

ROBERT ST., ST. PAUL.

HENNEPIN AVE., MINNEAPOLIS.

MINNESOTA'S SPLENDID CAPITOL BUILDING, ST. PAUL.

## Over the Scenic Highway

**T**HE map herein of the Northern Pacific Railway will serve to give some idea of the productive and prosperous territory through which this giant system extends; the great states of Minnesota, Wisconsin, North Dakota, Montana, Idaho, Washington, Oregon and the province of Manitoba. The Northern Pacific Railway has nearly 7,000 miles of main and branch lines. It operates daily through trains from Chicago via St. Paul-Minneapolis, and from St. Louis and Kansas City via Billings to Spokane, Seattle, Tacoma, Portland and North Pacific Coast.

### St. Paul and Minneapolis: The "Twin Cities"

Approaching Saint Paul from any direction the visitor's attention is inevitably attracted by the great white dome of the Minnesota State Capitol, a building which, for beautiful architecture, elegance of design, and impressive appearance, is scarcely surpassed by even the National Capitol at Washington. The structure cost five millions of dollars and was thirteen years under construction. In the decoration of its magnificent interior the builders drew on every quarter of the world, and upon the talent of the greatest masters of American art. The Governor's reception room is perhaps one of the most beautiful of its kind in the United States. The dome, which is of exceeding lightness and grace, rises two hundred and twenty feet in height and is constructed independently of the main building. Above the roof line it is of solid marble. The length of the building from East to West measures four hundred and thirty-three feet.

St. Paul and Minneapolis are cities of factories and mills, great wholesale houses and large retail stores. On every hand are evidences of prosperity and progressiveness. Their public buildings and homes are particularly noticeable for their lux-

ury and beauty. They are two of the most picturesque cities in the United States, and the center of many interesting trolley and automobile trips. One of these favorite rides between St. Paul and Minneapolis is by way of Fort Snelling and Minnehaha Falls and Park. Historic Old Fort Snelling, in the early days of Minnesota, was the theater of many a stirring scene when the white and red men were struggling for supremacy. It is beautifully situated on the high, rocky cliffs at the junction of the Mississippi and Minnesota rivers, in the Government reservation of over two thousand three hundred acres, and from this commanding position the beauty of the landscape, as far as the eye can reach, is most attractive. It is now one of the most important military posts and there are seldom less than fifteen hundred soldiers in garrison.

From Fort Snelling it is but a short ride to Minnehaha Falls and Park and between the two points is located the Minnesota Soldiers Home. These falls are immortalized by Longfellow in "Hiawatha." No cascade has even been more celebrated in poetry and none claims a surer charm for the visitor. The falls are about forty feet high, and the whole region about them has been made accessible by rustic paths and bridges.

Anoka, St. Cloud and Little Falls are prosperous manufacturing towns on the Mississippi river, and from the latter point a branch line leads westward to Sauk Center, Glenwood and Morris.

### Duluth-Superior: "The Twin Ports"

Duluth-Superior, at the western extremity of Lake Superior, are wonderfully interesting cities. At the head of Great Lakes navigation and in a region noted for its iron ore and grain, flour and lumber production, these cities already form the third largest port in the world. The splendid harbor has forty-nine





OVERLOOKING THE BUSINESS DISTRICT, DULUTH, MINN.



ELEVATORS AND FLOUR SHED, SUPERIOR, WIS.

miles of water front, grain elevators have a storage capacity of 35,000,000 bushels of grain; coal docks will store 10,000,000 tons of coal, and from the enormous ore docks are shipped 18,000,000 or 30,000,000 tons of ore annually. Large ship-building plants are located here, and on the St. Louis river, a short distance above the harbor, the U. S. Steel Corporation is erecting a \$20,000,000 steel plant.

The cities are admirably built, are modern in every respect, and rapidly growing. The aerial bridge at the harbor mouth and the serpentine boulevard along the Duluth Heights are objects of interest. Northern Pacific train service between the "Twin Ports," and the "Twin Cities" is of the best—three times daily (two on Sunday)—and the same daily service is maintained between Duluth-Superior and Staples, the point where the lines from St. Paul and Duluth merge into the through route to the Coast.

At Staples, also, branch line service for Fergus Falls and Breckenridge, Minn. and Wahpeton and Oakes, N. D., and a rich section thereabout, diverges, the branch leaving the main line at Wadena.

## North Dakota Wheat Farms

Passing through the beautiful Lake Park region of Minnesota, with Perham, Frazee and Detroit as outing centers, we soon reach the Red River Valley. This great valley, from twenty-five to seventy miles wide, and more than three hundred miles long, was once the bed of a vast postglacial lake, to which scientific men have given the name Lake Agassiz. The lake existed for more than a thousand years, was almost seven hundred miles in length, and covered an area larger than Lake Ontario, Huron, Michigan, and Superior combined.

The whole valley appears as one vast 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 men with modern farm machinery 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. This valley produces on an average from forty to sixty million bushels of wheat yearly, besides much flax, corn and other cereals. This vast grain section is traversed by a line of the Northern Pacific from Manitoba Junction to Winnipeg, Manitoba, which passes through the important cities of Crookston, Minn., and Grand Forks, Grafton, Drayton and Pembina, N. D.

Fargo, on the main line, is one of the principal cities of North Dakota, and a branch line extends therefrom southwest across a rich prairie region to La Moure and Edgeley, N. D. From Casselton another line diverges southwestward to Marion, N. D. Just before reaching Casselton the trains pass through the large Dalrymple farm of 21,000 acres. Valley City, in the Sheyenne Valley, is a progressive town on the Sheyenne river, charmingly located. From Sanborn a branch line reaches northward to Cooperstown and McHenry, N. D. Jamestown, in the James River Valley, has branch lines extending north to New Rockford, Minnewaukan and Leeds, N. D. and south to La Moure and Oakes, N. D., traversing the rich valley, and from McKenzie, near Bismarck, a line extends southward to Linton, N. D.

Crossing the Missouri river between Bismarck, the capital city, and Mandan, on a mammoth steel bridge standing fifty feet above the high water mark, we pass through a good grazing and agricultural country that is very rapidly being settled and developed. From Mandan branch lines extend



North and West to Stanton and Killdeer, this line has recently been opened and drains one of the richest valleys of North Dakota and South and West along the Missouri and the Cannon Ball rivers to Mott, opening a great agricultural section.

New Salem, Glenullin, Hebron, Richardton, Gladstone, Dickinson, Belfield, Medora, Sentinel Butte, and Beach are towns and shipping points of importance in western North Dakota. Their phenomenal growth attests the productiveness of the country and the increase of industrial activity of this rich territory.

### Valuable Dry Farming Lands

Estimates show that west of the Missouri river there are in excess of two hundred million acres of unoccupied dry land. Most or all of this acreage can be farmed successfully under the methods of moisture conservation and cultivation enforced by so-called dry-farming. It has been proved that with an annual rainfall of only seven and one-half inches, profitable crops may be raised by dry farming. At a conservative estimate these two hundred million acres of arid lands should be capable of supporting one million families, or five million people.

### Picturesque Pyramid Park

At Medora we are in the heart of **Pyramid Park**. Petrified tree stumps dot the landscape and an army of spires, bluffs, hills, buttes, and castled cliffs rise from the plain, garbed in striking colors that attract the eye. Reds and pinks are the predominant colors, but coal blacks, grays and drabs are blended with them, causing fantastic effects. These hills, washed by the eternal rains, have been eroded into cones, pyramids, and squares, which are circumscribed by rugged, twisting ravines, gouged out by the torrential floods. Ancient coal beds have burned out, or in places are still burning. These plains and draws are covered with a most succulent grass that furnishes feed for thousands of cattle, and the gulches provide them with shelter, so that they run at will during the winter months, subsisting on the snow entombed grass and appear in the spring hale and in good condition.

Passing from Pyramid Park we enter what is known as the Golden Valley, of which Beach, N. D., is the center. Formerly this vast plateau-like locality was a valuable stock range, but is now a rich diversified farming section. This valley extends into Montana and we cross the line and reach Wibaux.

### Montana Irrigation and Reclamation

Until recently mining and stock-raising were the chief industries of Montana. Now, however, there are many fertile valleys where agriculture and fruit raising are showing marked success and within the last few years Montana has carried away many "sweepstake" prizes in agricultural contests. With the advent of irrigation Montana entered upon a new era. Today various enterprises are being pushed with vigor and new work is being undertaken, both by the United States Government and by private capital. The largest Government projects are the Lower Yellowstone, north of Glendive, and the Huntley Project, near Billings, both covering rich lands of the Yellowstone Valley, and the Flathead Project in the Flathead Valley. In these Reclamation projects the government maintains free demonstration farms for the promotion of scientific farming.

At Glendive, Mont., we enter the Yellowstone Valley.

This city has taken on an increased importance recently. The Government's Lower Yellowstone Reclamation Project

lies in the valley just below Glendive, and 67,000 acres of land are in process of reclamation. The Northern Pacific has a branch line from Glendive through these lands. Located on this line are the towns of Stipek, Intake, Savage, Craneville and Sidney, all of which have promise of large growth and industrial development.

At Terry, east of Miles City, the country is rapidly being settled up, and the town is growing accordingly, and is a good example of what country settlement does for a well located town or city.

Miles City and Fort Keogh, about eighty miles west of Glendive, at the mouth of Tongue River, are in the heart of the old cattle and sheep country, which is now a well established agricultural section where both dry farming and irrigation methods are used. Miles City was named in honor of General Miles, the famous Indian fighter, and is the county seat of Custer County.

The Tongue River Canal, near Miles City, was one of the first irrigation enterprises in Eastern Montana. It is about thirty miles in length, and will irrigate twelve thousand five hundred acres. Values of lands served by this canal range from twenty-five to one hundred dollars an acre, with an annual maintenance charge for water that varies according to the nature of the crops under cultivation, but which, in all cases, is very low indeed. The possibilities of Irrigation and Dry Farming combined in Montana are so vast as to be difficult of comprehension. In round figures the Yellowstone river, for a distance of four hundred miles, runs through a country which needs but the application of water under irrigation, or the conservation methods of dry farming to render it one of the most fertile sections in the country. Taking also into account the valleys along the tributaries of this stream, which are capable of cultivation either by irrigation or dry farming, it is safe to figure in round numbers, a stretch of country four hundred miles in length by twenty miles in width, or approximately five million acres. According to good authority and including the Government Reclamation projects, it is safe to say there are about 500,000 acres of land now under irrigation canals in Yellowstone Valley. An enormous acreage is also being brought under cultivation by dry farm-



GREAT NORTHERN POWER CO. DAM, ST. LOUIS RIVER, NEAR DULUTH, MINN.





A TYPICAL NORTH DAKOTA FARM SCENE.

ing methods. The principal crops raised are alfalfa, oats, corn, potatoes and wheat.

The main line of the Northern Pacific follows the Yellowstone river from Glendive to Livingston, a distance of over 340 miles.

In passing through this country on the train one should not pass judgment by the general appearance, as beyond the breaks and bluffs along the Yellowstone river are millions of acres of rolling, productive land.

### Huntley Reclamation Project

The Huntley Reclamation Project, near Billings, in the heart of the Yellowstone Valley, was thrown open for settlement in 1907.

This government canal and its laterals irrigate about thirty-five thousand acres of land, formerly a part of the Crow Indian Reservation. The unit of land which one individual can take is forty acres, and an actual residence and improvement are required from those thus acquiring land from the government. The general plan adopted by the government in determining the proper charge to the settler for taking up reclaimed land, is to divide the cost of the canal by the number of acres reclaimed, and then charge the purchaser with this amount, dividing it into ten equal annual payments, with no interest charge. As a general rule the expense ranges from twenty to forty dollars an acre. In the case of these Huntley lands the cost is \$30.00 an acre, with an added charge of four dollars an acre to cover the amount paid to the Indians. The payment of this \$4.00 is divided as follows: one dollar an acre, payable when entry is made, and the remainder in four annual payments of seventy-five cents an acre, the first pay-

ment being due the second year after entry. The maintenance fee is about 60 cents an acre yearly. The entry and final proof fees are purely nominal. Potatoes, sugar beets, other vegetables, small fruits, alfalfa and grain are grown with great success on the Huntley project lands.

