

PACIFIC COAST



ATTRACTIONS



THE object of this publication is, frankly stated, to impress *you* with the advantages of the Northern Pacific Railway and Great Northern Pacific Steamship route across the continent and to the California Expositions in 1915. In other publications we descant in detail upon our train service and its gastronomic excellencies, the scenic delights, and the Northwest.

This rail route is most interesting from both a scenic and historic viewpoint. It is "green" all the way, a continuous panorama of mountains, streams and cultivated farms—one thousand miles of river and lake scenery at moderate altitudes and, therefore, it is most comfortable and cool—an ideal transcontinental route. It is the original Yellowstone Park line, with through train service from eastern and western terminals to Gardiner Gateway, near Mammoth Hot Springs, the Capital of the Park.

The steamship route is a new one, the steamers, American-built, safe and speedy, and we hope that this particular route and tour may appeal to you.



VIA THE  
**YELLOWSTONE PARK LINE**  
AND  
**GARDINER GATEWAY**





## THE SAN FRANCISCO EXPOSITION

The Panama-Pacific Exposition is an International affair, endorsed by the Congress of the United States and, commemorating the completion of the Panama Canal, it will be on a scale of magnificence befitting the tremendous achievement it celebrates.

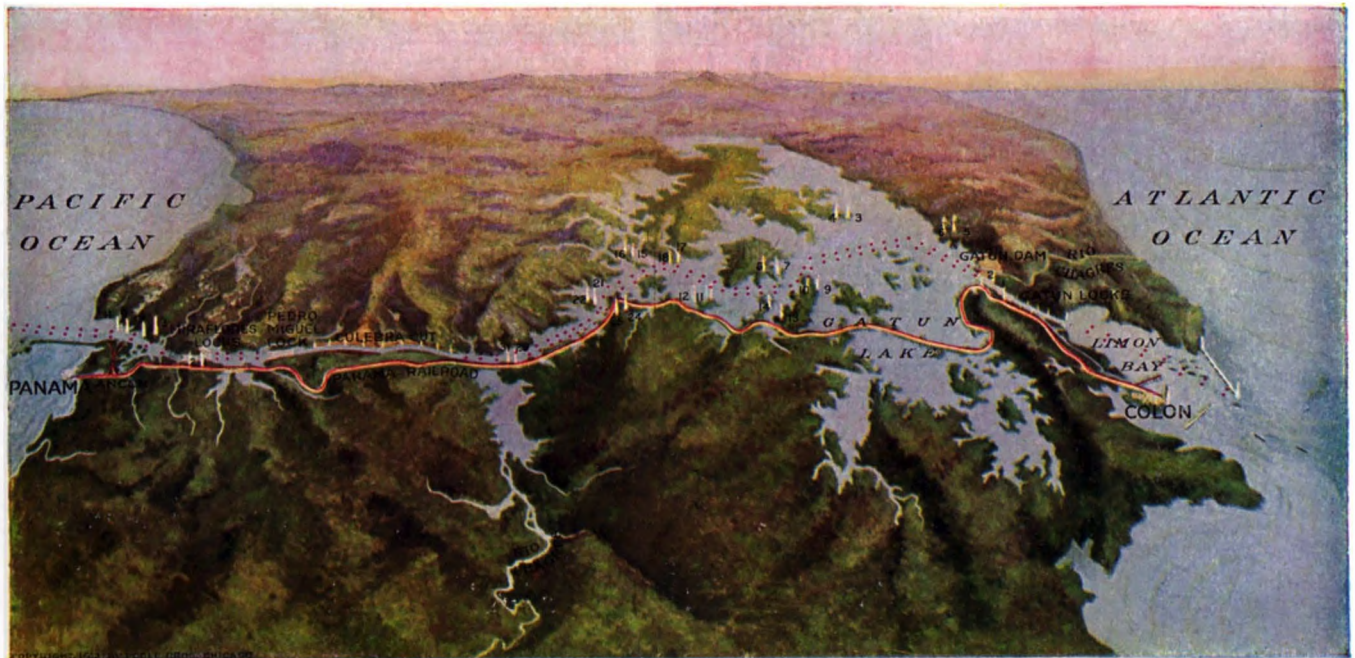
The Exposition occupies a commanding site in a vast natural amphitheatre which slopes down from San Francisco's hills to the waters of the Bay. Adjoining this site and looking out on Golden Gate is the Presidio, one of the foremost military reservations in the United States.

The Exposition site comprises 635 acres, exclusive of the Government Reservation and the general design includes three great groups of palaces, the center group to be devoted to general exhibits and those on the right and left being the concessions and state and foreign buildings. Eight of the main group will be joined together, looking from the outside like a huge walled city with domes, towers and minarets rising above it—forming a striking Oriental effect. Within, the buildings are connected by stately colonnades and enclose the grand and lesser Courts, the splendor of which will far surpass anything of the kind ever undertaken. Slips and berths will accommodate the ferries and other craft approaching on the water side, while trolley lines and boulevards will lead out from town. The outside wall will be broken by stupendous



Palace of Motor Transportation—San Francisco Exposition

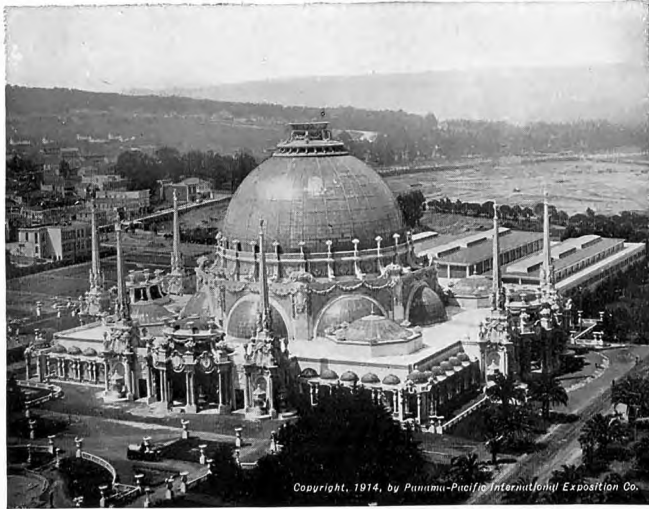
entrance ways which give access to the three great interior courts, the central of which is the largest and grandest. This is the Court of the Sun and Stars, 750 feet in width from east to west and 900 feet along its main axis. At the south side of this Court, facing the city, is the Tower of Jewels, 400 feet in height, dominating the entire architectural scheme. The tower will be studded with jewels, which, hanging



AEROPLANE VIEW OF PANAMA CANAL



## NORTHERN PACIFIC RAILWAY



Palace of Horticulture—San Francisco Exposition

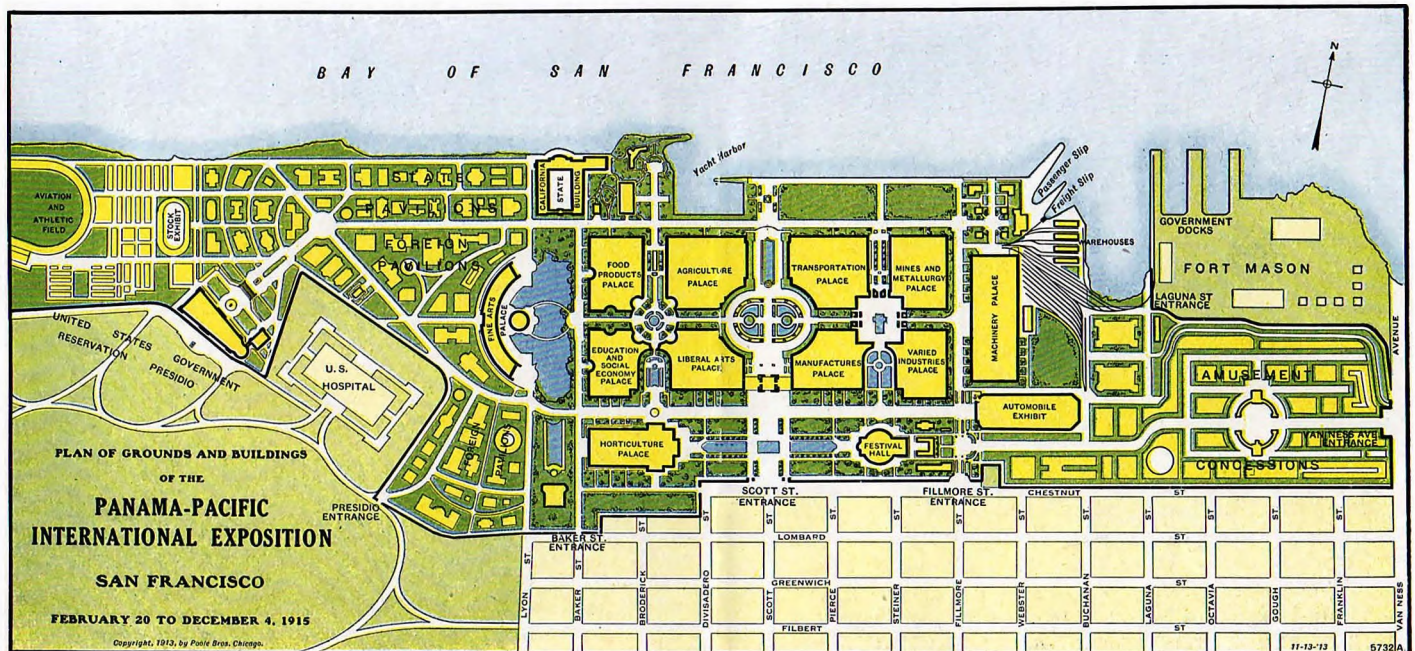
tremulous, glitter and sparkle like the rarest of precious stones. In the vaulted archways of the tower there will be a series of mural paintings by Jules Guerin, director of color for the Exposition. On the west is the Court of the Four Seasons, access to which is through a tremendous arch greater in size than the Arc de Triomphe in Paris, while on the east is a similar arch giving entrance to the Court of Abundance or Festive Court. Surmounting these

arches are groups of colossal statuary. The center of the Court of the Sun and Stars will contain a magnificent sunken garden.

In the Festive Court there will be a grand tower dedicated to music, which will be a marvel of architectural beauty; while in the Court of the Four Seasons the main tower will have a great water staircase as its chief attraction. A vast tropical garden will be one of the wonders of the Exposition. Huge beds of flowers in bloom will be maintained and will be employed to gain brilliant color effects. Immense banks of flowers, pools of lotus and water lilies, palms, cypress, orange trees in fruit and in blossom will form a part of the huge carpet and drapery of verdure and bloom.

The foundation color of the buildings will be Travertine Ivory, set off and heightened by golden domes, cerulean blues, orange, vermillion and every imaginable shading of color and tint, to produce the brilliance and splendor which is the dominating idea throughout the Exposition.

The eight palaces which flank the three main courts are the Liberal Arts, Agriculture, Transportation, Manufactures, surrounding the central court, with Education and Social Economy and Food Products forming the west façade of the Court of the Seasons, and Varied Industries and Mines and Metallurgy the east wall of the Festive Court. Beyond these last is the mighty Machinery Palace, the largest







The Nations of the West—San Francisco Exposition

building of the kind ever erected, and south of this is the Automobile Exhibit, occupying a building of its own. On the west is the exquisitely beautiful Fine Arts Palace, approached through a circular Court, with a lake and a grove of palms lending a quiet charm to the atmosphere.

