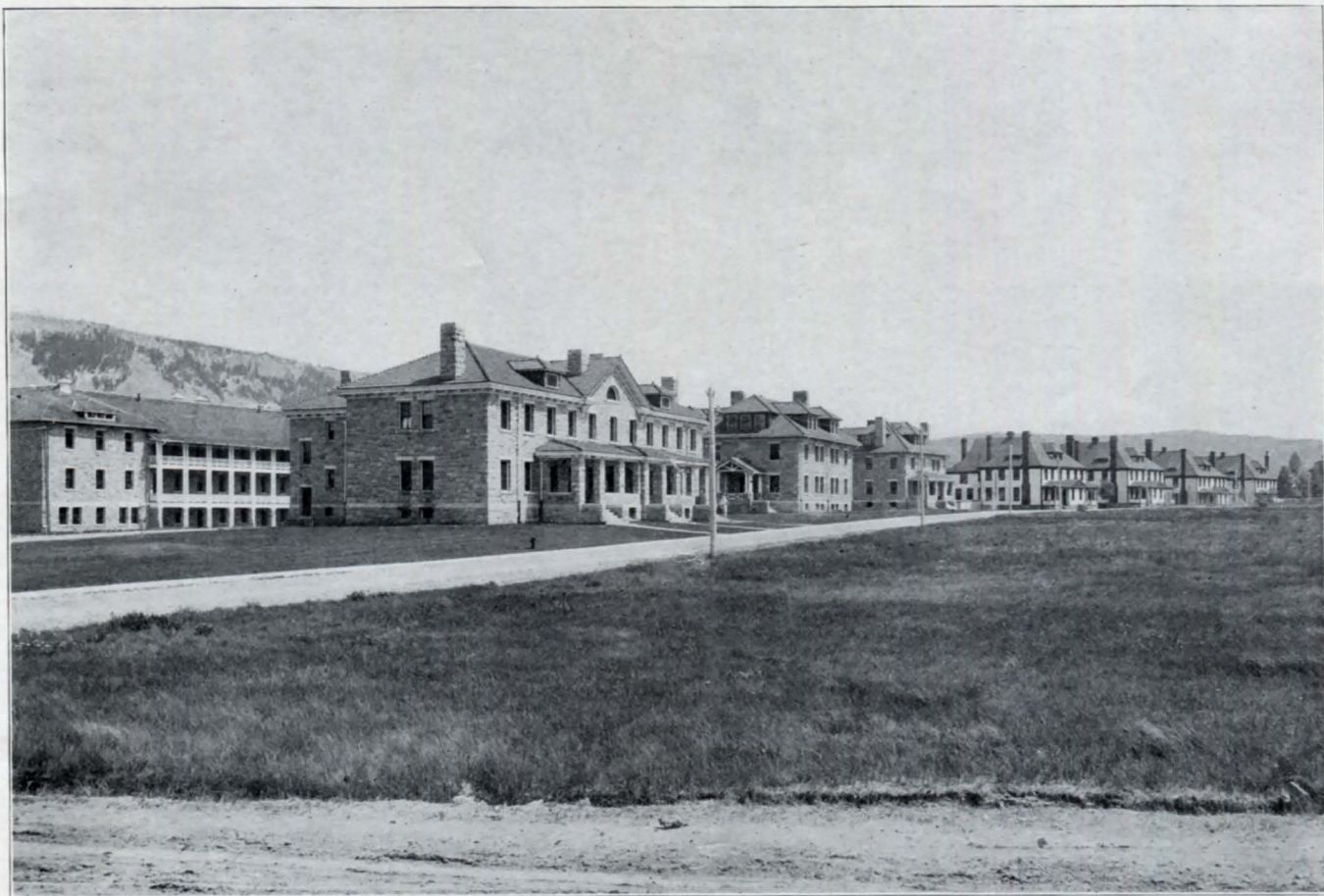
The Grand Canyon, twenty miles in length, 1,200 feet deep, 2,000 feet wide, is the acme of grandeur. It thrills, inspires, awes and overwhelms. It alone were enough, were all else gone from the park, to make it the wonderland of the world. It is without a rival.