The town of Huntley, founded in 1907, at the time these lands were opened for settlement, is now a flourishing little city, the most important on the project. The Custer Battlefield, on the banks of the Little Big Horn river, where General Custer fought his last battle, June 25, 1876, and was completely routed by the Sioux and other Indians, is on the Crow Reservation, about sixty miles south from Huntley, and can be reached by a side trip on the Burlington Route.

### Alfalfa and Sugar Beets

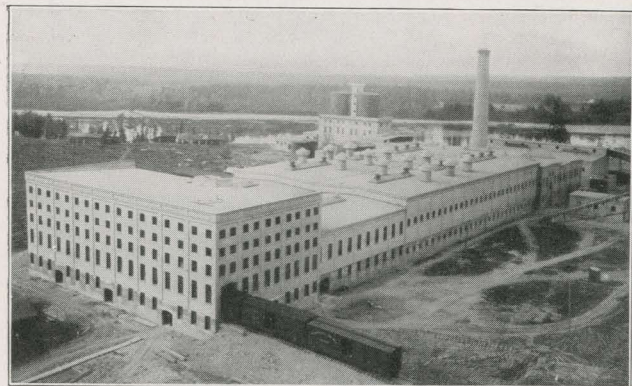
One of the principal crops in the Yellowstone Valley is alfalfa. Three and four crops of alfalfa are harvested in the same year. It averages from six to eight tons an acre, and nets the farmer, on an average, \$5.00 a ton in the stack, or from thirty to forty dollars an acre, and often more. As the irrigated land costs fifty dollars an acre, it is evident that this is a better return than eastern farmers ordinarily obtain.

The Beet Sugar industry in the Yellowstone Valley is also assuming large proportions. A \$2,000,000 beet sugar plant of 1,800 tons daily capacity is in operation at Billings, Mont., and the acreage given to sugar beets is about 20,000 yearly.

### Billings

Billings is the central city and distributing point of a great country as large as three-fourths of New England; the chief





PAPER MILL PLANT, INTERNATIONAL FALLS, MINN.  
ON THE NORTHERN PACIFIC RY.

financial, commercial and manufacturing city of a region measuring more than 200 miles in diameter, in Eastern Montana and Northern Wyoming.

Billings has a population of 15,000; was founded in 1882 and named after Frederick Billings, at one time President of the Northern Pacific Railroad. It is situated midway between St. Paul and the Coast on the Northern Pacific, at the intersection of the Great Northern and Burlington Railroads. It also has branch lines in three directions, which reach out tapping rich agricultural and coal mining districts.

From Billings there has been recently completed, a line of railroad to Shepard, and in order to appreciate the fertility of this bench land, known as the Billings Bench, one should take this 16-mile trip. This district is all under irrigation and is one of the richest sections in the world. Double daily train service is operated over this line. There are yet 15,000 acres beyond Shepard under irrigation open for settlers.

One of the largest irrigated regions in the world lies within the trade territory of Billings. Also, the city is at the center of an enormous newly developed rain farming district. The small intensively farmed tract is receiving special attention. The growing of sugar beets for a \$2,000,000 sugar factory is one of the chief industries of the farming population, and is contributing toward making the city a stock feeding center for the great range country of Montana and Wyoming.

The city is noted for its public spirit and its enterprise. It has brilliantly lighted and well paved streets; a 600-barrel flour mill, planing mills, creamery, railroad shops, packing house, foundry, brick yards, etc. It has a unique institution known as the Polytechnic Institute; a Y. M. C. A. building, costing \$85,000, and a \$165,000 club house.

Sugar beets, grains, alfalfa, fruit, truck farming and stock raising are the chief sources of wealth. The city with good hotel accommodations cares for a large tourist traffic.

## Mountain Scenery

The snow covered range of the Crazy Mountains is seen to the north as the train approaches Big Timber and Columbus. Springdale is the railway station for Hunter's Hot Springs, two miles distant, a hot springs sanatorium well known throughout the Northwest. A new mission-style hotel, the

"Dakota," provides modern accommodations, while outdoor sports and the medicinal properties of the water attract visitors from near and far.

South of the line, the Snowy Range is seen. This range extends into Yellowstone National Park—where it becomes the Absaroka Range—more than fifty miles distant. Yellowstone Lake in the Park is fed entirely from the springs and snow drifts of the Absaroka and other sub-ranges of the Rockies. As the lake has its outlet through the Yellowstone river, which latter furnishes the water supply for the irrigation canals, these ranges are of particular interest to Montana agriculturists. From Livingston, where the river turns directly east and the point where tourists for Yellowstone National Park leave the main line, "Old Baldy," a prominent peak of the Snowy range, is seen.

## Yellowstone Park

The Yellowstone National Park line extends south from Livingston to Gardiner, the northern and original entrance, at the northern boundary of the Park, the most renowned pleasure ground in the world. The Park is fully described and pictured in Northern Pacific literature to be had for the asking.

One of the finest peaks of the Rocky Mountains is Emigrant Peak, on the Park line, almost 11,000 feet high, rugged and snow-capped.

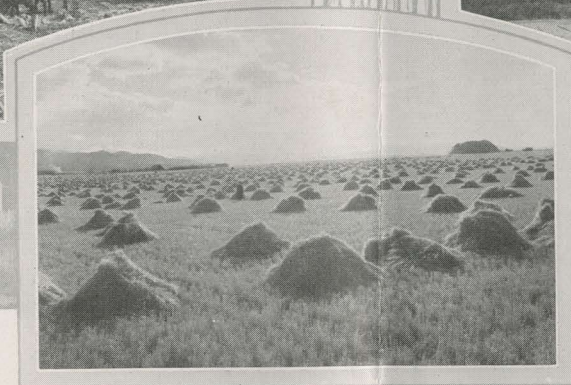
North from Livingston lies the rich Shields River Valley, recently opened by a branch of the Northern Pacific extending up the valley through Chadbourn, Clyde Park and Shields to Wilsall.

The first prize of \$5,000 at the big Northwestern Land Products Exposition at Minneapolis, in 1912, for the best five bushels of wheat shown from the American Northwest, was won by Shields Valley wheat. This same section won the sweepstakes prize for Turkey Red wheat at the Dry Farming Congress, Tulsa, Okla., in 1913, and 1914 ribbons on flax, wheat, oats, alfalfa, and grasses at the Corn Exposition at Dallas, Tex.



FLOUR MILLS, DICKINSON, N. D.





A GROUP OF GALLATIN VALLEY, MONT., SCENES.

### The Gallatin Valley

The mountains are first crossed by the Northern Pacific between Livingston and Bozeman at the very point where Lewis and Clark crossed them, in 1806, when returning from the mouth of the Columbia river. Winding down through Rocky Canyon, the Gallatin Valley is reached at Bozeman.

Bozeman is a progressive city, as is to be expected of a place so ideally situated. It is the seat of the Montana Agricultural College and Experiment Station, and is the central point of a very large and rich mountain-walled valley, where grains and grasses grow luxuriantly. Belgrade and Manhattan are other important shipping points. The surrounding mountains, many of which are snowclad the year around, add greatly to the beauty of the scene. There are several large irrigation canals in this valley. It is famous for its fine Saale barley, which yields very abundantly, and the product is of the finest quality. On the bench lands above the irrigation canals, "dry farming" is successfully carried on, wheat yielding from fifteen to forty bushels an acre.

In the lower part of the Gallatin Valley there are large deposits of raw cement.

Some of the finest scenery in Montana is found in the mountains around Bozeman. For those desiring to camp out during the summer for health and pleasure, and in a region where hunting and fishing are abundant, no better locality can be found, taking Bozeman as a center. The Commercial club at Bozeman will furnish definite information on request.

Leaving the Gallatin Valley at Logan, there is a choice of routes, via Helena and the Missouri, or Butte and the Jefferson rivers.

No one familiar with the Missouri river in its most east-

ern courses would recognize the beautiful stream seen in Montana under this name as the same.

### Helena

Helena, the capital city of Montana and the county seat of Lewis and Clark County, is noted among the cities of the northwest for its fine public buildings. These include a magnificent state capitol, in which are many oil paintings, descriptive of the early days of the territory. The historical library in the capitol contains also a collection of articles which have to do with pioneer history, of value to the historian. Here is the finest Catholic cathedral in the northwest. Other buildings include the federal building, churches, schools and hospitals, county court house and homes of different organizations. Here also, is the largest enclosed natatorium in the world, The Broadwater.

On the Missouri, within a few miles of Helena, are located two hydro-electric plants producing 60,000 horse power. Part of this power is sent to Butte, used there in the operation of the mines. A portion is utilized to irrigate the rich lands in the Prickly Pear valley adjacent to Helena, which lies at the doors of the city, the irrigating system covering 15,000 acres. The water is pumped from the Missouri river. Contiguous to Helena is a rich mining section, producing gold, silver and copper, and employing many men. Helena is a banking, distributing and business center. Men whose business interests are in other sections of the state, stockmen, miners and wool growers, make their homes in Helena because of its central location and other advantages. There is considerable manufacturing. The Northern Pacific main line passes through a



portion of the Prickly Pear Valley and its branch lines reach continuous mining camps.

### In the Rockies

The scenery in the Rockies between Logan and Butte is not surpassed by that of any mountain scenery in the country. The Northern Pacific follows the Jefferson River, named by Lewis and Clark in 1805 for President Jefferson.

Between Logan and Butte, branch lines penetrate the rich mining sections and fertile agricultural valleys of the Jefferson and Beaverhead rivers and of other streams lying to the south of the main line.

A view of the Rocky Mountains from the summit of the range always forms an interesting picture. The contrast between the warm, cultivated valleys and the high, scantily timbered peaks where the snows lie in secluded corners and ravines is very striking.

A characteristic mountain scene near Butte, is that of the Silver Bow Valley. The valley close to the mountains is decidedly picturesque, particularly as seen from Northern Pacific trains rounding the mountains into Butte.

### Butte and Anaconda

Butte and Anaconda, Montana, may properly be called the Hub of the Copper Industry. They are situated on the west slope of the main line range of the Rocky Mountains, and Butte is the most populous city in Montana. Within a radius of one and one-half miles from the Court House of Butte is produced more copper ore than in any other district in the world. The city produces 17 per cent of the entire copper output of the world. Besides supplying ore for the smelters located in Butte and Anaconda, the ore from Butte mines is shipped to smelters at other points. Every day fifteen thousand tons of ore are hoisted from beneath the surface of the city. Butte is a modern city in every respect. There are over ten thousand miners and the minimum wage is \$3.75 a day. The pay-roll of the corporations alone amounts to about \$1,000,000 a month, much of which is kept in circulation in Butte, as the American miner lives well.

### Missoula

Missoula is the third largest city in the third largest state. The Garden City of Montana is an active, progressive community of 12,896 population by the 1910 census. From the standpoint of climate and as a distributing center Missoula is especially fortunate. Six fertile valleys radiate from Missoula and all are becoming of great importance from the standpoint of production and scenery. The most famous of these are the Bitter Root valley and the Flathead reservation. Missoula has the most modern street car system in the state, sanitary sewer system, a perfect street-lighting system and is located on two transcontinental railroads. The University of Montana and Fort Missoula are situated at this point. From every standpoint Missoula is an ideal city and is rapidly forging to the front. Diversified farming, dairying, stock raising, horticulture, lumbering and mining all aid toward the general prosperity of Western Montana. Missoula is located in America's Switzerland and offers every attraction to the camper, fisherman and automobilist.