In the midst of the formal garden to the south, on each side of the main entrance from the city, are the grand Festival Hall on the east and the immense Horticultural Palace on the west. This latter building is all of glass and houses the rarest and most beautiful exotics from every part of the world. The foreign pavilions are clustered near the Fine Arts Palace and around on the Golden Gate are the stock exhibits and fields for aviation, outdoor sports, military pageants and other activities.

The state buildings will house many things of interest native to and typical of the different states. The nations which will be represented include: Argentine, Bolivia, Brazil, Canada, Chile, China, Costa Rica, Cuba, Denmark, Dominican Republic, Ecuador, France, Guatemala, Haiti, Holland, Honduras, Italy, Japan, Liberia, Mexico, Nicaragua, New Zealand, Panama, Persia, Peru, Portugal, Salvador, Spain, Sweden, Uruguay and Venezuela.

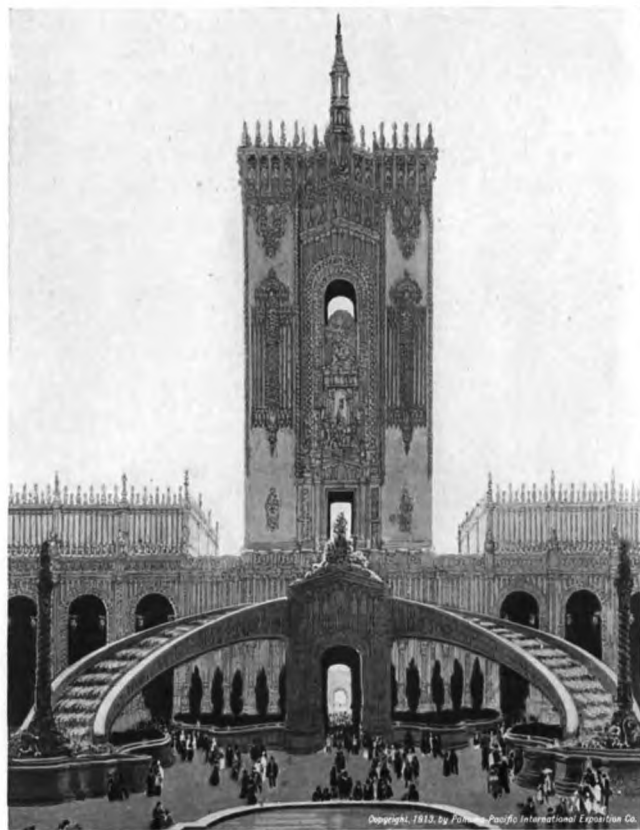
The illumination scheme for the entire Exposition surpasses in splendor and perfection of detail anything ever before attempted. By a system of so-called flood-lighting, a soft, diffused illumination will pervade the courts. Concealed batteries of powerful projectors will cause tens of thousands of specially prepared glass jewels upon the towers to flash like real gems, producing an effect quite impossible to describe. Searchlights of immense power will sweep the night sky and flash across the city and bay and hilltop; and a masterpiece in the electrical illumi-

native scope will be the monster steam fireworks on the bay shore, where by the play of colored lights on escaping steam, gorgeous color effects and splendid designs will leap into the night sky with weird and wonderful effect.

## AMUSEMENT FEATURES

The area set apart for the amusement concessions—"The Zone"—is approximately sixty-five acres, and the aggregation promises to rival in attraction and interest all of its predecessors. Educational value will play a leading part. Nothing which is even remotely suggestive of vulgarity has been accepted by the Exposition management.

Among the notable novelties of educational value are reproductions on a magnificent scale of the Grand Cañon of the Colorado and of Yellowstone Park, each costing in the neighborhood of half a million dollars. "Old Nuremberg," one of the quaintest and most attractive cities of Europe, will reappear, here, with its salient features; submarine boats,

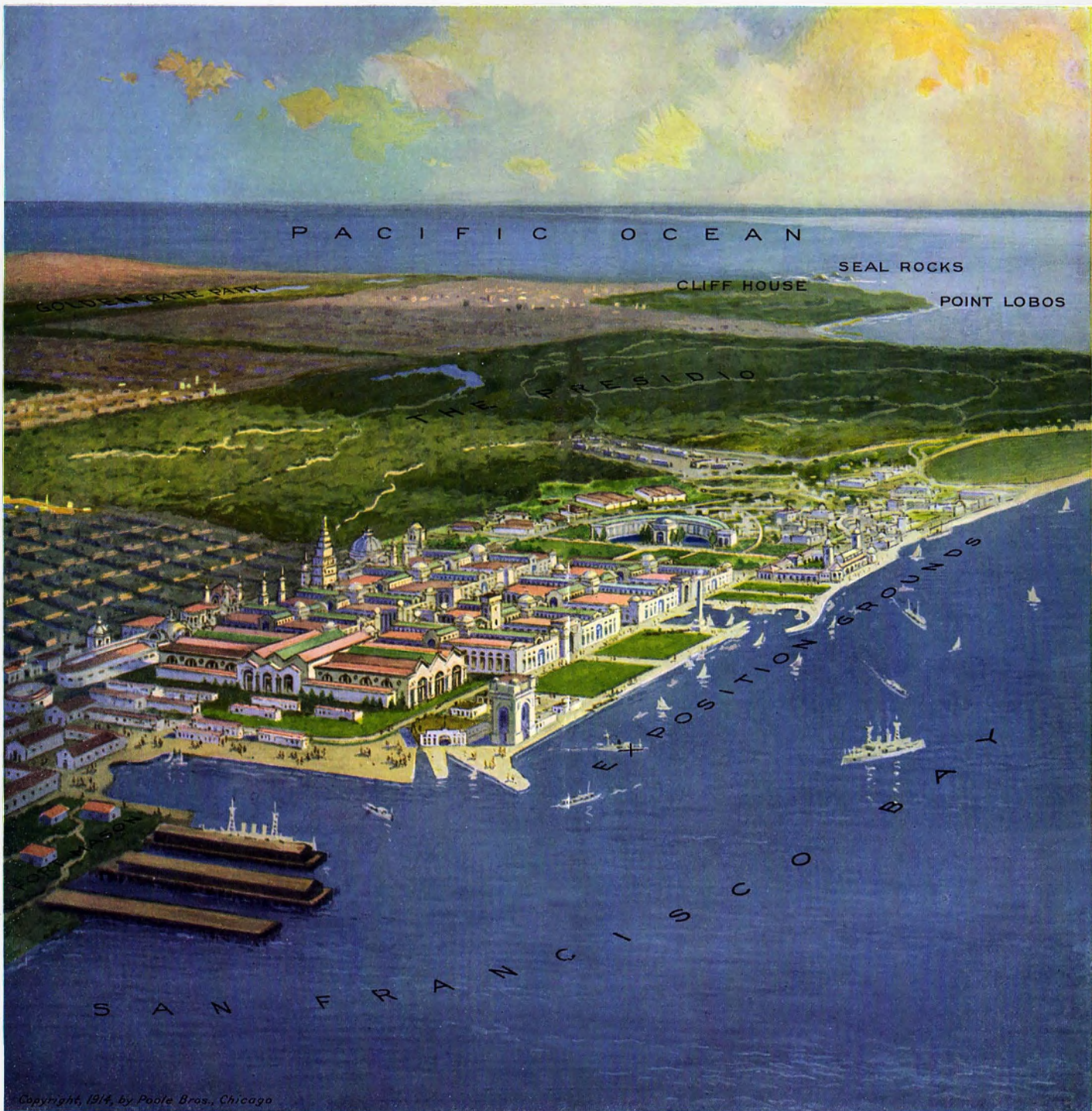


Mulgart's Tower and Facade, Court of Abundance—San Francisco Exposition





# NORTHERN PACIFIC RAILWAY



Copyright, 1914, by Paole Bros., Chicago

Bird's-Eye View of Panama-Pacific International Exposition, San Francisco, Cal.





Marent Trestle, Mont., Northern Pacific Railway

wherein one may visit the homes of the deep; "Creation," based on the first chapter of Genesis, a \$160,000 attraction of unusual value; "The Battle of Gettysburg," pictorially represented as never before; "Mohammed's Mountain," a wonderland of caves, underground waters and marvelous illusions; a \$250,000 working model of the Panama Canal; a "Forty-nine Camp," with a thrill of the old gold days of California; an Ice Palace, in the midst of summerland;

a "Grand Trianon," with memories of Napoleon; a "Hagenbeck's Animal Show;" a Tehuantepec Village, are some of scores of good, clean, fun-making attractions that will be shown. "Toy-Land Grown Up," costing over \$1,000,000, and the "Aeroscope," a giant arm of steel, mounted on a pivot at the base and picking up a car large enough to carry thirty passengers, which it swings high in the air, will be striking features in the amusement line.



Great South Gardens—San Francisco Exposition



## NORTHERN PACIFIC RAILWAY

One of the features of the Exposition will be the intramural railway, five miles in length and on which a visitor may ride to any part of the Exposition grounds. There will be ten trains of ten cars each, and accommodations for 1,600 persons, and a regular schedule will be maintained.

Food concessions of various interesting types are included in The Zone and there will be a rehabilitated "Streets of Cairo," with all of the eating establishments peculiar to the East, and the varied amusements of its streets.

There will be military and naval pageants and many musical festivals—a notable one being a con-



Festival Hall—San Francisco Exposition

vocation of the song societies of the world. A constant succession of conventions and congresses of clubs from every quarter of the globe will be held in San Francisco in 1915, and an enormous convention hall has been erected in the heart of the city's civic center. Other free convention halls will be provided and the magnificent Festival Hall in the Exposition grounds is for the accommodation and enjoyment of music-loving people who may always hear the highest and best of the art within its walls. A novel and interesting feature of its fine equipment will be a mammoth pipe organ, having subsidiary pipes in the near-by pavilions, so that those unable to gain admission to the great hall may still be able to enjoy the rare musical treats.

The hotel, apartment and boarding-house accommodations in San Francisco will be ample to accommodate a hundred thousand guests every day; and the prices will not be advanced on account of the Exposition Season.



SAN FRANCISCO AND VICINITY





Home Economy Building—San Diego Exposition

### THE SAN DIEGO EXPOSITION

The Panama - California Exposition, to be held in San Diego during the entire year 1915, is the Anthem of the Southwest in praise of the mighty work just finished. The Panama Canal is the apotheosis of a Great Idea.

Visitors to San Diego's Exposition will see a fairy-land of flowers, forest, growing fruits and vegetables. It goes back in history to the primitive peoples who inhabited this hemisphere and represents their processes, showing their evolution up to 1915; it goes farther and peers into the future, presenting the new Southwest, glorious with opportunity fulfilled.

The Panama-California Exposition occupies Balboa Park, a commanding site on an elevation overlooking the city and the great landlocked harbor, one of the finest and largest on our Pacific Coast.



Southern California Counties Building—San Diego Exposition

Balboa Park is 1,400 acres in extent, is 300 feet above the sea-level, and it comprises rolling hill-sides and level mesas, intersected by deep cañons or arroyos. The walls of these cañons have been terraced and planted with flowers of brilliant hue, palms of every variety, shade trees and dense shrubbery; winding walks and by-paths lead in all directions; and the music of falling waters or the mirror-like surfaces of miniature lakes greet the ear and gladden the eye at every turn. Rare plants and exotics flourish in the mild climate throughout the year, and tropic and temperate vegetation grow side by side.