ALTITUDES OF PRINCIPAL POINTS

	Feet		Feet	Altitudes of Mountains on Pacific Coast	
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	Shasta, Cal.	- - - 14,162
Portland, Ore. (Union Sta.)	- - - 40	Livingston, Mont.	- - - 4,510	Hood, Ore.	- - - 11,225
Tacoma, Wash. (N. P. Sta.)	- - - 47	Gardiner, Mont.	- - - 5,287	Pitt, Ore.	- - - 9,760
Seattle, Wash.	- - - 24	Billings, Mont.	- - - 3,139	Jefferson, Ore.	- - - 10,350
Stampede, Tunnel (Summit), Wash.	2,852	Glendive, Mont.	- - - 2,091	Rainier, Wash.	- - - 14,408
North Yakima, Wash.	- - - 1,075	Medora, N. D.	- - - 2,290	St. Helens, Wash.	- - - 9,697
Spokane, Wash.	- - - 1,919	Dickinson, N. D.	- - - 2,430	Adams, Wash.	- - - 12,307
Hope, Idaho	- - - 2,087	Bismarck, N. D.	- - - 1,692	Baker, Wash.	- - - 10,730
Coriacañ Defile Pass, Mont.	- - - 3,971	Fargo, N. D.	- - - 926	McKinley, Alaska	- - - 20,464
Missoula, Mont.	- - - 3,223	Duluth, Minn.	- - - 626	St. Elias, Alaska	- - - 18,024
Butte, Mont.	- - - 5,490	Minneapolis, Minn. (Union Sta.)	- - - 854		
Mullan Tunnel, Mont.	- - - 5,566	St. Paul, Minn. (Union Sta.)	- - - 732		



Combination Harvester and Thresher, Near Lewiston, Idaho.



Fort Yellowstone, Mammoth Hot Springs, Yellowstone National Park.

VISIT YELLOWSTONE PARK

SEASON—JUNE 15 TO SEPTEMBER 15

YOU surely ought to see America's only Geyserland. The Geysers, Hot Springs, Cataracts, Canyons, Mountains, Lakes and Crystal Streams—the Beasts, Birds and Game Fish—the Bracing Mountain Climate, Invigorating Air and Beautiful Scenery—will all prove delightful and beneficial beyond your highest expectations.

Sumptuous hotels, or enjoyable camps, and the 143 miles of coaching over government kept boulevards, will refresh, rejuvenate and re-create you. The cost of the trip is moderate and you will always look back upon it with keenest pleasure. Remember the Northern Pacific is the **ONLY LINE** to the original and northern entrance to the Park—Gardiner Gateway. May I send you our literature?

A. M. CLELAND, Gen. Passenger Agent, St. Paul.

NORTHERN PACIFIC RAILWAY



The North Coast Limited in Green River Canyon, Cascade Mountains.

NORTHERN PACIFIC TRAIN SERVICE

THE Northern Pacific Railway operates three sets of daily through electric-lighted transcontinental passenger trains, including two between Chicago and Portland and Puget Sound, and one between St. Louis and the North Pacific Coast. One set of the through trains from and to Chicago, Nos. 3 and 4, is operated over the Burlington Route, between Chicago and St. Paul; the others, Nos. 1 and 2, over the Chicago and North Western Lines (via Milwaukee), and the through trains from and to St. Louis are operated over the Burlington Route between St. Louis and Billings.

Trains Nos. 1 and 2, The North Coast Limited, carry through Pullman sleeping cars containing drawing rooms,

compartments and open sections, tourist sleeping cars and coach between Chicago and Puget Sound and Portland. These trains provide observation-library cars with barber, bath and clothes-pressing service, and dining cars. Northern Pacific dining car service is noted for its perfection.

Trains 3 and 4, Northern Pacific Express, carry through Pullman drawingroom and tourist sleeping cars, Compartment Observation car, coaches and dining cars, between Chicago and Puget Sound and Portland. Train 3 has an observation car for the daylight ride between Chicago and St. Paul. Trains 41 and 42, The Puget Sound Limited, carry drawingroom and tourist sleeping cars, reclining chair cars, coaches and dining cars, affording through service between St. Louis, Kansas City,

Denver and Puget Sound, with immediate connections from and to Omaha.

Through sleeping cars between the East and Portland are operated over the Spokane, Portland & Seattle Railway between Spokane or Pasco and Portland, along the North Bank of the Columbia River, a trip unsurpassed anywhere in point of scenic attraction.

The Northern Pacific also operates several very fine trains covering important local service demands. Among these are the Lake Superior Limited and two other trains which run daily between Minneapolis-St. Paul and Duluth-Superior. Daily sleeping cars are also operated between

Duluth-Superior and Staples, making connection with the Pacific Coast trains at that point. The Manitoba and N. P. Limiteds are fast, observation car trains—day and night respectively—between St. Paul-Minneapolis and Winnipeg. Pullmans on N. P. Limited. Similar trains are operated between the important points on the Pacific Coast.

A large amount of steel equipment has been incorporated in our train service for 1915.

The current time of all trains is contained in the red time table folder, obtainable at all agencies of the Company.



Interior of Northern Pacific Dining Car.

NORTHERN PACIFIC DINING CAR SERVICE

NORTHERN PACIFIC dining car service is maintained at a uniform standard of excellence throughout. This line is noted for its Great Big Baked Potatoes; eggs, milk, and cream from its own poultry and dairy farm; creamery butter put up in four separate wrappings of oiled paper; whipped cream for coffee; milk in individual bottles; bread, cakes, pastry and ice cream from its own bakeries at 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 Leghorn chickens, producing one hundred and fifty dozen eggs a day. The dairy farm has a herd of over three hundred thoroughbred milch cows—the milk and cream is tested and is “100 per cent pure.”