### The Bitter Root Valley

The ride from either Helena or Butte, to Missoula, about a hundred and twenty miles west, is one long to be remembered. The two lines, diverging at Logan, again converge at Garrison, and from that point follow the Hellgate River and Canyon for a distance of about seventy miles, over a splendid stretch of double-track, to Missoula. The ride through this canyon is one of the most interesting to be found in the Rockies. From Missoula, the seat of the State University, the well known Bitter Root Valley stretches southward for a hundred miles, protected on the west by the Bitter Root Range of the Rockies. The valley is equally adapted to fruit raising, diversified farming, stock raising, dairying. At least seventy thousand acres are under cultivation through irrigation, the canals being already completed or nearing completion. The valley is traversed by a branch line of the Northern Pacific extending through Florence, Stevensville, Victor and Hamilton to Darby, a distance of 65 miles. The irrigated orchard tracts of the Bitter Root Valley are being rapidly taken up and developed by a most excellent class of people, largely from the Eastern Middle West.

Bitter Root Valley apples, the McIntosh Red, Jonathan, Gano, Wagener, etc., and sweet cherries are known the country over and are shipped in increasing quantities to the eastern and other markets annually. Cauliflower and celery of particular excellence are grown in this valley of varied fruit, grain and vegetable products.

A Northern Pacific line follows down the Missoula river from Missoula and DeSmet to Paradise via St. Regis, where it again rejoins the main line over the mountains. A branch from this line extends to Wallace and Burke in the rich Coeur d'Alene mining region.

### The Flathead Country

The Flathead Indian Reservation was thrown open to settlement during the summer of 1909. The reservation embraced about a million and a half acres, fairly well divided into agricultural and mountainous land. Nearly three thousand and 80-acre homesteads were reserved for the Indians, who naturally had first choice, and who have farmed for many years. There remained, however, a large number of desirable homesteads open to settlers. The lands were disposed of by drawing, the principal registration point being Missoula, which is immediately south of the reservation and the metropolis of Western Montana.

The Flatheads have always been friendly to the whites and on terms of intimacy with them.

Portions of the Flathead reservation are specially adapted to stock raising, and cattle raising is destined to become one of the chief sources of revenue.

The Mission Range of the Rockies forms the eastern boundary of the Flathead Reservation, lying between Missoula and Flathead Lake. In its fastnesses lie great reservoirs of water for irrigation in the form of deep snow banks. There are waterfalls in the mountains 2,000 feet high and of surpassing grandeur.

One of the large reclamation enterprises of the Government, now nearing completion, embraces the old reservation lands.





IN THE "ROCKIES," MONTANA.



THE NOTED CABINET GORGE,  
CLARK'S FORK OF THE COLUMBIA.

LAKE MCDONALD, MONTANA.

The Mission Range is said to be the finest sub-range in the United States, and this region is claimed to equal, if not excel, Switzerland in the wild grandeur of its mountain scenery. The Government has recently established a National Bison range on the southern border of the old reservation near Ravalli on the Northern Pacific main line. The railway skirts this bison reserve for several miles.

On the main line of the railway south of the Flathead Reservation is the valley of Horse Plains, and the town of Plains. The Horse Plains is a valley, mild and pleasing in character, and of such fine grazing capacity that it was formerly used by the Indians as a wintering place for their horses. It is now developing into a good fruit and general farming region.

## Panhandle of Idaho

From Butte, Mont., to Hope, Idaho, except where the line crosses the mountains, the Northern Pacific follows a stream, which, under the names of Silver Bow, Deer Lodge, Hell Gate, Missoula, Clark Fork of the Columbia and Pend d'Oreille rivers, is one and the same stream from the mountains to the Columbia River. The route of the Northern Pacific is wholly between mountain ranges in Northern Montana and in Idaho, with a beautiful stream or lake alongside the track nearly all the way. The lateral mountain streams swarm with trout, and big game is found in the hills.

Approaching the Idaho line the Cabinet Mountains are seen to the north, and to the south are the Coeur d'Alene Mountains, which, with the Bitter Root Range, form the boundary between Montana and Idaho.

The Clark Fork of the Columbia, which the train follows for mile after mile, is a large and beautiful stream. It was named by Lewis and Clark, in 1805, Clark's river, the name being applied at the headwaters of the Bitter Root river, which stream should have retained the name.

The point where the Clark Fork of the Columbia river forces its passage through the Cabinet Range, is called Cabinet Gorge. The Gorge—on the north side of the track—is a wild, rocky place, and is visible from the train.

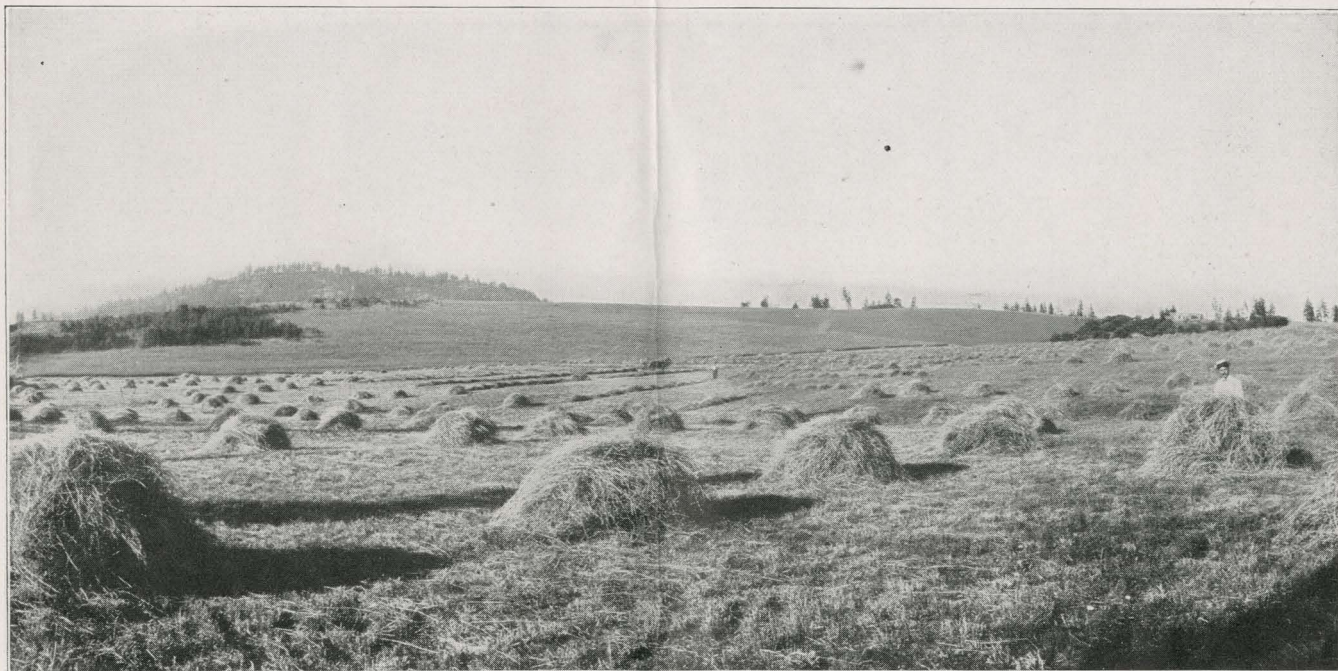
One of the most beautiful lakes in the western country is reached at Hope and Sand Point, Idaho. It is Lake Pend d'Oreille (pronounced Pondoray), surrounded by mountains which provide it with scenery of a high order, and there are numerous steamers and launches that play its waters. It was named by the French explorers, so it is said, from its shape, which resembles that of the human ear. The lake is forty-five miles long, from two to twenty miles in width, is very deep and has many fine trout to tempt the angler. The road crosses the upper arm of the lake on a concrete bridge 4,769 feet long.

Beyond Lake Pend d'Oreille the railway winds through a timbered country, passing Cocolalla Lake, ensconced among the mountains, and then comes out upon the wide and attractive Spokane plain and soon Spokane is reached.

## Spokane and the Inland Empire

The city lies in the center of a territory having an area of 150,000 square miles, extending from the Rockies on the east to the Cascades on the west and from British Columbia





CONVERTED FROM FOREST TO FIELD IN THE COEUR D'ALENE, IDAHO, DISTRICT.

on the north to Oregon on the south. The city is bisected by the Spokane river. The river in and near the city makes possible the development of 400,000 horse power of electrical energy. Only 172,000 horse power has been developed up to the present for the operation of Spokane street cars and the illumination of the city and to provide power for the factories of Spokane and the surrounding country.

The city itself is modern and substantially built, with homes of great beauty crowning the surrounding hills. In 1910 it had a population of 104,402, and the United States census bureau now estimates the population to be 133,657. Bank clearings in 1914 amounted to \$203,301,985; there are 137 miles of electric street railways. Spokane leads the United States in park area per capita of population, having an acre of landscaped outdoors for every 58 people. There are 43 parks, comprising 1,933 acres, valued at more than \$2,000,000. The proximity of power provides good opportunity for manufacturing, in which field much opportunity for development remains. The city's factory output is valued at \$50,000,000 a year, and 10,053 persons are employed in manufacturing. The city's water supply comes from an underground river reached by deep wells, and the pureness of this water has been proven by numerous chemical and bacteriological examinations. In the warmest days of summer this water comes to the home fresh and cool.

The Inland Empire surrounding Spokane probably is unsurpassed in variety and richness of resources. The mines of this section yielded net profits in the form of dividends in 1914 of nearly \$7,500,000. This district contains 250 billion feet of timber, including the largest stand of white pine in the world, and the sawmills in 1914 manufactured lumber worth \$14,723,387. The wheat output annually exceeds 50,000,-

000 bushels, while the fruit production in 1914 was valued at \$8,000,000. The people of this district today consume more meats, butter, eggs, poultry and farm and garden products than they produce, because the cities are more fully developed than are the farming regions. This makes the market of the farmer and stock raiser exceptionally promising.

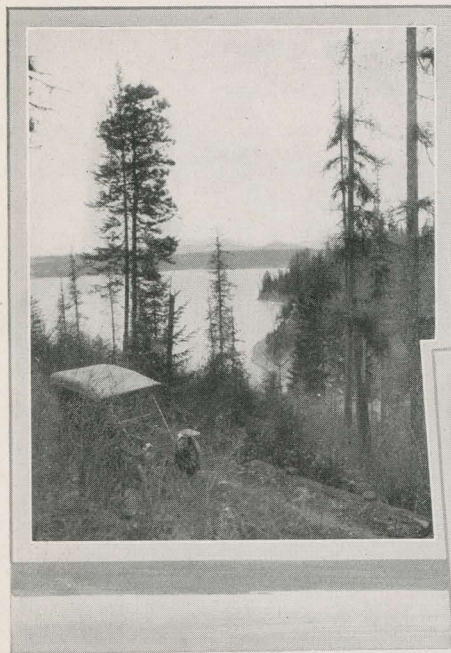
In the heart of this country are the millions of acres of the broad plateaus cut into regions and districts by the valleys of the rivers. Approaching closer to the mountains, particularly to the north and the east, are the higher areas of the bench lands and the fertile mountain valleys. Generally speaking, it is a land of deep, black soils, varying greatly in quality and body and in the conditions under which they are found and in the other soils and substances with which they are mixed.

The total area is about 150,000 square miles and the present population is in excess of 800,000. About 200 incorporated towns and cities are included, the greatest of which is Spokane, situated close to the geographical center of the country and the natural commercial and industrial capital of the Inland Empire.

The Palouse country to the south of Spokane and the Big Bend district to the west, are famous grain belts. Live stock and dairying are coming to be practised in these districts with splendid results. In the Spokane river valley and in the other mountain valleys, fruit growing and diversified farming are followed extensively. Here irrigation provides crop insurance. In northeastern Washington and northern Idaho the settlers are clearing the lands from which lumbermen have taken the timber and are converting the region into a land of great productivity.

For those who desire comfort in which to work and live





HAYDEN LAKE, IDAHO.