The beautiful gala city set upon a hill resembles a walled town of Old Spain, with gleaming white façades, glittering domes, towers and minarets, red-tiled roofs and everywhere trailing vines, feathery



Puente Cabrillo and California Building—San Diego Exposition

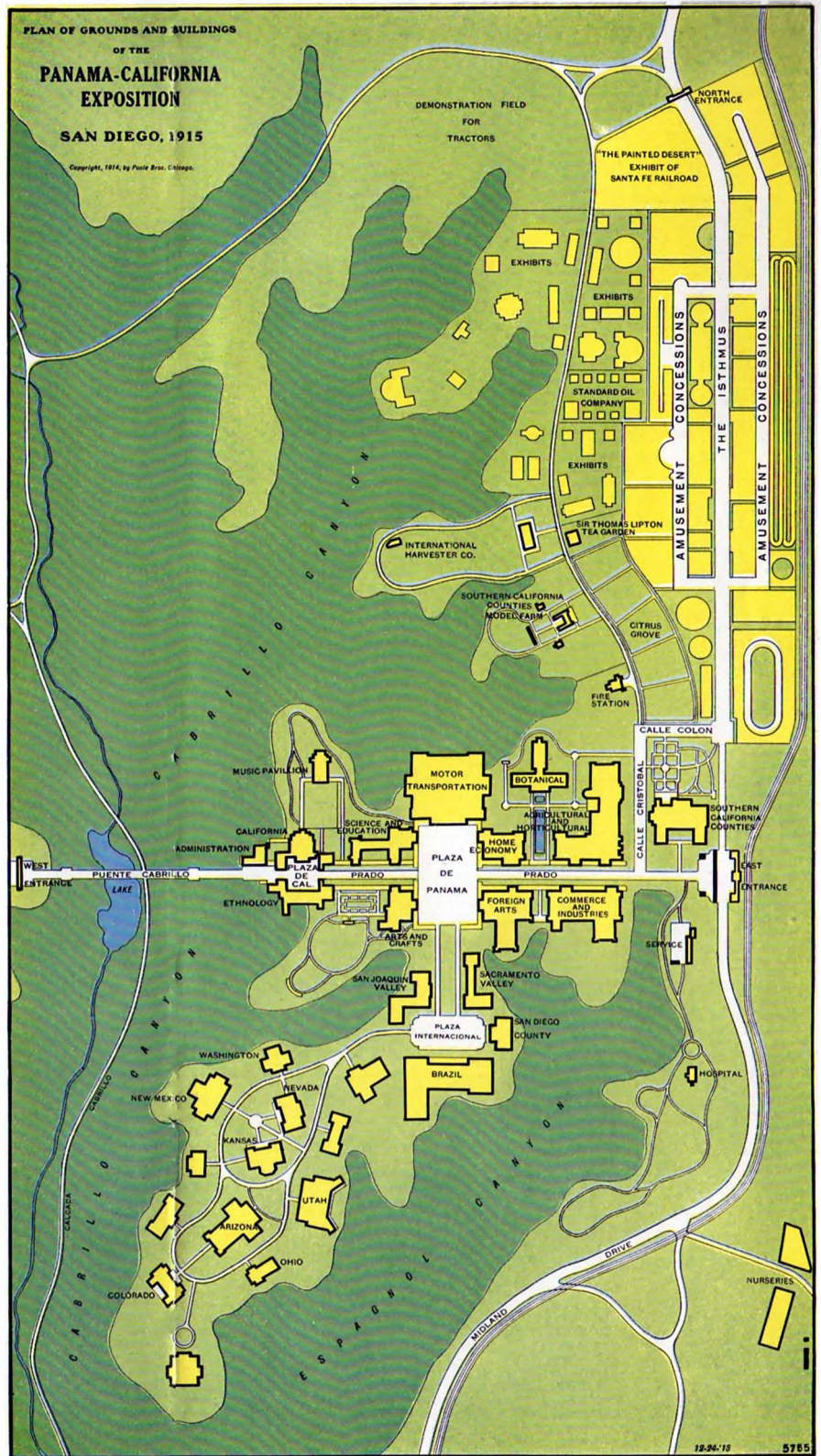


palms and exquisite flowers. It is appropriately named "The Mission City," for many of the buildings are reproductions of those missions which were the harbingers of civilization on California shores. The buildings are of permanent construction—and after the close of the Exposition they will be dedicated to the uses of Education, Art, the Sciences, Museums, etc.

The San Diego idea, expressed in this Exposition, is the world's work in the process, and especially as it relates to the Southwest. Reclamation of the desert is shown by means of the irrigation canal on model farms; citrus fruit groves in bloom and in bearing; Sir Thomas Lipton's tea farm, which, if successful, promises to become a permanent industry in the Southwest; ancient and modern methods of preparing and caring for the soil will be shown. The Horticultural Building and Botanical Gardens will have on display the plant life of the world. There will be apples and pineapples, cherries, strawberries, raspberries, currants and loquats, kumquats, prickly pear, grapefruit, oranges, lemons, plums, apricots—all the fruits of the tropics. Vegetables and grains of all varieties will be seen in the process of development.

The general plan follows those of other expositions in that the buildings are grouped about beautiful courts. The central one, here, is called the Plaza de Panama, and another one, the Plaza Internacional. Just as the buildings are all Spanish in style, so will the general "atmosphere" be reminiscent of that country and people which first settled our Pacific Coast.

The main entrance has a splendid commemorative arch that joins the California building with the immense Ethnological Buildings, the latter housing the great exhibit from the Smithsonian Institution, constituting this the focal point of the historical interest attaching to the Exposition. This exhibit will contain the most complete records, data and relics of the early peoples of the Southwest, including the Aztecs, Incas and the more remote periods concerning which so very little is known.





# PACIFIC COAST ATTRACTIONS—1915



Bird's-Eye View of Panama-California Exposition, San Diego, Cal.





Indian Arts Building—San Diego Exposition

The dominating architectural feature is the great tower, 200 feet high, on the California Building, and 500 feet above sea-level. This imposing structure may be seen for many miles out to sea and far inland, in the mountains to the east, north and south.

A central avenue, called the Prado, gives access to the other buildings which will hold the exhibits of Science and Education, Arts and Crafts, Foreign and Domestic Arts, Home Economy and Motor Transportation. Transverse avenues lead to the Botanical, Southern California Counties, South American Countries, Varied Industries buildings, the Music Pavilion, and the Amusement Street, named The Isthmus, and will have many attractions of the highest class. In the last-named is a wonderful reproduction of the "Painted Desert," with the Pueblos and tribes



The Prado, Looking East—San Diego Exposition

of that mysterious region which, alone, of all the great Southwest, is still peopled solely by the red men.

San Diego has made elaborate preparations for the entertainment of her visitors. No city has finer hotels and there are many small apartments available for short periods, which is an ideal way of living while visiting the Exposition. There is also the famous Tent City at Coronado, and a similar Tent City at the Exposition itself, which will provide roomy, attractive accommodation, at low prices, for a large number of guests. Cafes and restaurants abound and prices are reasonable. The Exposition management has reserved the right to dictate food prices on the grounds, and the city caravanseries have entered into an agreement not to raise prices on account of the unusual crowds who will visit there during Exposition year.

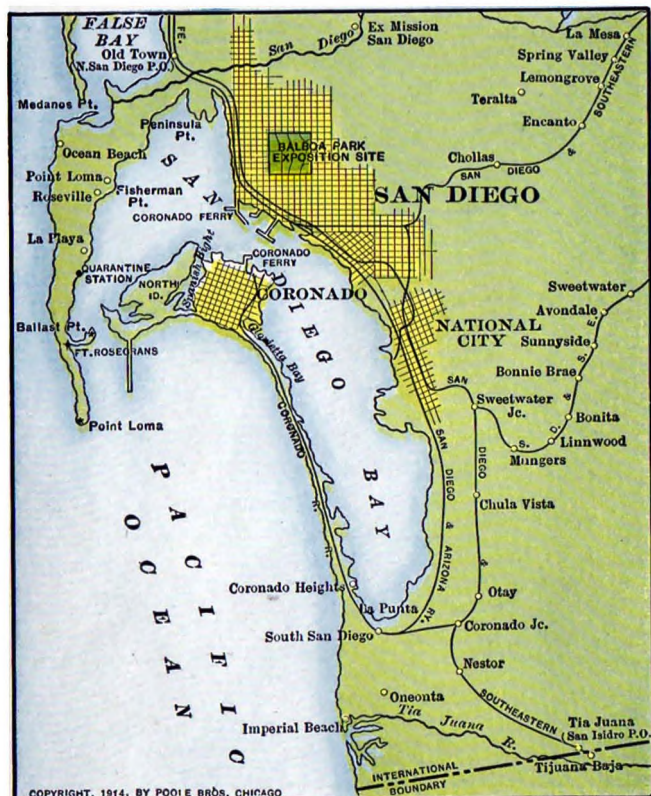


"The Sail That God Sent"—Scene from Act I, The Mission Play, at San Gabriel Mission, Los Angeles





The Pool in the Botanical Garden—San Diego Exposition



SAN DIEGO AND VICINITY

## CALIFORNIA—ITS SCENIC ATTRACTIONS AND CITIES

For those who are looking forward to visiting California during the period of her expositions, the attractions of the Golden State are as many and delightful in June as in January—in August as in February, for there is neither summer heat nor winter cold in the Exposition cities.