The meat and fish served, the choicest the markets afford, are prepared for the table in our own meat shops in St. Paul and Seattle. No pains are spared to insure the highest quality of edibles, properly cooked and perfectly served. Our dining car “crews” are selected with great care, and Dining Car Instructors maintain the highest degree of efficiency in the service.

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

YELLOWSTONE NATIONAL PARK VIEW ALBUM

Six Cents

A beautiful book on Yellowstone Park. It contains 40 pages, with an illustration of the Park on each page in soft one-color halftone. A book worth having and keeping.

YELLOWSTONE NATIONAL 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 and much enlarged edition of a booklet that describes some of the more important features and unique phenomena of Yellowstone Park. Splendidly illustrated in halftone, showing geysers, canyons, stage coaches, Old Faithful Inn, etc. Cover in handsome colors.

ALONG THE SCENIC HIGHWAY

Four Cents

A new, illustrated book descriptive of the Northern Pacific country—pictures in double tint, cover in handsome quadri-color. Numerous maps.

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. This offer subject to withdrawal if supply is exhausted.

MINNESOTA LAKES

Two Cents

A new illustrated book describing in much detail the numerous fishing, hunting and outing places reached by the Northern Pacific in the beautiful and increasingly popular Lake Park Region of Minnesota. Contains a list of hotels, lakes, rates, etc.

SOUVENIR POST CARDS

25 Cents a 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."

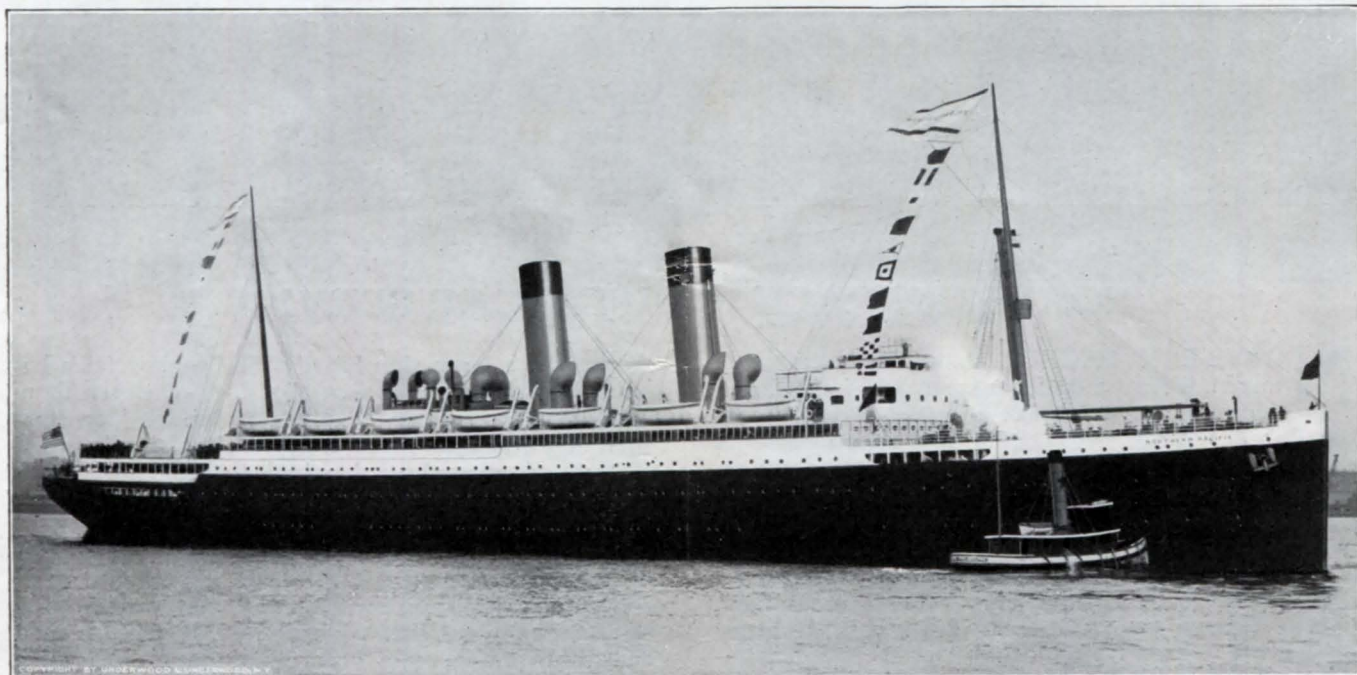
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20 Cents a Pack
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Brand new and of excellent quality. Smooth and snappy. Encased in a neat box, and with each pack is a Bridge and Five Hundred Score.

These publications will be sent to any address upon receipt of stamps, silver, or money order, of the amounts designated, by any representative,

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New S. S. Northern Pacific of Great Northern Pacific S. S. Line Between Portland-Astoria and San Francisco.

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