UPPER—LAKE PEND D'OREILLE, IDAHO.



LOWER—SUMMER HOMES ON LAKE COEUR D'ALENE, IDAHO.



YELLOW PINE, CRAIG MOUNTAINS, IDAHO.

twelve months in the year the Inland Empire is almost perfect. The high chain of the Rockies shuts out the chill of winter and the hot winds of summer. Over the lower passes of the Cascades to the west and up the Columbia river from the Pacific come pleasant breezes, in summer to sweeten and refresh, in winter to bring warmth from the Japan current.

The temperature record of Spokane is perhaps a fair average for the whole country. The annual normal temperature is 48 degrees, with a low monthly normal of 27 degrees and a high monthly normal of 69 degrees.

Spokane is situated in the midst of a region blessed with many mountain lakes, which are easily accessible by steam and electric railroads and by automobile over surfaced highways. The mountain waterfall in the heart of the city gives a distinction not shared by any city in the country.

This is also a rich mineral belt. Large and valuable mineral deposits are found within its boundaries.

The Inland Empire produces annually over fifty million bushels of wheat; the finest apples in the world; peaches, prunes, apricots, nectarines, grapes, berries, melons, all grow to perfection; it enjoys the winters of the Southland and summers of the North; standing timber is estimated at two billion feet or more; the production of gold, silver, lead, copper, zinc, antimony, aluminum, platinum, molybdenum, mica, marble, granite and coal runs into millions of dollars annually.

## Walla Walla Valley

The Walla Walla country lies in the southern angle formed by the Snake and Columbia rivers. The country is a succession of plains, and rolling hills of extremely fertile soil. The climate is dry, warm, and very healthful. The Blue

Mountains form the southeastern boundary of the region, and add to its scenic character. Numerous streams drain and water the land. The Walla Walla region has long been known for its tremendous yields of grain. Large quantities of Walla Walla wheat have been exported to European ports, and with the opening of the Panama Canal the exports have increased greatly. In the irrigated sections fruit is rapidly becoming the predominant crop, many hundreds of car loads being shipped out each year. Apples, peaches, cherries, prunes, grapes, and berries grow to perfection under small land holdings and intensive cultivation. Walla Walla fruit is on a par with that of other irrigated valleys. Vegetables grow luxuriantly, and Walla Walla asparagus, onions, potatoes, celery, and cabbage have "gilt edge" reputations. Asparagus is of particularly fine quality, and Walla Walla asparagus and celery are featured extensively on menus of large hotels.

Walla Walla is a vigorous, progressive college and business city. It is the seat of Whitman college, a very prosperous institution. Other important towns are Dayton and Waitsburg.

The Northern Pacific connects these cities directly with Spokane, Seattle, Tacoma and Portland, and also with the East.

## Lewiston-Clarkston-Clearwater Country

The Clearwater Country, lying south of the Palouse Country, embraces about fifteen million acres in the northeastern corner of Oregon, southeastern Washington, and Central Idaho. It is drained by the Snake, Clearwater, Grande Ronde,



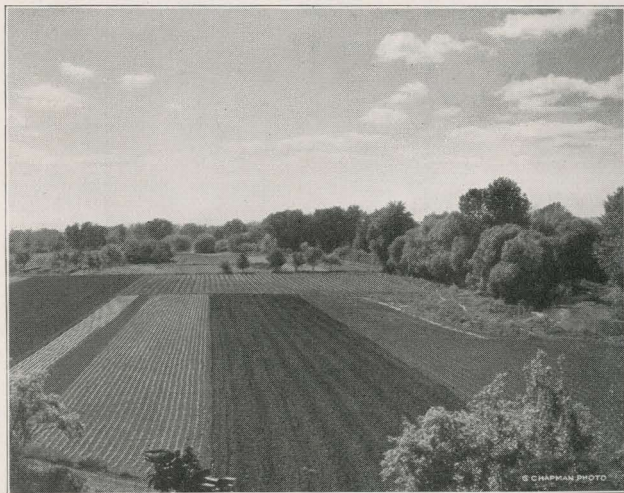
and Salmon rivers, and other tributaries of the greater Columbia. The country is a series of high plateaus cut by deep canyons, through which run the rivers. The bottom lands in the river valleys grow the choicest of fruits under irrigation, as also do many of the bench lands.

The Nez Perce and Camas prairies in this section grow wonderful crops of grass and grain. Vollmer, Cottonwood, Grangeville, Oro Fino, Kamiah and Stites are growing towns.

The towns of Lewiston, Idaho, and Clarkston, Washington, separated only by the Snake River, are known as the Twin Gateway cities. They are situated at the confluence of the Snake and Clearwater rivers, and together they constitute a natural commercial center. The opening of the Nez Perce Indian Reservation, some years ago, and the operations of large irrigation companies have further combined to enhance the value of this location. The Lewiston-Clarkston district is rapidly coming to the front as one of the great irrigated fruit sections. Here five and ten-acre orchards produce so abundantly as to afford independent incomes. Grapes of the European sorts grow luxuriantly, melons and small fruits grow to perfection. Lewiston, Idaho, has all modern conveniences, excellent rail and water transportation, a fine State Normal School, and it is the distributing point for a large and productive area. Over twenty million bushels of wheat are grown in the tributary country.

Clarkston, in Washington, is connected with Lewiston by a steel bridge across the Snake river. There are numerous fine residences and handsome cottages. No stores or shops are allowed on the residence streets. These thriving places are only about 750 feet above the sea level, insuring a mild and delightful climate the year around.

Holders of tickets reading via the Northern Pacific Railway between Billings, Mont., or points east, and North Yakima, Wash., or Fallbridge, Wash., and points west, may go from Spokane via Lewiston to Pasco or vice versa, as shown in time table folder, without additional cost. Westbound this change of route can be made at Spokane city office or depot, and eastbound at Pasco, Wash.



A GARDEN IN THE WALLA WALLA VALLEY, WASH., ON THE NORTHERN PACIFIC RY.

## The Yakima and Kittitas Valleys' Perfected Irrigation

Irrigation in Washington is long past the experimental stage. In the Yakima and Kittitas valleys, on the eastern slope of the Cascade Range, the wonders of irrigation are most fully displayed. The valleys lie in the center of the state, west of the Columbia river, with North Yakima as the chief city of the Yakima, and Ellensburg as the chief city of the Kittitas. Here are hundreds of highly developed farms, averaging from ten to forty acres, each producing abundance of garden products, fruit of every character, alfalfa, live stock and hops.

Land in the valleys is an extremely valuable commodity. Its value is based largely upon the returns it makes to its owners. Profits from fruit lands range from three hundred to one thousand dollars on acre.

Homes in the Yakima Valley are but a few rods apart. They are well and luxuriously furnished. Those living here enjoy all modern conveniences in one of the most genial climates in the world.

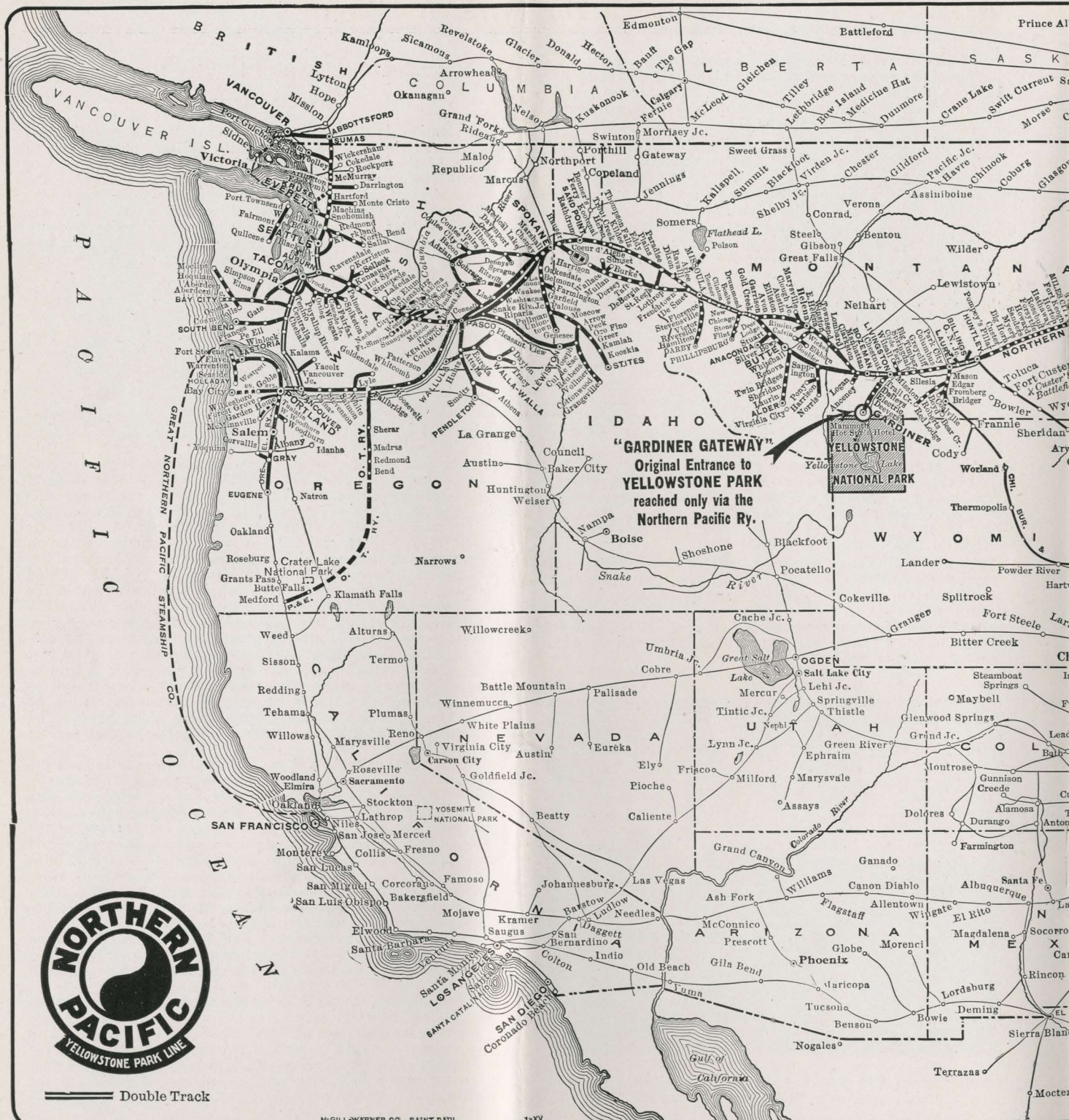
Schools and churches are scattered thickly through the community. The Yakima farmer enjoys the precious boon of close companionship of his fellowmen. This feature of life in this section is one of its great attractions. It renders impossible the usual depressing isolation and monotony of farm life in other sections, where the population to the square mile is about one to ten as compared with this part of Washington.

The city of North Yakima is a prosperous one. Electric street cars hum to and fro. A new and handsome station attests the importance of North Yakima as a Northern Pacific point. Surrounding the city is a very thickly settled farming community, much of which is practically within the city itself. The city is an important distributing point; has a large lumber mill, canning and box factories, foundries, artificial ice and cold storage plant, an eighty thousand dollar Y. M. C. A. building, \$125,000 court house, a hospital and the valuable products of the soil. The State Fair is held at fine churches and many very fine residences, all the result of live stock industry is fast becoming a prominent feature of North Yakima, also the International Live Stock Show. The sanitarium, in addition to numerous smaller industries, several these valleys.

West from the main Yakima Valley the railway follows the Yakima Canyon. Between the canyon and the mountains it passes through the beautiful Kittitas Valley, noted as a fine dairy, alfalfa and hay region, and fast developing into a splendid fruit section. The Kittitas, the upper continuation of the Yakima Valley, partakes of its fine character of climate and soil. Ellensburg is the center and "Capital" of the Kittitas Valley. It is a very progressive city, having recently completed extensive improvements in the way of electric street lighting and asphalt paving in the business section. It has a State Normal School and a fine High School building, besides several graded schools. The Northern Pacific station recently finished forms an attractive addition to a city already noticeable for its numerous business buildings and its beautiful homes.