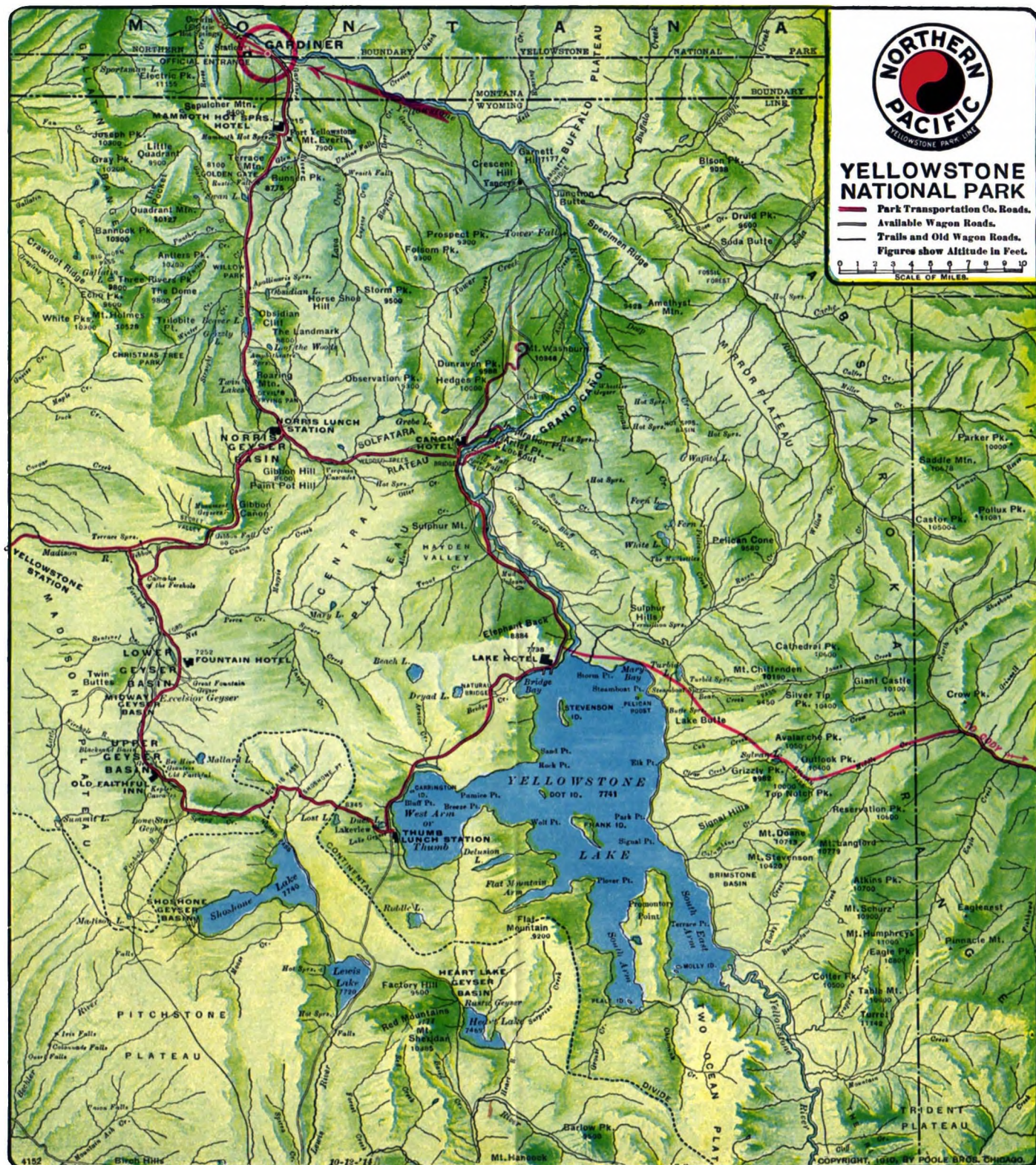
The California Coast is most frequently likened to the Italian Riviera, equally for its climatic conditions, the loveliness of its scenery and the gayety of social life everywhere from Monterey to Coronado. From great Shasta, on the north, to San Jacinto, the king of the Sierra Madres, on the south, the "high Sierras" stretch their long chain of snowy crowns, magnificent and austere. The mountain resorts of the north, in the foothills around Mount Shasta, combine sylvan mountain and sportsman's delights; and these include Crater and Klamath lakes, Shasta Springs, Castle Crags and numberless highland retreats in that immediate vicinity.

The coast is a continuous succession of beautiful and delightful resorts—Monterey, Santa Cruz and the many smaller places which cluster around Monterey Bay; Yosemite Valley, a wonderful exponent of Nature, Paso Robles Hot Springs, Santa Barbara, the hundreds of seaside hotels and resorts from Santa Monica to Long Beach, thence along the shore to San Diego, are all equally attractive at any season and are open all the year.





**Park Transportation Co. Roads.**  
**Available Wagon Roads.**  
**Trails and Old Wagon Roads.**  
**Figures show Altitude in Feet.**





**San Francisco** stands on many hills that roll gently toward the bay shores and verge sharply on the sea. The island-dotted bay is athrill with life, for it carries on its dancing waters no small quota of the commerce of the world, and on its opposite shores are beautiful Oakland, Berkeley, the seat of California's State University, Alameda and other towns, a part of San Francisco's far-reaching suburban life.

The trolley service covers all parts of the city and bay shore, and sight-seeing auto cars make regular trips of several hours each. The ocean boulevard, commencing at the Cliff House, parallels the ocean for five miles and is one of the most magnificent drive-ways in the world. Near by are the Sutro Gardens and Sutro Baths, the Cliff House and the famous seal rocks, all easily accessible either by trolley or motor.

Golden Gate Park covers over a thousand acres and it extends three and a half miles along the ocean shore and eastward into the city more than half a mile. Its builders originally had only the bare sand dunes for a beginning.

Countless daylight trips in the environs, on the bay and across on the northern shore, may be taken. The highways of California are noted and one can motor through the beautiful valleys and towns that stretch all the way south to San Diego, along the shore or over in the great interior valley. Train service is also frequent and convenient and one may visit Mount Hamilton and the Lick Observatory at San Jose, Stanford University, the old missions, Monterey or Santa Cruz, and return to San Francisco the same day if desired.

Across the bay hundreds of delightful trips may be taken, among them being those to Mount Diablo, Mount Tamalpais, with its wonderful, crooked railway,

and the Muir Woods; trips by rail into the hill country of Marin County, or on the Ocean Shore Railroad, a forty-mile scenic excursion and a most fascinating one, southward, with the spray from the surf blowing in at the car windows. The islands of the bay are easily reached by boat service and a visit to the federal prison on Alcatraz, the navy yard on Mare Island, or the navy training school on Yerba Buena (Goat) Island, may be easily arranged.

**Los Angeles**, the second city of California, is also gay during the entire twelve months. On its broad avenues and splendid boulevards, in wonderful parks and elegant hotels, the summer life is as gay and stirring as in the winter. One can go to the seashore or to the mountains from Los Angeles, for outing trips, either by trolley or by motor over the superb highways.

Southward to San Diego, one may go by rail or steamer, or may motor over the Pacific highway ever in sight of the blue Pacific, passing old San Juan Capistrano, Oceanside, Del Mar and scores of other beautiful resorts and ruined reminders of the Spanish padres.

At Los Angeles there will also be an attraction which, in its way, is of as much interest as either of the expositions. The Mission Play has acquired world-wide fame, has been the subject of leading articles by the greatest living writers, and is, indeed, a marvelous picture in pageant-drama of California, its blue skies, its perennial flowers and the wonderful romance of its history. The Mission Play will begin its third season in its own playhouse at the old Mission of San Gabriel on the afternoon of January 31, 1915, and will continue thereafter every afternoon during the entire Exposition Year.



A Minnesota Lake on Northern Pacific Railway



No city in California has more of historic interest than San Diego, and by reason of its location and its marvelous climate, no city is more delightful to visit. It fronts on the great harbor, which is an absolute haven for vessels of every kind and size, and out on the sea front is beautiful Coronado, with its wonderful hotel and Tent City.

The city bears many reminders of ancient colonial days. Its green plazas, plashing fountains and palm groves are essentially of the olden days, while its towering skyscrapers, magnificent hotels and elegant homes are the ultimate achievements of the spirit of progress.

The old missions, with history and legend in the very air that circulates about them, and the quaint narrow streets of the old town are full of interest. Here is the house where Ramona and Alessandro were united, and on the hilltop is the only remaining palm (of mammoth size) planted by the padres when the mission was built.

The drives about the city are surpassingly beautiful, and the roads do full honor to California's reputation for the finest highways in the world. The Point Loma boulevard extends far out onto the towering headland that guards the harbor at the north and from that great height the dazzling picture of the broad Pacific spreads away to the far horizon. Motoring is the joy of southern California and the roads in every direction from San Diego afford the ideal of this delightful pastime.

### OVER THE NORTHERN PACIFIC ROUTE

The era of American expositions began with the Centennial Exposition in 1876, at Philadelphia. It was a great exposition for its day and generation. The world has moved rapidly since that time; great events and other expositions have come and gone and passed into history and we are now to commemorate other events world wide in their interest, influence and scope.

Here, in the great mountain section of the United States, stretching from international line to international line, lie the greatest natural wonders of the country and world. The Yellowstone Park, the Yosemite, the Grand Cañon of the Colorado, Glacier Park, Rainier National Park, Lake Tahoe, Lake Chelan, Crater Lake, Lake Pend d'Oreille, the sea coast resorts of the Pacific, the old California Indian Missions, the giant redwoods and cedars and firs, the orange groves of California, the peach and apple orchards of Oregon, Washington, Idaho and Montana, the great river systems, the wonderful cities, themselves, of the west will not only give pleasure, but add largely to the fund of knowledge possessed by those who visit them.

Of all this western country the Northwest is the cream, so to speak. Those visiting the great expositions should, without fail, arrange to go *one way* by a northern transcontinental route. The pioneer line, the Northern Pacific, passes through the heart of the Northwest, and the most interesting portions, historically and scenically, are reached by this line.

The fact that the first conception of a transcontinental railway—dating back almost to the very dawn of the nineteenth century—related to a route which should, practically, and does, reach from the head of the Great Lakes to the Puget Sound-Columbia River country, should render the Northern Pacific route of particular interest to those contemplating a



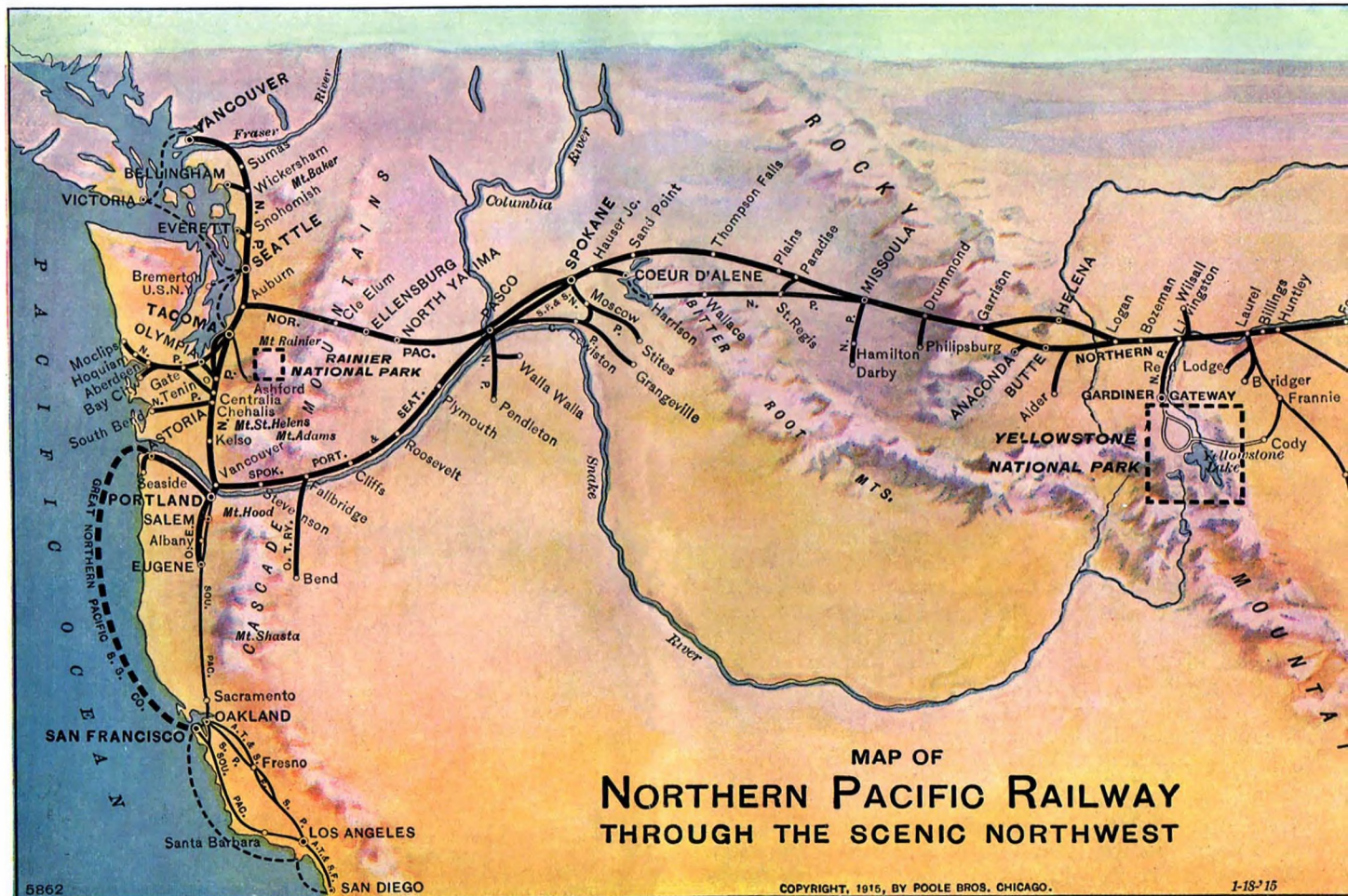
Minnehaha Falls, St. Paul-Minneapolis

visit to the wonderful Pacific Coast Expositions in 1915. These expositions, while celebrating the completion of a great international enterprise from the practical side, yet are of almost, if not quite, as much interest from the historical side. What has become an important historical idea in connection with a northern transcontinental railway line, dovetails in very neatly and closely with the romantic period of international exploration of the Pacific Coast in the sixteenth century *et seq.*

The era of Balboa, De Fuca and Drake was followed later by that of Bering, Heceta, Cook, Vancouver, Gray and Lewis and Clark, in the effort to open to the world's knowledge and commerce the treasures of the Pacific Coast. Out of Lewis and Clark's exploration came the suggestion for a railway line, crude, indeed, at first, in what it proposed, but



# PACIFIC COAST ATTRACTIONS—1915



MAP OF  
NORTHERN PACIFIC RAILWAY  
THROUGH THE SCENIC NORTHWEST

COPYRIGHT, 1915, BY POOLE BROS. CHICAGO.