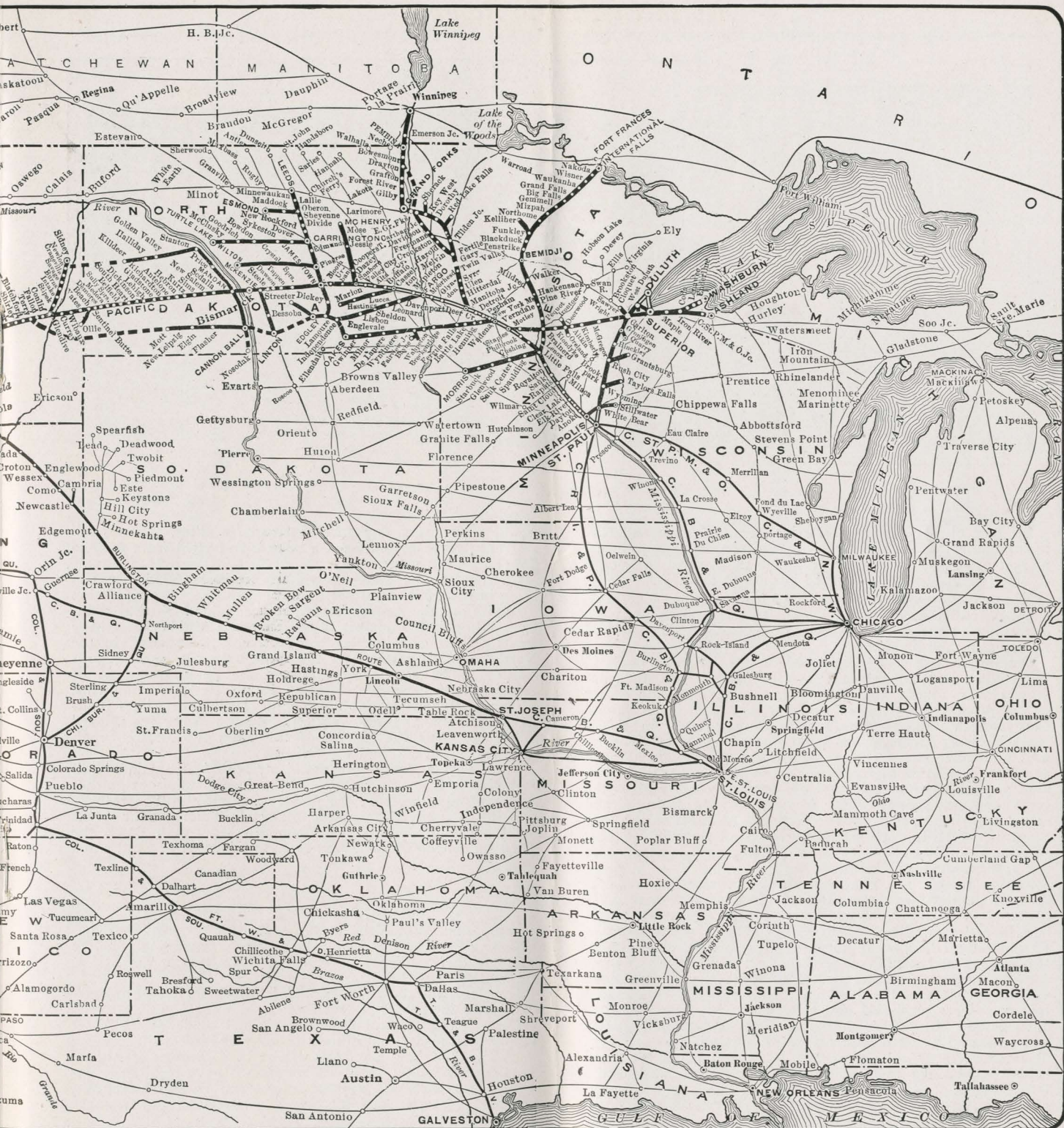
The irrigation farmer is independent of the weather, and he has to face no crop failures in the Yakima-Kittitas valleys. There are no extremes of heat and cold. The hot period in the summer lasts not to exceed two or three weeks, and the nights are always cool. Cool winds blow from the snow-and-pine-clad mountains, making the summer delightful to the visitor, and healthful as well.



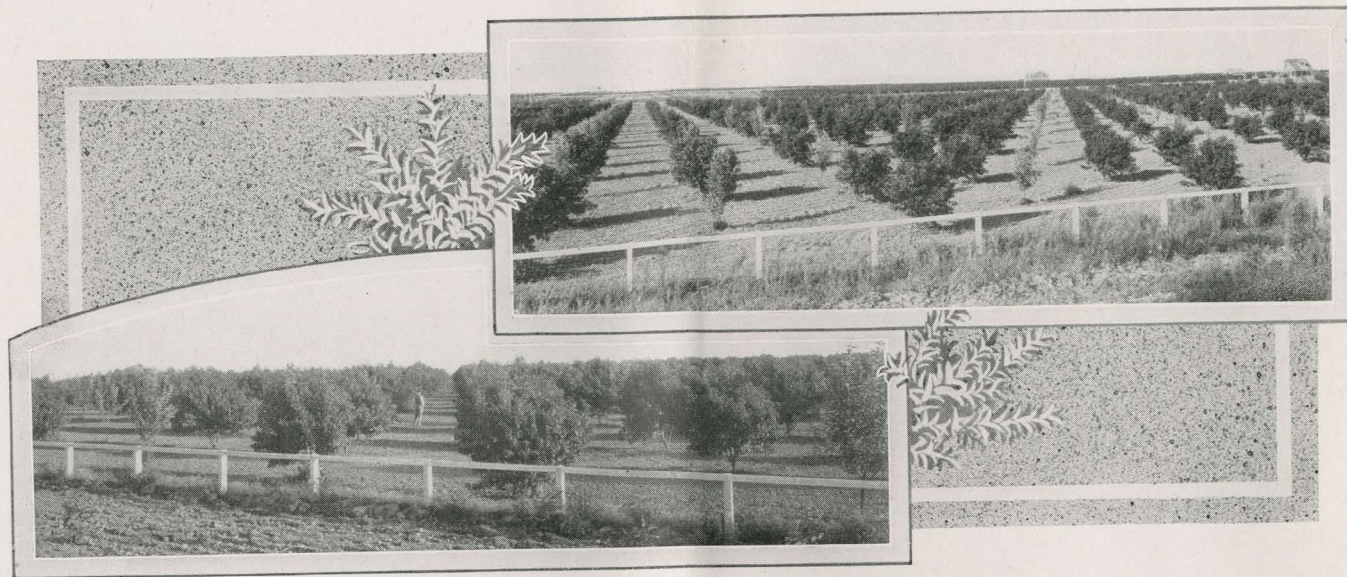


Double Track









TWO VIEWS OF LEWISTON, IDAHO, ORCHARDS.

All root crops grow to perfection here. Yakima and Kittitas potatoes have a reputation of their own, bring the highest market prices, and are more profitable than wheat or oats, a common yield being six hundred bushels to the acre.

Hops can be produced at a cost of from seven to nine cents a pound, and they bring from eight to thirty cents a pound, depending on the market. One acre produces fifteen hundred to two thousand pounds.

Dairying is extensively followed on the irrigated lands in the Yakima and Kittitas valleys. The farmers find that timothy, clover, alfalfa and grain hay transformed into butter or cream and marketed in Spokane and the Puget Sound cities and Alaska, are profitable. Developments in recent years have proven beyond a doubt that the Yakima Valley is well adapted to corn growing. As fine a quality and as good an acreage yield as any of the eastern states, is not uncommon and with the introduction of corn has come with it the great money maker—the hog. Much corn is being raised and many hogs marketed from the section. At the Prosser Hog Show in 1914 over 500 fine hogs were put on exhibition for prizes. This fully shows the great interest which is taken in the pork producing industry.

Poultry raising, too, is a most profitable business in all sections of the northwestern country, and is followed with great success by both the older and younger generations in the valleys. Here again, the large cities of Spokane, Tacoma, Seattle, Portland and the mining camps of the region, and Alaska, afford good and stable markets.

Fruit, however, in its many varieties, is the chief and most valuable product of the Yakima-Kittitas region. The smaller fruits are very profitable under irrigation, yielding from one hundred and fifty to three hundred and even five hundred dollars an acre. The strawberries are of unusual size and very delicious. They yield, sometimes, prodigiously and are often raised between the rows of trees before the orchard comes into bearing.

This is an ideal grape country, the European varieties—

Flame Tokay, etc., doing well in many localities. Grapes sell at from five to fifteen cents a pound, and yield from \$200 to \$800 an acre in value.

Cherries, pears, and peaches all produce abundantly and bring in from \$100 to \$1,000 an acre.

Apples are the strong feature of the Yakima-Kittitas country. While fruit orchards in the East and Middle West have steadily been growing less productive, the orchards in the Northwest, and particularly the apple orchards, excel in production. The Northwest produces the finest specimens of Spitzenbergs, Newtown Pippins, Rome Beauties, Baldwins, Winesaps, Jonathans, McIntosh Reds, Delicious, Grimes Golden, Winter Bananas and Arkansas Blacks. They are shipped to all the populous centers of the East, to Europe, South America, Australia, and the Orient.

The Cascade Range is a grand stretch of mountains, black with timber from the bottoms of the deep, precipitous gulches to the utmost limits of the divides and peaks. The railway crossing is made through the Stampede Tunnel, after which the train winds along the mountains sides and down the beautiful canyon of the Green river to tidewater at Seattle and Tacoma.

## Yakima County

Population, estimated, 54,000. Area over 5,000 square miles. Has excellent county and local health regulation. North Yakima, the county seat, estimated population 18,737 (U. S. Census Bureau, 1914.)

Maintains the most efficient public health service of any city of its size in the entire Northwest.

Daily bacteriological examinations are made of its water supply. All meats sold in the city must be inspected according to the methods and standards of the U. S. Bureau of Animal Industry. Its food supply is supervised by a rigid dairy inspection as well as frequent inspection of all restaurants, markets, groceries and all places where food products are



manufactured, stored, sold, prepared or served. There is municipal garbage collection. Municipal cleanliness is here maintained at a high standard.

Result—A very low death rate:—8.5 per 1000 population. If deaths are excluded of those in whom the disease or cause of death originated elsewhere (non-residents) the city has the remarkably low death rate of 5.34 per 1000 population. The death rate for Yakima county exclusive of the City of North Yakima (1914) was approximately 7. per 1000 population or about one-half the rural death rate for the Registration Area of the United States.

Ask the Health Office for fuller information.

### Seattle

Seattle, the Wonder City of Puget Sound, situated on Elliott Bay, has enjoyed a phenomenal growth. Its population in 1910 was nearly 240,000. It is the recognized gateway for Oriental trade through the Pacific Northwest and controls practically all of the Alaskan trade, which runs into many millions each year; also enjoys dominating influence in salmon shipping trade, which has grown to enormous proportions. In this item Seattle has outstripped Boston, recognized for years as the greatest fishing trade center in America.

Seattle's boulevard and park system is most wonderfully beautiful, the city adjoining the magnificent bay and including three charmingly situated lakes within its borders. The auto roads, reaching all of the Sound beauties of forest, mountain and lake and seashore, are the delight of tourists. Steamer trips on lake and Sound, and slightly more extended trips to the Olympics, the Cascades and peerless Mount Rainier, offer greatest variety of pleasurable outings.

Hotel accommodations are unsurpassed anywhere, as are the great department stores, shops, theatres and cafes.

Seattle's wonderful health record invites the permanent resident, her record for years past showing lowest death rate of any American city.

### Puget Sound and its Cities

Puget Sound, beautiful at all times, is one of the most attractive bodies of water in the world, hemmed in as it is by lofty, snowcapped mountains. Many delightful side trips can be made from Seattle and Tacoma, among them trips to Everett, Bellingham, Victoria, Vancouver, Port Townsend, Port Angeles and Lake Crescent, Bremerton, the seat of the United States Naval Depot on the Northwest Coast, and Olympia, the "Pearl of Puget Sound" and the state capital, at the extreme southern end of Puget Sound and noted for its fine native oysters.

Everett, easily reached by rail or steamer from all parts of the Sound, is a large and growing city. It has a smelter, paper mill, and important wood working plants. It has a fine harbor near the mouth of the Snohomish river and is a sub-port of entry for the Puget Sound Country.

Bellingham is situated on Bellingham Bay, is growing rapidly and is an important railway center. It has one of the best harbors on the Sound and is engaged in a large and varied manufacturing business. There are big saw mills here and a great tin can factory.

### Port Townsend, Vancouver and Victoria

Port Townsend, on the west side of Puget Sound, is the seat of the Government Customs Service, and Victoria and

Vancouver are beautiful Canadian cities to visit. Vancouver is a surprise to visitors in its air of progressiveness and thrift. Vancouver is conveniently reached from Seattle, Tacoma and Puget Sound points via the Northern Pacific and its connections or by steamer. Victoria is reached by a few hours' steamer ride; it is the capital of British Columbia, ideally located at the southern extremity of Vancouver Island.

Cohasset, Westport, Pacific and Moclips beaches, noted ocean beaches and bathing resorts in the beautiful Gray's Harbor region; Lake Cushman, Lake Crescent, and Sol Duc Hot Springs, amidst the Olympic Mountains, are delightful vacation spots.

Aberdeen, Hoquiam, and Cosmopolis are important lumber shipping points in the Gray's Harbor region, and South Bend, in the Willapa Harbor country, is a growing town.

### Tacoma

Tacoma overlooks Commencement Bay on Puget Sound, and is overlooked by the great snow-capped mountain in Rainier National Park, forty miles away. The great dome seemingly overtops the city and forms one of the most remarkable views to be found in the world. Tacoma, besides being delightfully located and a beautiful city, is a great exporting point. It has large coal bunkers for loading vessels, and the warehouses along its waterfront are capable of holding over seven million bushels of wheat. Its lumber and woodworking industries are many, varied and of notable importance. Its flour mills have an immense output; approximately 9,000 barrels per day. A heavy percentage of this flour goes to the Orient. There is also a large ore smelter located here.

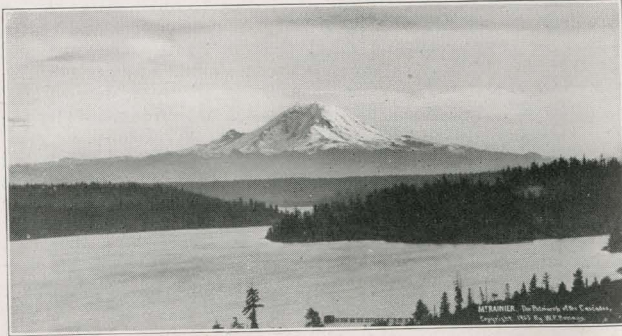
The city was laid out in 1873 on broad and generous lines, and has now a population of more than 100,000 souls, and is one of the most beautiful cities in the country. It is in the midst of a region rich in historic and scenic interest. There are many water and mountain resorts along Puget Sound, and in the near vicinity.

### Mount Rainier National Park

Paradise Valley, on the southern slope of the great mountain in Rainier National Park, is one of the most sublimely beautiful natural locations in the world. The floor of the valley is flower-carpeted, and surrounded by magnificent mountain peaks. There are splendid waterfalls, glaciers, canyons, cliffs, snow fields, rushing mountain streams, and a wide area of living green, and a most wonderful flora. It is scarcely possible to describe the beauty, variety and absorbing interest of Paradise Valley, and the many other natural parks on the mountain side. It is an ideal place for summer camping, or one may sojourn in magnificent hotels or mountain camps for an indefinite period. If the visitor is ambitious in the way of mountain climbing, the main peak, very nearly 14,408 feet in height, may be easily ascended from various points. Indeed, it is the finest glacier peak in the United States, exclusive of Alaska. To climb this snow-covered mountain is a feat worth the efforts of mountaineers, and it is accomplished many times each year by tourists from all parts of the world.

Paradise Valley is reached from Tacoma by way of the Tacoma Eastern Railway to Ashford, and from Ashford to the National Park by a system of comfortable automobile buses. The journey from Tacoma is also made, and most gloriously made, by standard automobile service. Automobiles leave Tacoma daily, and the round trip may be made in a single day. A very moderate charge is made for this auto-





MT. RAINIER, THE PATRIARCH OF THE CASCADES, AS SEEN FROM NORTHERN PACIFIC TRAINS.

mobile service, the rates being from six to ten dollars per passenger, according to character of car used. This automobile drive is considered by many to be the finest drive of its character in the world. The road is hard-surfaced for the entire distance, and leads through the great fir and cedar forests of Washington.

## Alaska Excursions

From Seattle all the year round regular steamer service is maintained to Prince Rupert, Wrangel, Juneau, Treadwell, Skagway, and other ports in southeastern Alaska, via the Pacific Coast Steamship Co.'s steamers, with sailings every six or seven days. The Alaska Steamship Co.'s service to Ketchikan, Juneau, Skagway and upper Yukon River points, and Fairbanks, is at frequent—monthly—intervals and to St. Michael and Nome, is operated twice a month. The Alaska Coast Co. operates steamer service to Juneau three times a month. The Alaska Pacific Steamship Co. operates steamer service to Juneau, Cordova and Valdez three times a month. Through the summer months special excursion features are added, such as a trip to Taku Glacier en route. Boarding the steamer at Seattle one can make the entire round trip on the same boat, via the "Inside Passage," returning to Seattle in about eleven days. Round trip tickets are sold, including berths and meals. This is a grand sightseeing trip.

## Prince Rupert

One of the side trips from Seattle or Vancouver well worth taking is that to Prince Rupert, the new Pacific Coast port in Northern British Columbia, the terminus of Canada's new transcontinental railway, the Grand Trunk Pacific.

Prince Rupert, although only a few years old, has a population of about 4,000, and its surroundings are of special interest to tourists.

Grand Trunk Pacific steamers "Prince Rupert" and "Prince George," among the finest on the Pacific Coast, sail twice a week from Seattle to Prince Rupert and Stewart via Victoria and Vancouver. Side trips from Prince Rupert to Queen Charlotte Islands will also be made by Grand Trunk Pacific steamer "Prince John," and two hundred miles of the Skeena River, reputed the most beautiful river in the world, is regularly traversed by river steamers. Prince Rupert is on the regular route between Puget Sound and Alaska, being 700 miles north of Seattle and 550 from Vancouver, and within a

day's sail of Skagway. Steamers of the Pacific Coast S. S. Co. also make the port of Prince Rupert regularly.

## The North Coast Country

The North Pacific Coast country is heavily timbered. Its timber is its glory. Lumbering will continue to be for many years western Washington's greatest industry and source of wealth. A reliable estimate places the amount of standing timber on the Cascades in Western Washington at about two hundred billion feet. This consists of fir of several varieties, hemlock, cedar, yellow pine, spruce and larch.

The timber lands, where not mountainous, have, as a rule, a rich soil, which well repays the farmer for the labor of clearing the ground. The logged-off lands make good farming lands. These are being steadily occupied by settlers and are especially devoted to truck and dairy farming. The remarkable variety of resources offered by Washington, its peculiarly varied and healthful climate, its strikingly beautiful landscapes and snow-capped mountains, noble rivers, great estuaries of the sea, magnificent forests, charming lakes and prairies make it a region particularly attractive to all who seek new homes or investments in the great Northwest.

Between Tacoma and Portland, Ore., the railway traverses an interesting region. Olympia, the capital of Washington, Tenino, Centralia, and Chehalis are prosperous communities south of Tacoma in this region. After following the Cowlitz River Valley for many miles the line reaches the Columbia River, at Kalama. It then follows the east bank of the stream to Vancouver, Wash., a sightly city, the location of Fort Vancouver, and the headquarters of the Department of the Columbia, thence across the Columbia and Willamette rivers on two of the largest steel bridges in the world, into Portland, the beautiful Rose City of Oregon. This part of the Northern Pacific between the Sound and Portland is double tracked.

## Portland—the Cascade Range

Portland, one of the terminals of the Northern Pacific, is a great railroad center, with a constantly increasing population. It is a wealthy city of broad streets, beautiful homes, imposing stores and public buildings, blooming roses and green lawns. It is situated on the Willamette River, twelve miles above its junction with the Columbia, and from a scenic point of view its location is unexcelled. The view from Council Crest, 1,200 feet above the city and reached by either electric cars or a delightful carriage drive, is especially fine. The Cascade Range in its green, wavy undulations rises to the east, cleft by the mighty gorge of the Columbia. Here and there, projecting high above the main range, stand Mt. Jefferson, Mt. Hood, Mt. Adams, Mt. St. Helens and Mt. Rainier (Tacoma) white, glittering, robed in ice and snow, and forming imperishable monuments of grandeur. In the foreground the city slopes down to the deep, currentless river, and then rises in easy grades to the foothills about Mt. Tabor and its adjacent elevations. Portland in recent years has been progressing at a marvelous rate. Its buildings and general city improvement operations have been on a large scale. It has many fine hotels. It has a Rose Festival in June of each year that is carried out on such a lavish scale and with such success that the city is now well known as the Rose City. This festival is one of the most attractive of the sort held in the United States.

Among the noteworthy sights from Portland is white-robed Mt. St. Helens, in plain view from almost any point in Port-





WHEAT IN THE INLAND EMPIRE, NEAR SPOKANE.



FARM AND ORCHARD IN THE INLAND EMPIRE.

land, and a sight that once seen will never be forgotten. Just to the left of it the tip of Mt. Rainier (Tacoma) is visible. Another entrancing picture is that of Mt. Hood, which stands alone among the North Coast mountains. Each one has, indeed, its own distinct individuality. While not the largest, nor the highest, Mt. Hood is, to most persons, the most beautiful of all these giant glacial peaks, the one to which the word "grandeur" most appropriately applies; 11,225 feet in height, the picture it makes as seen from Portland at sunset is something that cannot be expressed in words.

Among interesting excursions from Portland are trips on the Columbia and Willamette rivers, and a trip by rail or river to Astoria, an interesting and historic city, and the many sea coast resorts near the mouth of the Columbia. There are several fine beaches where the bathing and recreation are equal to that of the same sort found elsewhere.

## Oregon

Oregon is a great state—great in area, resources and varied wealth. Its development is progressing along stable lines. Within the past few years there has been an immense amount of railway extension and much new territory has been opened. Oregon's harvest for 1914, translated into dollars and cents, reached the sum of \$134,469,082, composed of wheat, livestock, dairy products, hay, potatoes, corn, clover seed, wool and mohair, poultry and other products. The opportunities for homeseekers are not surpassed and the climate is unexcelled.

## Willamette Valley

The great Willamette Valley, the largest agricultural section of Western Oregon and of the Pacific Northwest is a favored spot where the husbandman is laying the foundations

of the future fortunes of the nation. In soil fertility and adaptability for the production of varied crops few places equal the Willamette Valley. That there is room for many thousands of prosperous homes is indicated by the status of the farming population. The census lists a little less than twenty-three thousand farms in the group of counties composing the Willamette Valley division. If all the good tillable acreage were in use there would be upwards of 200,000 forty-acre farms, besides the logged-off lands which are among the richest on earth and will, ultimately, come under the plow.