1-18-15

For further information in regard to the Northwest, details as to fares, routes, with maps, etc., call on or address your nearest ticket agent, or any of the following representatives of the Northern Pacific Railway:

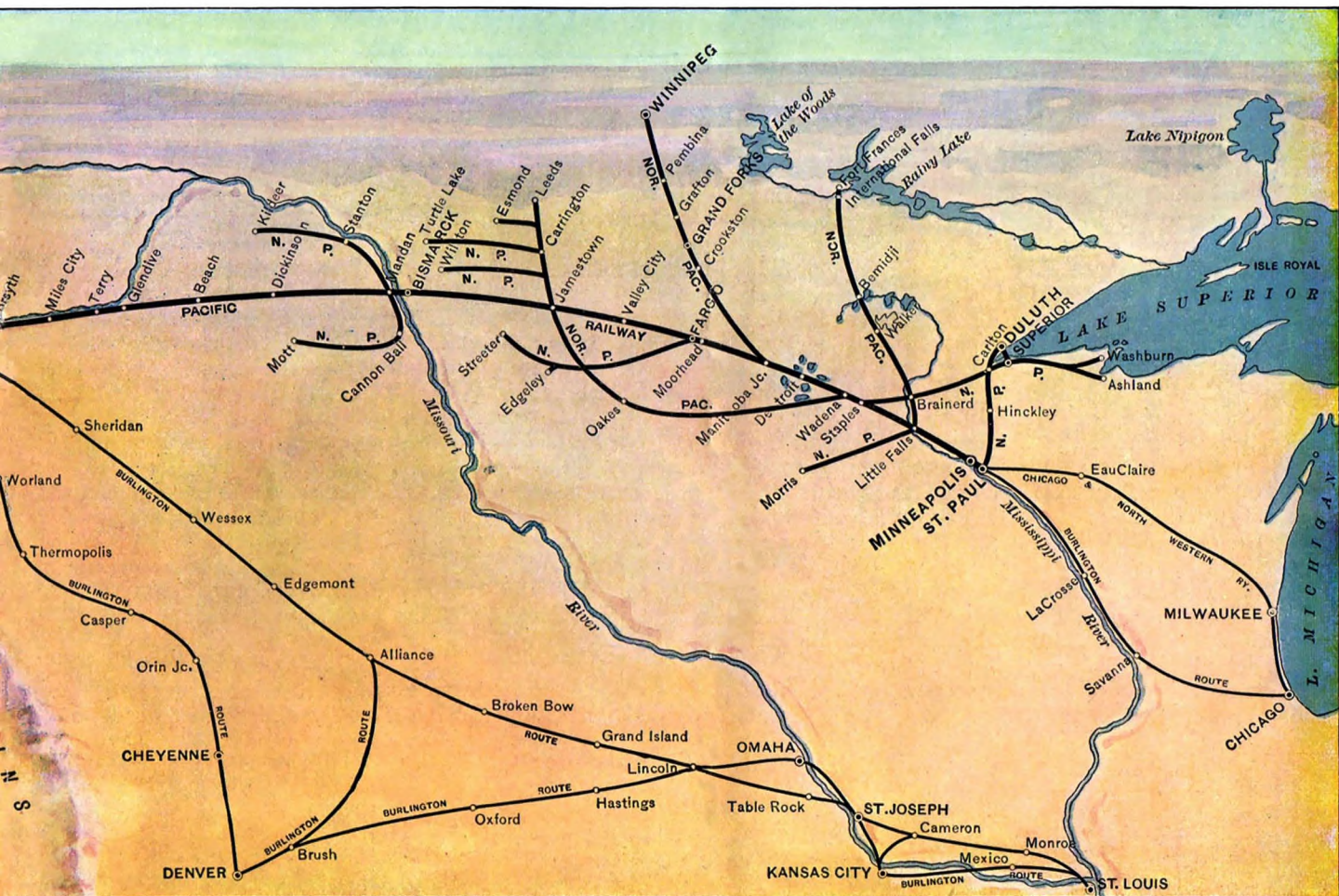
ABERDEEN-HOQUIAM, WASH.—221 E. Heron Street, Aberdeen.  
E. A. McKenna.....General Agent  
ATLANTA, GA.—16 North Pryor Street.  
R. B. Acuff.....Passenger Agent  
BELLINGHAM, WASH.—1306 Dock Street.  
A. N. Bussing.....General Agent  
BILLINGS, MONT.—Montana Avenue and 28th Street.  
J. E. Spurling.....General Agent  
BOSTON, MASS.—207 Old South Building.  
C. E. Foster.....District Passenger Agent  
BUFFALO, N. Y.—215 Elliott Square.  
W. G. Mason.....District Passenger Agent  
BUTTE, MONT.—N. W. Corner Park and Main Streets.  
W. H. Merriman.....Division Freight and Passenger Agent  
M. K. Baysoar.....City Passenger Agent  
CHICAGO, ILL.—144 South Clark Street.  
A. C. Odenbaugh.....General Agent Passenger Department  
J. C. Thompson.....District Passenger Agent  
J. L. Daugherty.....Traveling Immigration Agent  
Jno. F. Fox.....Traveling Immigration Agent  
CINCINNATI, OHIO—40 East Fourth Street.  
J. C. Eaton.....General Agent Passenger Department  
G. A. Jones.....Traveling Immigration Agent

DES MOINES, IOWA—212-214 Century Building.  
E. D. Rockwell.....District Passenger Agent  
DETROIT, MICH.—Room 423 Majestic Building.  
A. E. Ryan.....District Passenger Agent  
DULUTH, MINN.—334 West Superior Street.  
J. I. Thomas.....General Agent  
C. P. O'Donnell.....City Passenger Agent  
EVERETT, WASH.—2825 Colby Avenue.  
C. O. Martin.....General Agent  
HELENA, MONT.—Main and Grand Streets.  
E. S. Richards.....General Agent  
Geo. A. Miner.....City Passenger Agent  
R. J. Dee.....Traveling Passenger and Freight Agent  
INDIANAPOLIS, IND.—524 Merchants Bank Building.  
R. B. Dickson.....Traveling Passenger Agent  
KANSAS CITY, MO.—309 Commerce Building.  
J. L. Moore.....General Agent Passenger Department  
O. L. Stark.....Traveling Immigration Agent  
LEWISTON, IDAHO—319 Main Street.  
W. J. Jordan.....General Agent  
LOS ANGELES, CAL.—636 South Spring Street.  
W. E. Swain.....General Agent  
MILWAUKEE, WIS.—316-317 Railway Exchange Building.  
Harry V. Wilmot.....District Passenger Agent  
MINNEAPOLIS, MINN.—19 Nicollet Block.  
G. F. McNeill.....City Passenger Agent  
MONTREAL, QUE.—Imperial Bank Building, St. James Street.  
Tracy Howard.....District Passenger and Freight Agent





# NORTHERN PACIFIC RAILWAY



NEW YORK CITY—1244 Broadway.  
W. F. MERSHON..... General Agent Passenger Department  
PHILADELPHIA, PA.—711 Chestnut Street.  
P. W. PUMMILL..... District Passenger Agent  
PITTSBURGH, PA.—208-9-10 Park Building.  
C. E. BRISON..... District Passenger Agent  
PORTLAND, ORE.—255 Morrison Street.  
A. D. CHARLTON..... Assistant General Passenger Agent  
PORT TOWNSEND, WASH.—402 Water Street.  
W. L. CLARK..... Agent  
SAN FRANCISCO, CAL.—685 Market Street.  
T. K. STATELER..... General Agent Passenger Department  
SEATTLE, WASH.—107 Yesler Way.  
J. O. McMULLEN..... City Passenger Agent  
SEATTLE, WASH.—2023 L. C. Smith Building.  
A. TINLING..... Assistant General Freight and Passenger Agent  
SPOKANE, WASH.—701 Sprague Avenue, Corner Wall Street.  
C. R. LONERGAN..... General Agent  
W. H. UDE..... City Passenger Agent  
L. M. CONRY..... Traveling Passenger Agent  
M. A. BERG..... Traveling Passenger Agent  
ST. LOUIS, MO.—306 Central National Bank Building.  
D. B. GARDNER..... District Passenger Agent  
ST. PAUL, MINN.—Fifth and Robert Streets.  
J. D. ZOOK..... City Passenger Agent  
General Office Building, Fourth and Broadway.  
J. T. MCKENNEY..... District Passenger Agent  
L. P. GELLERMAN..... District Passenger Agent

ST. PAUL, MINN.—Continued.  
JOHN C. POORE..... Assistant General Passenger Agent  
C. A. MATTHEWS..... Assistant General Passenger Agent  
E. E. NELSON..... Assistant General Passenger Agent  
L. J. BRICKER..... General Immigration Agent  
SUPERIOR, WIS.—920 Tower Avenue.  
A. C. ALBACHTEN..... Agent  
J. E. PEDERSON..... City Passenger Agent  
TACOMA, WASH.—925 Pacific Avenue.  
C. B. FOSTER..... City Passenger Agent  
WEBB F. SATER..... Traveling Passenger Agent  
VANCOUVER, B. C.—Dominion Building, 207 Hastings Street.  
H. SWINFORD..... General Agent  
C. E. LANG..... City Passenger Agent  
VANCOUVER, WASH.—512 Main Street.  
S. J. MILLER..... Traveling Passenger Agent  
VICTORIA, B. C.—Corner Yates and Government Streets.  
E. E. BLACKWOOD..... General Agent  
WALLACE, IDAHO—Station.  
C. M. GRUBBS..... General Agent  
WALLA WALLA, WASH.—Oak and 2d Streets.  
S. B. CALDERHEAD..... General Agent  
WINNIPEG, MAN.—268 Portage Avenue.  
W. C. HARTNETT..... General Agent  
F. J. BERRY..... Assistant General Agent  
A. M. CLELAND, General Passenger Agent, ST. PAUL, MINN.  
J. G. WOODWORTH, Second Vice-President, ST. PAUL, MINN.



the germ, nevertheless, of a great idea and one, eventually, successfully carried out.