The Oregon Electric Railway, one of the best standard electric railway systems in existence, an affiliation of the Northern Pacific Railway, has been a great factor in the modern growth of this section. Through the medium of the electric line the farms are in close touch with the local metropolitan markets. The Oregon Electric operates fast and frequent train service over 189 miles of track between Portland, Salem, Albany, Harrisburg, Junction City, Corvallis, East Independence, Forest Grove, Hillsboro, Beaverton, North Plains and Wilkesboro. On the Oregon Electric main line, Portland to Eugene, 122 miles, limited and local trains of three, five and at times nine cars are run; also, night trains carrying standard sleepers and coaches. Traffic is interchanged with the steam lines in the Portland terminals.

The fast limited trains, with parlor cars and comfortable coaches, afford a pleasant one-day jaunt through the Willamette Valley and the frequency of trains allow the tourist to see practically the greater proportion of the valley in one day if a longer time is not available.

## Central Oregon

Central Oregon, that vast mountain-bound inland empire lying east of the Cascade Mountains and southward from the Columbia River to the Nevada line has been opened by





NOB HILL DISTRICT, NORTH YAKIMA.

NACHES RIVER,

HOLSTEIN DAIRY HERD, NORTH YAKIMA, WASH.

NEAR NORTH YAKIMA, WASH.

railroad communication to the world only four years. Eight counties are in this division, the area of which is greater than the state of Ohio. They are Sherman, Wasco, Jefferson, Crook, Lake, Harney, and parts of Klamath and Malheur.

In Central Oregon are many millions of acres of dry farming land and irrigable awaiting the plow. Hundreds of settlers, from the homesteader with his possessions in a wagon to the man with means sufficient to buy extensive acreage, are coming into this section. While Central Oregon has its opportunities for capital it is, nevertheless, one of the definitely known places for farmers of moderate means. It is becoming a great grain, hog and cattle producing country; dry farming methods are succeeding in areas where water is not yet available and the irrigated sections are flourishing. Increased cultivation, improvement of farms which were homesteaded less than a dozen years ago, the newcomers who are forging ahead in dairying, hog-raising, poultry-raising, etc., together with the advancement of projects that are placing lands under irrigation are changing the plains.

The Tumalo irrigation project has been completed by the State of Oregon, placing 23,000 acres of fine land under irrigation. This project is four miles from Deschutes and seven miles from Bend on the Oregon Trunk Ry. The water was turned into the reservoir to serve the first unit of this project on December 5, 1914. Homeseekers can acquire farms in this tract on liberal terms and a low interest rate from the state. Inquiries on the subject may be addressed to the State Land Board, Salem, Ore. The heart of the Central Oregon country is an over-night ride from Portland via the Oregon Trunk Railway. From the towns of Madras, Culver, Redmond, Deschutes, Terrebonne and Bend, easily travelled highways radiate in all directions. The Oregon Trunk Railway is projected southward from its present terminus at Bend through Crook and Klamath counties to Lapine, Crescent, Wakefield and Klamath Falls and to a connection with a subsidiary line, the Pacific & Eastern, now in operation between Butte Falls and Medford in the Rogue River Valley.

## The North Bank Road—the Columbia River

The Spokane, Portland & Seattle Railway is famed among tourists as the new Columbia scenic route between Spokane and Portland and from thence to the Pacific Ocean, near Astoria. It is one of the smoothest-built roadbeds in America. The line follows the Northern shore of the Columbia river on a water-level grade through the Cascade range, crossing from Vancouver, Wash., over the Columbia and Willamette rivers, near their confluence, into Portland, Oregon, over two magnificent double-track bridges. The Columbia bridge between Vancouver and the Oregon shore has a length of a mile and a quarter. The North Bank Road is the short route from Spokane to Portland, 378 miles, and thence via Astoria to the Pacific Ocean resorts, Gearhart and Seaside, 120 miles.

On this route is operated the only all-daylight train between Spokane and Portland, allowing passengers the full advantages of this trip. A splendidly equipped night train also is run. The "North Bank Limited," identical in appointments and service with the parent line, the Northern Pacific, leaves Spokane every evening, passing some of the wonders of the Columbia Gorge after daylight the following morning. Travellers arising reasonably early may see the choicest of this scenery, comprising many gorges, waterfalls, etc., before arriving in Portland. This is a fitting climax to the tour through the great Northwest states along the route made famous in history by Lewis and Clark.

Westerly from Spokane, The North Bank Road follows by long tangents the open, rolling plateaus of the stock and grain sections of the Inland Empire of eastern Washington and runs for awhile along the rim of the deep, tortuous Snake River canyon. The line traverses the craggy Devil's Canyon for an hour. At Pasco, 146 miles from Spokane, the line reaches the Columbia river, which drains many empires for 1,500 miles of its course, crossing it on the Northern Pacific railway bridge.





"WHERE ONCE THE LORDS OF THE FOREST WAVED"—HAY ON LOGGED-OFF LAND, WASHINGTON.

From Pasco and Kennewick, in an irrigated section, producing early fruit and grapes, besides farm products, the North Bank follows the shore of the Columbia 220 miles to Vancouver, historic as an outpost of the fur-traders' days. The Department of the Columbia, United States Army, is here. The modern Vancouver is an important railroad point and a prosperous city in one of the richest and oldest counties of Washington.

The North Bank is veritably a "different" mountain and river route. From Spokane to the sea there are no grades, no winding ascents or descents through narrow defiles or snowsheds; no momentary glimpsing of pleasing vistas of mountain and valley—to be quickly blotted out by cloud-reaching canyon walls. In the run between Pasco and Portland radically different topography and climatic characteristics are observed. On the eastern slopes of the Cascades the country largely is semi-arid and treeless. Where irrigation is applied the fields, orchards and vineyards smile with plenty. The bench lands and higher levels along the mid-Columbia country are rapidly increasing in productiveness. In inter-mountain valleys and on the main range and spurs virgin forests of pine and fir are seen. Profuse vegetation and evergreen growth denote the rain belt on the western slopes.

At Fallbridge the Oregon Trunk railway bridge of the Central Oregon branch, an affiliation of the Northern Pacific, is seen above Celilo Rapids. A boat canal has just been completed on the south side by which navigation of river craft will be extended further up the Columbia.

The Oregon Trunk follows the canyon of the Deschutes to the Central Oregon plateau, its present terminus being at Bend.

The wonderful basaltic box canyon of the Klickitat river

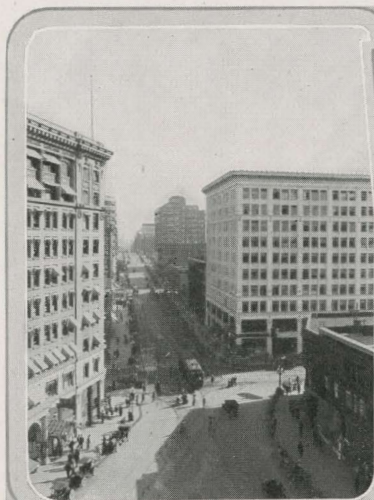
is passed at Lyle. Here and there on the rugged shores of the river occasionally may be seen the tepee of the fast vanishing Siwash. Memaloose Island, near Lyle, is the sepulchre of the Indian dead. The one white shaft marks the grave of a friend and early benefactor of the aborigines. Lyle is the junction point of a branch line through the Klickitat Valley to Goldendale in a productive grain, stock and commercial fruit section. Modern orchards and ranches on a large scale are being developed in the vicinity of Maryhill, Roosevelt, Granddallies and other points. Back of White Salmon is a country of many thousands of acres of growing orchards on elevations ranging from 1,200 to 1,800 feet or more. The Trout Lake, Camas Prairie and other sections are splendid dairying and stock grazing regions. From White Salmon an auto stage runs to outing resorts near the base of Mt. Adams.

Near Stevenson is another series of rapids in the river and here is located United States government locks which required twenty years to construct and which cost about three million dollars. Steamboats are lifted in the chambers from 16 to 22 feet, depending upon the stage of the river. On the crest of the forest-covered range may be discerned the apparently broken abutments of the "Bridge of the Gods," which, as tradition has it, once spanned the river at this point.

At Carson are the Shepherd Hot Mineral Springs, Government Mineral Springs, where a new inn has been built, is reached in a drive of fifteen miles into the mountains and forests. This entire region is recommended for fishing, hunting and camping out.

Surmounting the range are Mt. Adams and St. Helens on the north, the Washington side, and Mt. Hood and Mt. Jefferson, on the south or Oregon side. Majestic Mt. Hood is in

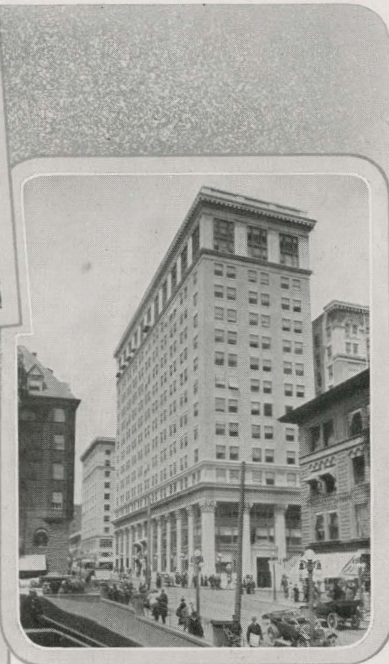




SEATTLE, WASH.



TACOMA, WASH.  
SPOKANE, WASH.



PORTLAND, ORE.

view from North Bank trains, as well as the entire Hood River Valley—famous for its fruit and its strawberries—from Lyle to Underwood.

The life of the great river claims attention every mile of the way—giant fishwheels, where the kingly salmon is trapped, cordwood scows under sail, ferries, launches, and stern-wheel steamboats—all these complete the picture. Archer, Table, Shell Rock mountains, St. Peter's Dome and other promontories are passed. Pillars of Pompey, Castle Rock and Cape Horn are remarkable monoliths. The North Bank roadbed is tunnelled through the base of Cape Horn 2,369 feet.

On the south shore—seen from North Bank trains—are Multnomah (840 feet high), Latourelle, Bridal Veil and other waterfalls framed in over-verdured splendor. Out from Portland there now runs one of the magnificent motor speedways of the world—the Columbia Highway—for forty miles, passing the base of these points. Every traveler to Portland should enjoy the rare scenery of the Columbia Gorge, which far surpasses the Hudson and rivals the Rhine. The trip should be taken one way by North Bank trains and the other by excursion boat or over the Columbia Highway.

## Victoria

Victoria, the capital of British Columbia, most western outpost of the British Empire, Canada's naval and military base on the Pacific, remarkable for its beautiful situation, equable climate, scenic surroundings and the health of its people.

Victoria is the leading tourist resort of the Pacific North-

west and one of the finest residential cities in the world. It is modern in every respect—there are more miles of paved streets, concrete sidewalks, boulevards and electric light standards, than any city its size on the continent. It has a complete sewerage (separate) system, and there has just been installed an entirely new waterworks system costing about \$4,000,000.

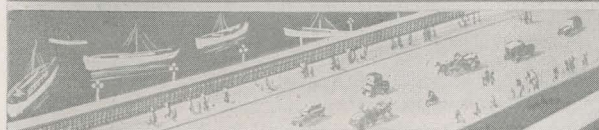
Victoria's average temperature during 1914 was 50.2 degrees, and total rainfall 26.1 inches. The highest temperature attained was 82 degrees, and the lowest 26 degrees above zero. Daily average bright sunshine 5½ hours. Victoria again therefore, in 1914, has established itself as one of the most delightful climatic spots on the globe.

The vital statistics are even more remarkable than its climate, for during 1914 the death rate, as stated by the City Medical Health Officer, was only 6.67 per thousand, figures that it is not possible to equal on the North American continent.