Then, again, the symbol, or trademark, of the Northern Pacific Railway, of Chinese origin, centuries old, is peculiarly appropriate in its application to transportation and forms a very fitting link between the civilization of the United States, or the Occident, and that of the Orient, to both of which the Panama Canal means so much. Then, too, this symbol has a still closer relationship to expositions, for it was first seen and its adaptability for its purpose noted, in a word, its genesis, was at the World's Fair at Chicago in 1893.

On the practical side, the Northern Pacific may also claim consideration. Its eastern termini are St. Paul and Minneapolis, at the head of navigation on the Mississippi River, and Duluth-Superior at the head of navigation on the Great Lakes. While the eastern terminals are as stated, transcontinental train service of the Northern Pacific extends eastward from St. Paul-Minneapolis to Chicago, one train, the noted North Coast Limited, known as "the crack train of the Northwest," reaching Chicago over the Chicago and North Western system, and the other train, the Atlantic Express, running between the Twin Cities and Chicago over the Chicago, Burlington & Quincy Railroad.

St. Paul, the capital of Minnesota, and Minneapolis are among the most interesting cities in the

United States, historically, scenically and commercially. As stated, they lie at the head of navigation on the Mississippi River, in proximity to St. Anthony and Minnehaha falls and the junction of the Minnesota and Mississippi rivers. In the early days this section was the *locus* or a part of the debatable Indian ground when the country was in possession of the red man, and important Indian trails between the Ojibwa country, about Lake Superior, and the Sioux country, between the Mississippi and Missouri rivers, traversed the prairies and bluffs whereon the cities of St. Paul and Minneapolis now stand.

Among noted historical characters whose names are intimately connected with the region are Father Hennepin, the noted Franciscan friar, who discovered the Fall of St. Anthony in 1680, and DuLuth, after whom Duluth was named, who was in the region about the same time. Jonathan Carver, the well-known explorer of 1766-68, discovered Carver's Cave within the limits of St. Paul, and the Indian mounds of which he writes now form an important park in the city. Pike, after whom Pike's peak was named, explored the country in 1805; Long, after whom Long's Peak in Colorado was named, was here in 1817 and again in 1823.

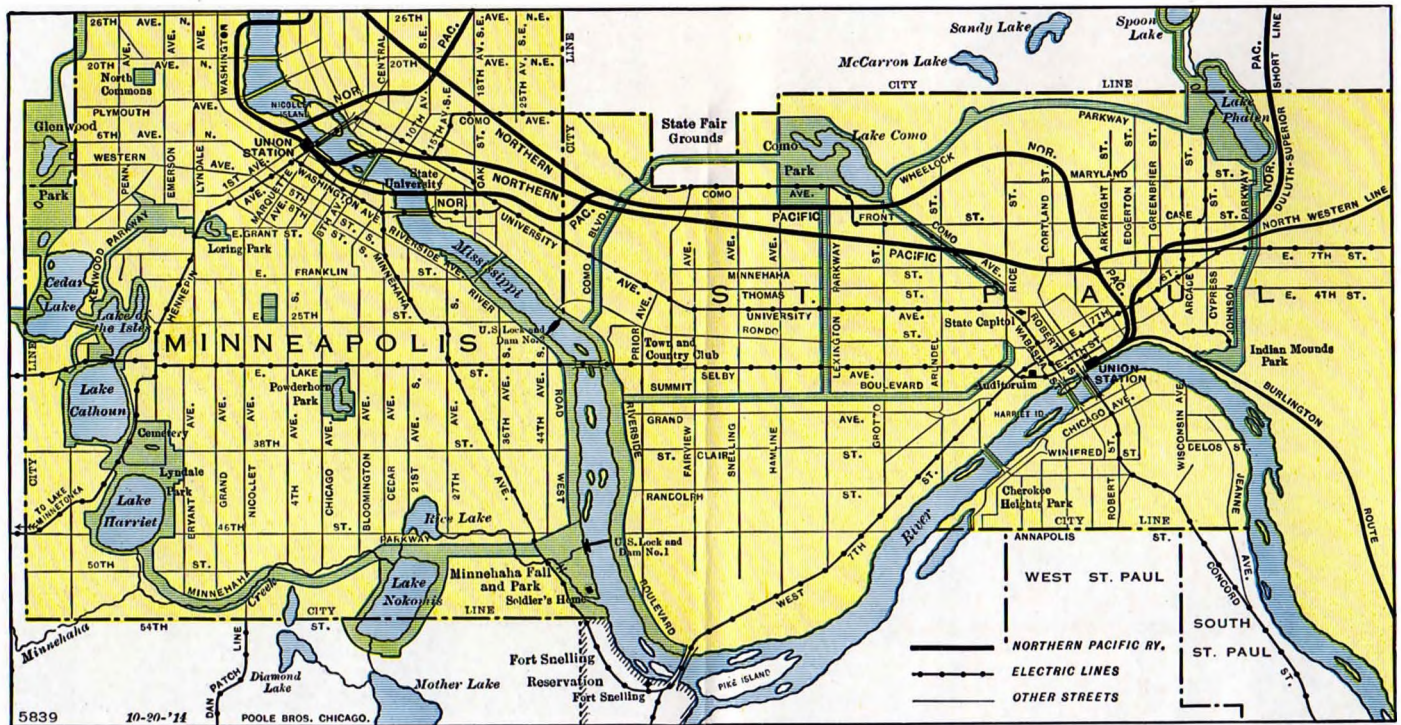
The country about St. Paul and Minneapolis is a very picturesque one largely due to the windings of the Mississippi and Minnesota rivers and their bordering



Mammoth Hot Springs and New Hotel, from the Painted Terraces, Yellowstone Park, near Gardiner Gateway, Northern Pacific Railway



# NORTHERN PACIFIC RAILWAY



ST. PAUL AND MINNEAPOLIS

bluffs. On a prominent plateau between, and at the immediate junction of, the Minnesota and Mississippi rivers, Fort Snelling was established in 1819-20.

The Northern Pacific road follows the Mississippi River and Valley from St. Paul and Minneapolis northward to Staples, where the line from Duluth-Superior joins it. Duluth-Superior, at the head of the Great Lakes, are the great distributing points for the grain and iron ore of the Northwest, which is freighted down the lakes in enormous steel freight steamers, and in return these vessels bring tremendous supplies of coal which are sent to all parts of the northern country for fuel. The elevators and ore docks found in the harbors of these cities are probably the most massive structures of the kind in the world. Near these cities, on the beautiful St. Louis River, is the mammoth \$10,000,000 plant of the U. S. Steel Company.

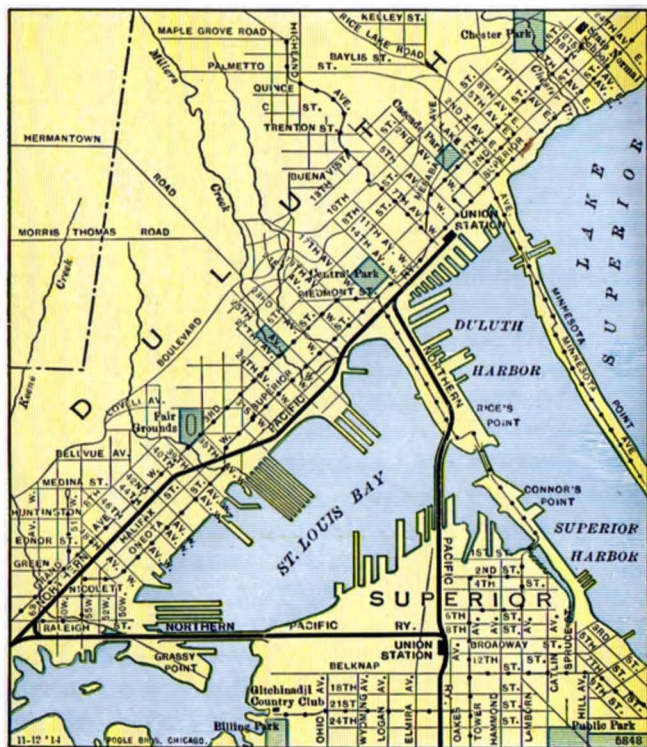
The splendid lake steamers which sail from Buffalo, Cleveland, and other points on the lower lakes, end their voyages at Duluth, where the tourist and traveler will find the most modern of trains to take him to the heart of the Minnesota Lakes region, Yellowstone Park, the Inland Empire, the North Pacific Coast, and California. Travelers going west over the Northern Pacific from Duluth and Superior have

the privilege of going via St. Paul and Minneapolis without additional charge.

From Staples westward, the main line of the railway traverses the beautiful and now well-known Lake Park region of Minnesota. This particular section is the delight of the angler and hunter, for not only are the lakes well stocked with fish of various kinds, but both small feathered game and large game are very abundant. More and more each year those who reside in the heated regions of the East and South are learning of the scenic and climatic attractions of Minnesota's famed lake region, in a good part of which persons are immune from hay fever, and this is proving an additional attraction.

Leaving the lake region, the road crosses the noted Red River Valley of the North, and at Manitoba Junction another and important branch line leads north down the Red River Valley through Crookston and Grand Forks to Winnipeg, the principal city of the Canadian Northwest. The Red River is peculiar from the fact that it flows north instead of south, and is of great scientific interest, it being the dry lake bed of old Lake Agassiz. This valley is one of the most productive and fertile in the world and diversified farming is rapidly supplanting the former methods of exclusive wheat growing.





DULUTH AND SUPERIOR

To those familiar only with the more or less thickly settled portions of the country lying east of the Mississippi River, the broad expanded prairie land of the Northwest stretching between the Mississippi and the Missouri rivers is a wonderful revelation. Ridiculed and antagonized in the early days as a wide expanse of worthless, useless prairie fit only for Indians, bison and other wild animals, it is now recognized as one of the most fertile and valuable parts of the whole United States.

Interesting as it is from a scenic point of view, it is even more interesting and instructive from an economic standpoint, as its potential possibilities no man at the present time dare suggest. In the sixties and seventies of the last century this section, across to the Yellowstone River and up the valley of that stream, was dominated wholly by the Indian. It is true that the latter still remains, but he has given over his wild, nomadic habits and lives much like his white brother and on terms of amity with him. While the Northern Pacific Railway engineers were surveying the line throughout this section, escorts of cavalry were necessary to protect them from the Sioux. Now one may ride from the Missouri River to the heart of Montana and never see a Sioux Indian. Prosperous



Tea-Kettle Butte, Mont., along Northern Pacific Railway

and growing towns, beautiful farms and ranches dot the country and in place of the bison, antelopes and deer, which once peopled the plains, cattle, horses, sheep and hogs of the best blooded strains are found. A remnant of the tribes among whom Lewis and Clark wintered in 1804-5 still live upon their old patrimonial estates, good farmers and with the white man's school a prominent feature of their lives.

In crossing from the Missouri to the Yellowstone River, the traveler will traverse a region which, for one reason or another, has become well known. The center of this region is the valley of the Little Missouri River, noted from the fact that it was once the home of the Marquis de Mores and Theodore Roosevelt.

In the long ago, tropical vegetation flourished here and later became transformed into vast lignite coal beds. Subsequently, many of these beds became ignited and burned out, leaving a landscape of not only quaint and curious forms, but of a great variety of colors, some extremely vivid, others of delicate pinks and grays, and all commingled in such a fashion as to form one of the most striking and picturesque landscapes to be found in the West.

The Yellowstone Valley is one of the most interesting valleys in the Northwest. The railway follows it from Glendive to Livingston, a distance of nearly





Daisy Geyser, at Upper Geyser Basin, Yellowstone Park,  
on Northern Pacific Railway

350 miles. In its historical aspects it dates back to the Lewis and Clark exploration; Clark, with one of the segregated parties of the expedition, striking the valley on his return from the mouth of the Columbia River at Livingston and continuing down the stream to its junction with the Missouri.

The valley figured with great prominence in the early days of the fur trade, many frontier posts, or forts, having been established along its banks. In the days succeeding the Civil War the valley was equally prominent, owing to the numerous conflicts that the army had with the Indians, who, under Crazy Horse, Sitting Bull, Gall, Two Moon and other leaders, made it very difficult for the white race to obtain a foothold in this part of the Northwest. Many of the towns commemorate the names of military men who took a prominent part in Indian campaigns. The Cheyenne and Crow Indian adjoining reservations lie south of the railway in the Rosebud and Little Big Horn valleys. The Custer Battlefield, also on the Little Big Horn, is reached from Billings via the Burlington line. This spot is the most interesting of all modern historic shrines in the West, and is worth visiting by travelers.

Those who are familiar with the Lewis and Clark report will find numerous points along the river

easily recognizable from their description. Most prominent among these is Pompey's Pillar, near the railway station of that name, a large prominent rock entirely unchanged, to this day, from what it was when Clark climbed it and inscribed his name thereon. It lies to the north of the track.

The sources of the Yellowstone are in Yellowstone Lake—in Yellowstone Park—and its tributary streams among the neighboring mountains. With its many affluents, principal among which are the Powder, Tongue, Rosebud, Big Horn and Clark's Fork rivers, it is a region where irrigation is accomplishing some of its most profound results in the West. At Billings the Burlington line from St. Louis, Kansas City, Denver and Omaha connects with the Northern Pacific, the two systems combining to run through trains between these eastern terminal points and the Northern Pacific coast terminals at Portland, Seattle, Tacoma, etc.

Beyond Billings, lying to the north, the Crazy Mountains, the first outliers of the Rockies, are seen.

From Livingston the tour of the Yellowstone Park by way of Gardiner Gateway is made. Through Pullman cars are detached from main line trains and attached to the Park trains, so that through passengers have no change of cars to make at this point. The train follows the Yellowstone River, which here flows directly from the south, through the Gate of the Mountains and on through Paradise Valley, past Electric Hot Springs, at Corwin, and the Devil's Slide, to Gardiner, at the northern boundary of the Park. Here, at the base of Electric Peak and Sepulcher Mountain, stands the imposing \$10,000 lava entrance arch dedicated by former President Roosevelt in 1903.

## YELLOWSTONE NATIONAL PARK

Between June and September, inclusive, of each year, Yellowstone Park is the grandest outing spot in the world. The United States Government has spent between \$1,000,000 and \$2,000,000 to make it such. It is the oldest, the largest, the most unique of all our National Parks.

It lies in the very heart of the Rocky Mountains, at an average elevation above sea-level of about 7,500-8,000 feet. It contains 3,312 square miles of the most wonderful and varied phenomena on earth. Hot springs by the thousand, great spouting geysers of hot water to the number of a hundred or more, innumerable boiling hot pools, a perpendicular cliff of natural glass—obsidian, sulphur mountains and springs, hundreds of mountain streams with their graceful cascades and mighty waterfalls, heavy coniferous forests, deep, awe-inspiring gorges, a natural rock bridge, marvelous nature-painted terraces formed slowly by hot water, the most



spectacular cañon in the world, large and beautiful lakes lying a mile and a half and more above sea-level, are some of the marvelous things to be seen in Yellowstone Park.

It is also the only place where travelers can freely see bison, elk, deer, antelope, bear, both black and grizzly, and mountain sheep, free and untrammelled in their native wilds. These, now scarcely more wild and suspicious of human kind than domestic animals, form a very attractive feature to all tourists.

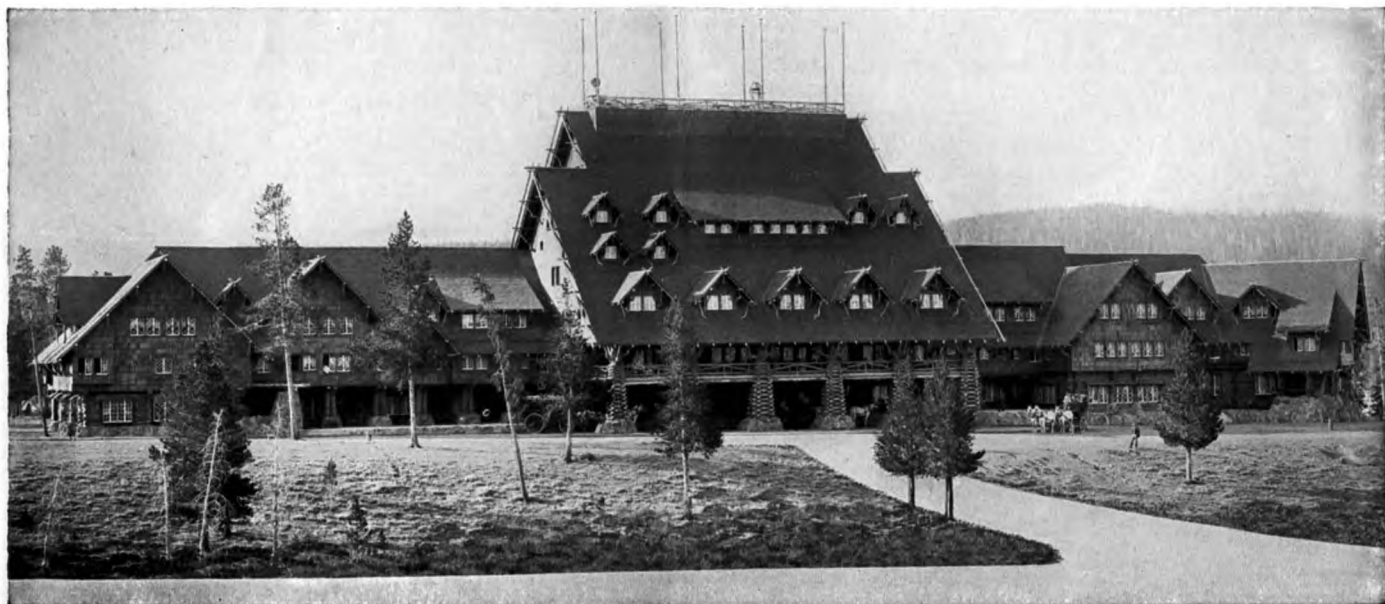
Specially designed Concord stage coaches transport tourists daily during the season—June 15–September 15—from point to point, as the government allows no autos in the Park. Beginning at Gardiner, the original, natural, and northern entrance, over 143 miles of splendid government-made and sprinkled roads make this the ideal coaching trip of the country. These coaches are drawn by six or four horses and the daily journeys between hotels are not long enough to be tiresome, and are broken by stops at noon at lunch stations. Too much can not be said in favor of this coaching trip.

Travelers through "Wonderland," as the great Park is well called, stop at hotels that are located at the principal points of interest—Mammoth Hot Springs (the capital of the Park), the several geyser basins, Yellowstone Lake, Grand Cañon, etc.

Some of the hotels in the Park are probably the most exceptional in the world. Old Faithful Inn, at Upper Geyser Basin, is rustic in its nature, being

made from trees cut in the Park. It is the original one of its class, entirely unconventional, and it catches the tourist's fancy. Its peculiar type of architecture has been imitated at numerous places, but Old Faithful Inn stands at the head of tourist taverns as Old Faithful Geyser does at the head of geysers. The Colonial Hotel, on Yellowstone Lake, is a large, imposing structure in colonial style, overlooking the entire twenty miles of the lake, and is a delightful, particularly restful stopping point. The new Grand Cañon Hotel, at the world-famed Grand Cañon of the Yellowstone, represents a cost of several hundred thousand dollars and is a marvelous structure in a marvelous locality. It was constructed in the winter time and the nails had to be heated on a kitchen range in order to handle and drive them. At Mammoth Hot Springs there is another large new hotel.

The geysers are, beyond question, the most peculiar and puzzling phenomena in the Park. They are unlike anything one sees elsewhere. We cannot compare them with anything else, for there is nothing with which to compare them—they are a product of Nature found here alone. One is in a constant state of surprise and astonishment as one moves among the swishing, roaring, mysterious things, watching them shoot skyward, now here, now there—weird creatures of an unseen underworld. To see the Giant in its spasmodic eruptions; the Oblong in its Enceladic writhings; Old Faithful in its stately grandeur, make one wonder if the sight be real or a dream



Old Faithful Inn, Yellowstone Park



The Grand Cañon of the Yellowstone is universally acknowledged to be the most beautiful of all gorges. Its depth—about 1,200 feet—and the magnificent natural coloring and extraordinary chiseling of its sides make it a sight never to be forgotten. The Upper and Lower falls of the Yellowstone, at the head of the Grand Cañon, and the Fall of the Middle Gardiner River—Osprey Fall—near Mammoth Hot Springs, less frequently seen, are most beautiful.

The Grand Cañon and the Gardiner River Cañon, the two finest in the Park, are utterly different in setting and general character. The cañon of the Gardiner is a dark, brown, gloomy gorge of basaltic structure showing to perfection the peculiar columnar structure of this lava. The cañon is a very noble one, impressive in its dignity and bearing. The Gardiner Fall is not as large as the Lower Fall, but fits its location admirably. The Grand Cañon is as light and effulgent as the other is somber and severe. The sculpturing and coloring are the despair of artists, and critics are discreetly and reverently silent when they look upon the marvelous sight. Thomas Moran, nearly a half century ago, comprehended the situation when, in his large and glorious painting of the cañon in the Capitol at Washington, he actually dared not represent the gorge in the richness of its colors and the fullness of its glory, because he would be charged with exaggeration. The two falls at the Grand Cañon, 109 and 308 feet high, respectively,

and the Osprey Fall, 150 feet high, add wonderfully to the general effect at each spot.

As a trout preserve the Park is unsurpassed. There are six or seven kinds of trout in the Park streams, and good fishing may be had from any of the hotels as centers of operation.

Yellowstone Lake is full of salmon trout and a good-sized baby can catch them. Just below the lake outlet, in the Yellowstone River, the true angler will find royal sport, so that at this locality all degrees of angling proficiency may be gratified.

Complete details regarding the Park tour, fares, time schedules, itinerary, etc., may be found in the Northern Pacific's Railway's literature specially devoted to the Park. Stop-overs are allowed at Livingston on all classes of tickets, for those on Northern Pacific trains desiring to make the tour of the Park.