Victoria is the first port of call entering the Dominion of Canada. Large new ocean docks are being erected at a cost of \$5,000,000, while a new drydock for naval and commercial purposes is also being commenced at a cost of \$4,000,000. Victoria's geographical position in its relation to the Panama Canal, the rest of the Pacific Coast and the Dominion of Canada as a whole; its opportunities for manufacturers, together with its singular scenic attractiveness and its opportunities for outdoor sports and recreation of every kind, especially its wonderful motor roads, make it one of the most delightful and important cities on the Pacific Coast.

Its chief public buildings are the Parliament buildings, costing \$2,500,000, with one of the finest natural history museums





AN AUGUST DAY AT ENGLISH BAY, VANCOUVER, B. C.



GOVERNMENT BUILDINGS, VICTORIA, B. C.

in America, Empress Hotel, costing \$2,000,000, Post Office, Hudson's Bay Block now being erected, Law Courts, Jubilee and St. Joseph Hospitals, High School, Normal School, Opera House, costing \$400,000, and other theatres.

Living is as cheap as anywhere on the coast, while the hotel and apartment house accommodation is second to none.

The population of Victoria is 65,000.

## Northern Pacific Train Service

The Northern Pacific Railway operates daily through electric lighted transcontinental passenger trains, including two daily through trains between Chicago and Portland and Puget Sound, and one between St. Louis-Kansas City and the North Pacific Coast. One through train from and to Chicago is operated over the Burlington Route between Chicago and St. Paul, and one is operated over the Chicago and Northwestern Ry., via Milwaukee. The through train from and to St. Louis-Kansas City is operated over the Burlington Route between St. Louis and Billings.

Trains Nos. 1 and 2, the "North Coast Limited," are electrically lighted, carrying Pullman drawing room compartment sleeping cars, coaches and dining car, and observation-library car with barber and bath and coaches, between Chicago and Puget Sound—Seattle-Tacoma; Pullman drawing room compartment sleeping car between Chicago and Portland, via Pasco and S. P. & S. Ry. These trains are operated over the Northwestern lines via Milwaukee between Chicago and St. Paul-Minneapolis; thence via Northern Pacific between St. Paul-Minneapolis and Spokane, Seattle and Tacoma, and via the S. P. & S. Ry. between Pasco and Portland.

Trains 3 and 4, "Northern Pacific Express," are electrically lighted, carrying through Pullman drawing-room and tourist sleeping cars, coaches and dining cars—providing through service between Chicago and Puget Sound and Portland.

They are operated via the Burlington line between Chicago and St. Paul-Minneapolis.

Connecting sleeping cars and coaches are operated from and to Duluth and Superior and Winnipeg.

Trains 41 and 42, the "Puget Sound Limited," carry drawing room and tourist sleeping cars, reclining chair cars, coaches and dining cars—all electric lighted—affording through or closely connected service between St. Louis, Kansas City, St. Joseph, Omaha, Lincoln, Denver, Seattle and Tacoma, with direct connections at Spokane, to and from Portland.

All through 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 attractions.

The Northern Pacific also operates several interurban trains, of which are the "Spokane Limited," which runs between Spokane and Seattle-Tacoma; the "Evergreen State 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, and the "Northern Pacific Limited," fast over-night train—and the "Manitoba Limited"—dining and observation car train—which run between St. Paul-Minneapolis and Winnipeg. These trains all provide a la carte dining car service, are modernly equipped, and those which run by night are electrically lighted and are provided with standard sleeping cars.

Summed up in five words the trains of the Northern Pacific provide "SERVICE THAT SETS THE PACE." For complete schedules and equipment of trains see red time-table folder.



## Northern Pacific Dining Car Service

**S**PECIAL attention is given to the dining car service, and many improvements have been made, including many new dining cars of special design. 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.

This line is noted for its **Great Big Baked Potatoes**, eggs from its own poultry farm, Washington creamery butter put up in four separate wrappings of oil paper, whipped cream for coffee, milk in individual bottles, bread, cakes, pies, and ice cream from its own bakeries at Seattle and St. Paul. The bread is wrapped in tissue until cut for the table. Bottled Spring Water (bottled at the springs at Detroit, Minnesota) is used exclusively.

Our poultry and dairy farm is located near Kent, Washington, is visible from the train and marked by a large sign-board. This farm has an area of over fifty acres and a flock of eleven thousand White Leghorn chickens, producing one hundred and fifty dozen eggs each day. A herd of over three hundred thoroughbred milch cows supplies milk and cream.

The meat and fish served are the choicest afforded by the best markets and all meats are prepared for the dining cars in our own butcher shops at St. Paul and Seattle. No pains are spared to insure the highest quality of edibles, properly cooked and perfectly served. Our chefs and waiters are picked with great care and our dining car conductors are trained in caring for the wants of patrons. A corps of Dining Car Instructors maintain the highest degree of efficiency in the service.

### List of Publications of Interest to the Tourist, Traveler, Pleasure-Seeker, Settler and Investor Issued by the Northern Pacific Railway

#### YELLOWSTONE NATIONAL PARK ALBUM

A beautiful book on Yellowstone Park. It contains 40 pages filled with full and half-page half tone pictures of the conspicuous attractions of the Park. Brief descriptive paragraphs accompany each illustration and there are maps of the region. A book worth having and keeping.

#### EASTWARD THROUGH THE STORIED NORTHWEST

Two cents  
An illustrated folder telling of the trip from Southern California via the "Shasta-Northern Pacific" Route to Eastern Terminals. A very interesting story of the most interesting route to or from California.

#### YELLOWSTONE NATIONAL PARK FOLDER

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.

#### ALONG THE SCENIC HIGHWAY

Four Cents

An elaborately illustrated publication containing 72 pages descriptive of the cities, towns and country along the Northern Pacific. Contains much valuable information and will serve as a "log book" of your trip. Handsomely illuminated cover and 50 illustrations in colors.

#### MINNESOTA LAKES

Free

A 52-page book describing the lakes and resorts in Minnesota, giving a list of same; also the hotels and stopping places and their rates. Contains considerable descriptive matter of the most popular fishing and camping resorts in Minnesota. Several maps; profusely illustrated.

#### SUMMER TRIPS TO NORTH PACIFIC COAST

Free

A 52-page book describing the lakes and resorts in Minnesota, giving a list of same; also the hotels and stopping places and their rates. Contains considerable descriptive matter of the most popular fishing and camping resorts in Minnesota. Several maps; profusely illustrated.

#### CALIFORNIA EXPOSITION'S FOLDER

Free

A beautiful publication, containing 64 pages, splendidly illustrated in colors, with many maps. Just the sort of a publication for visitors to the Pacific Coast and Exposition.

#### THE LAND OF GEYSERS

Two Cents

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. This is far ahead of any previous edition in every respect. Cover in handsome colors.

#### STORY OF THE MONAD

Free

A neat little pocket size booklet of thirty-two pages, giving the history of the Northern Pacific trademark. Profusely illustrated with colored cuts.

#### "OVER THE SCENIC HIGHWAY IN A TOURIST SLEEPING CAR."

An illustrated pamphlet, telling about our Tourist Car Service.

#### 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.

#### 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.

#### NORTHERN PACIFIC PLAYING CARDS

Twenty Cents

Brand new and of excellent quality. They carry the great Chinese Monad—good luck sign—which is a part of the Northern Pacific trade mark. Encased in a neat box, and with each pack is a Bridge and Five Hundred Score.

For any of the above Booklets write to

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

Minnesota, No. 86.—A booklet dealing more particularly with Northern and Central Minnesota. Well illustrated and valuable.

Montana, The Treasure State, No. 85.—A 64-page book describing and picturing the great Treasure State.

Irrigation in the Yellowstone Valley.—A description of the land now being irrigated near Billings.

Shields River Valley, Montana, No. 81.—A booklet describing one of the most fertile and beautiful valleys in Eastern Montana.

Lower Yellowstone Project, No. 10.—A pamphlet, nicely illustrated, describing the Government reclamation project north of Glendive, Mont., on the lower Yellowstone River.

Western Montana, No. 11.—An illustrated booklet descriptive of Western Montana with Missoula and the Bitter Root Valley as a center.

Farming and Fruit Growing in Montana, No. 12.—A series of articles by Prof. Thos. Shaw on farming and fruit growing in Montana. Full of valuable information and advice.

What Montana Has to Offer, No. 13.—A map folder with valuable information relating to Montana on one side and a large map of the state on the other side.

North Dakota, No. 14.—A 64-page, well illustrated book describing lands and general conditions in North Dakota.

Eastern Washington and Northern Idaho, No. 74.—A booklet descriptive of the country and counties of Eastern Washington and the Pan Handle of Idaho.

Yakima Irrigation Project.—An illustrated pamphlet descriptive of the irrigated lands under this Government project.

Yakima Valley, No. 97.—An illustrated, 48-page booklet descriptive of this valley, so renowned for its irrigated orchards and fields.

Kittitas Valley, Washington, No. 91.—A well illustrated folder containing a map of Kittitas county with a full description. Very valuable to those interested in a good fruit and farming district where the prices of lands are very reasonable.

Oregon for the Homeseeker, No. 94.—A 40-page booklet, well illustrated, and descriptive of Western Oregon, including the Willamette and Columbia valleys. This booklet is authority on subjects treated.

U. S. Government Land Pamphlet, No. 79.—Contains tabulated list of vacant public land tributary to the Northern Pacific in the various states.

Instructions in Dry Farming, No. 80.—A most valuable pamphlet, setting forth complete directions for the successful cultivation of soil by the so-called "dry-farming" system. Prepared by Messrs. Alfred Atkinson, Agronomist, and F. S. Cooley, Supt. of Farmers' Institutes, of the Montana Agricultural College.

Gallatin Valley, Montana, No. 96.—An illustrated folder describing this fertile garden spot, of which Bozeman is the center.

Central Oregon, No. 93.—A pamphlet describing Central Oregon, opened to settlement and travel by the construction of the Oregon Trunk Railway, an affiliated line of the Northern Pacific. Valuable to Homeseekers.

Opportunities, No. 76.—A publication of valuable information relative to Business Openings along the Northern Pacific Ry.

List of Land Dealers, No. 82.—A pamphlet containing a list of land dealers located along the line of the Northern Pacific, containing carefully compiled information of special use to Homeseekers.

Special Publications.—Consisting of pamphlets, leaflets, etc., issued by various irrigation and land interests, descriptive of the country tributary to the Northern Pacific Ry.

Please state locality in which you are interested.

The above pamphlets will be sent FREE to any address. Write to

L. J. BRICKER, General Immigration Agent, St. Paul, Minn.





INTERIOR, NORTHERN PACIFIC DAY COACH. WHERE THE "GREAT BIG BAKED POTATO" IS SERVED.

INTERIOR, NORTHERN PACIFIC  
LEATHER UPHOLSTERED  
TOURIST SLEEPING CAR.

## NORTHERN PACIFIC REPRESENTATIVES

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 or write to

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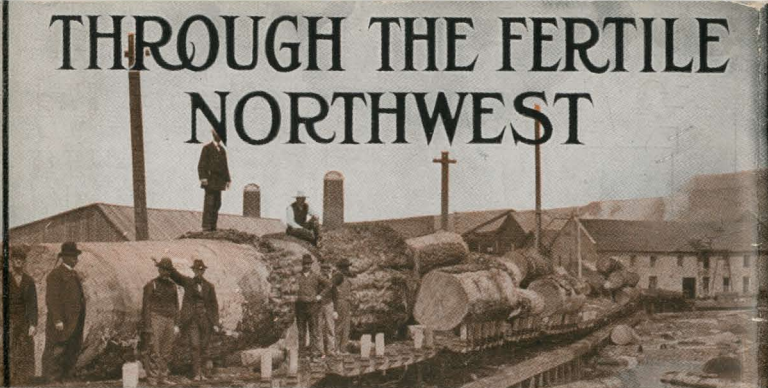
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THROUGH THE FERTILE  
NORTHWEST



THROUGH THE FERTILE  
NORTHWEST



OVER THE SCENIC  
HIGHWAY



OVER THE SCENIC  
HIGHWAY