### ACROSS THE ROCKIES

West from Livingston and immediately upon leaving that point the main range of the Rocky Mountains is crossed at the Bozeman Tunnel, the very point where Lewis and Clark crossed it in 1806. One of the most noted valleys of Montana now spreads before us. The Gallatin Valley is known not only in the United States but in Europe for the extra quality of the grains which it produces, particularly barley, much of which is exported to Europe for malt- ing purposes. It is hemmed in by the Bridger range



Mystic Lake, Mont., along the Northern Pacific Railway



## PACIFIC COAST ATTRACTIONS—1915

on the north and the Gallatin range on the south and between lies a wide expanse of rich and fertile bottom land. Between Logan, near the lower end of the valley, and Garrison, the Northern Pacific has two main lines of railway, one by way of the Missouri River to Helena, the capital of Montana, the other by way of the Jefferson River to Butte, the great mining camp, and thence the two lines again unite at Garrison. A few miles below Logan, near the town of Three Forks is, historically, one of the most interesting points in Montana, owing to the fact that the three streams, the Jefferson, Madison and Gallatin rivers, named by Lewis and Clark in 1805, here unite and form the Missouri River.

In a general way, this entire section was, in the early history of the settlement of the country, a very important one, owing to the large number of placer mining operations that were carried on on the Missouri River and its many tributaries. The main street of Helena itself follows an old placer mining gulch, which has produced millions of dollars of gold, and Helena is the center of a mining district of much importance.

The Butte line follows the Jefferson River, crossing the range at Homestake Pass, the descent into Butte along the mountain side being a very interesting one. Butte maintains its title as the most wonderful mining camp in the world and year in and year out, in con-

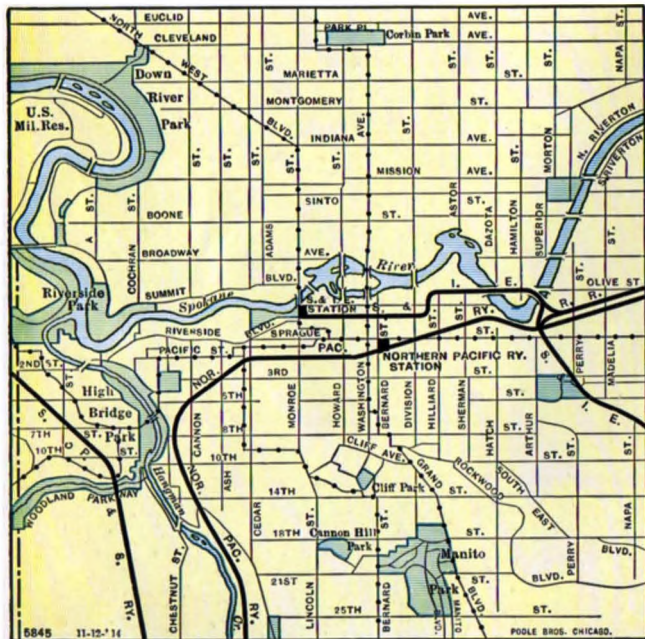
nection with Anaconda, the great city of smelters, pours into the streams of commerce millions of dollars worth of gold, silver and copper.

Between Garrison and Missoula the route is along the Hellgate River between lofty mountains which rise in bold and picturesque fashion 2,000 feet above the double-tracked, automatic block-signalized railway.

Missoula lies at the foot of the Bitter Root River, named by Lewis and Clark, Clark's River, later known among the old timers also as St. Mary's River. Here, and in this locality, Father DeSmet established the first Catholic missions in the far Northwest in the early forties of the nineteenth century, and these missions are in successful operation to-day among the several Indian tribes of this region.

The Bitter Root Valley is one of the most noted, scenically and agriculturally, in Montana. This region, still to a very considerable extent, affords good game hunting and trout fishing. Missoula is a university as well as a commercial city, and from Missoula one branch line extends up the Bitter Root Valley and another west to the Coeur d'Alene mining region.

Crossing the mountains west of Missoula, at the Coriakan Defile, or pass, the scene of an ambushade of Flathead Indians by the Blackfeet in early days, the train skirts the old Flathead Indian Reservation. The Flatheads have always been great friends to the whites. Their tribal name is Salish.



NORTHERN PACIFIC RY. SPOKANE

— ELECTRIC LINES



Cabinet Gorge, Idaho, on Northern Pacific Railway





## NORTHERN PACIFIC RAILWAY

For some miles west from Ravalli the ground to the north is a part of the new Montana National Bison Range of nearly 20,000 acres. There are now established there about 100 bisons, besides some antelopes and deer.

Approaching the state of Idaho, the Cabinet Mountains are seen to the north, and to the south are the Coeur d'Alene Mountains. Between Hope and Sand Point the train follows the north shore of Lake Pend d'Oreille and fine views of this beautiful and large lake are had at each place.

### SPOKANE, WASHINGTON

Spokane is in the heart of one of the richest sections of the entire United States, known as the Inland Empire. It is pre-eminently a city of homes, where intelligence has wrought a fine work as evidenced in the beauty and attractiveness of the habitations seen. Its more pretentious residence mansions and grounds will compare favorably in elegance and costliness with those of any eastern city. Spokane has recently erected a hotel that vies with anything in the United States. The Davenport Hotel, opened in September, 1914, is a twelve-story structure costing \$2,250,000, is a strictly fireproof hotel and, in connection with Davenport's restaurant, is one of the most completely appointed hostleries in the United States. The city is situated on the banks of the Spokane River, and the falls of that important stream lie almost in the center of its business district, their odd location giving

the city a characteristic individuality. The water-power capacity exceeds 30,000 horse power, supplying electric current for power and lighting, not only to the city of Spokane itself, but to many outlying districts and industries. The city is the center of a rich agricultural and horticultural region, and near by are many lakes. Among these are Hayden—an unusually beautiful lake—Coeur d'Alene, Liberty and Priest lakes. At Hayden Lake there is a fine golf course. The mountain streams are full of trout.

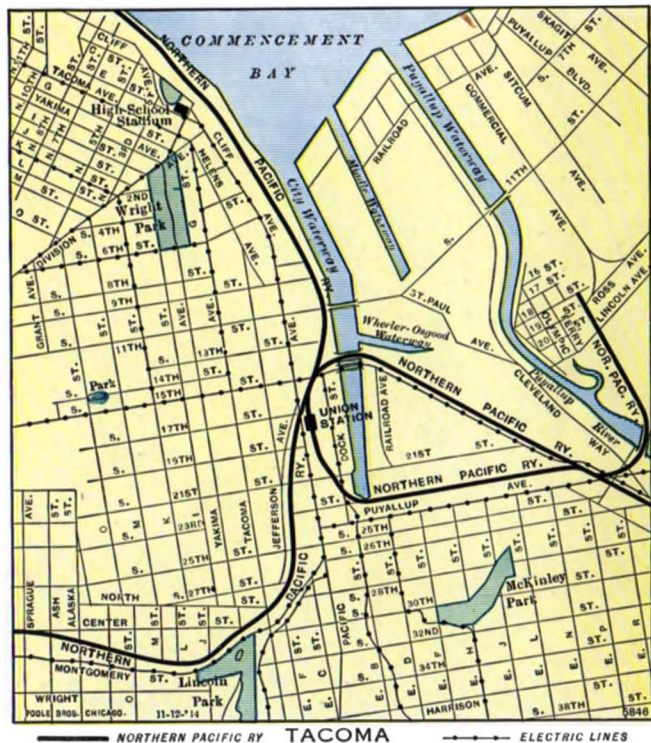
From Spokane or Pasco passengers going direct to Portland use the new Spokane, Portland & Seattle, the "North Bank" line, with through car service from Chicago, along the north bank of the Columbia River. This is beyond question one of the finest stretches of railway, scenically, in the United States. Mountains, rivers, waterfalls, rapids, precipices, timber, orchards—afford an endless panorama of enchanting pictures. Historically it is a noted region. Lewis and Clark, the Astorians, the Hudson's Bay Company, Doctor Whitman and others made vital history here.

### TO PUGET SOUND

Crossing the Columbia River at Pasco and Kennewick, important irrigation-made towns, the Northern Pacific main line follows the Yakima River to its sources in the Cascade Mountains.

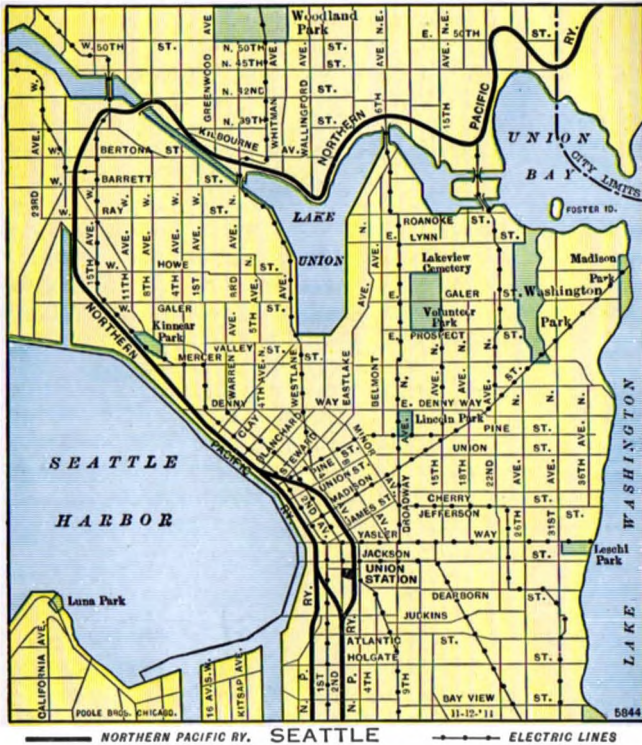


Mt. Rainier, Tacoma, Wash., along Northern Pacific Railway





## PACIFIC COAST ATTRACTIONS—1915



Besides the many private and corporate enterprises here, the government is expending a large amount of money on its Reclamation Project that includes the entire valley of which the Yakima and Kittitas valleys are segregated parts. Three large storage reservoirs are being constructed at natural lakes in the Cascade range.

The Cascade range is a heavily timbered one, entirely different from the Rockies. A two-mile tunnel at the Stampede Pass provides the means of descent to the beautiful Puget Sound and its splendid cities, through the cool and charming Green River Cañon.

### SEATTLE, WASHINGTON

Natural location and topography have done much to make Seattle a city of varied attractions and of commanding importance. Since the earliest settlements on Puget Sound it has been an important trading and commercial center.

The town was laid out in 1853 and was named after an Indian chief known for his friendliness to the whites.

Situated on the eastern shore of the Sound and possessing a fine harbor, it has naturally become a great seaport, trading, as do Tacoma and Portland, with Alaska on the north, the long western coast line



Cannon Beach and Haystack Rock, Pacific Ocean, near Seaside, Ore., Reached from Portland-Astoria



ports of the United States on the south, the distant Orient, and the Hawaiian and Philippine Islands.

Nature has favored Seattle by giving the city two fine lakes, Lake Union and Green Lake, within its borders. Improvements have made them hardly less attractive than Lake Washington, which bounds the city on the east and is reached by cable and electric street cars. The latter lake is a beautiful body of water twenty-two miles in length and three miles wide, set among pine forests and hills. Pleasure craft ply back and forth between numerous landings and its emerald waters are unsurpassed for boating and sailing. Leschi Park, on the banks of the lake, is a favorite recreation place. The University of Washington occupies 355 acres on Lakes Union and Washington.

One of the most wonderful views in the world is that of Mount Rainier (Tacoma), ninety miles distant from the shores of Lake Washington.

East from the city the peaks of the Cascade range are plainly visible. To the west and across the Sound rise the rugged heights of the Olympic Mountains, snow-whitened and always beautiful. To the north Mount Baker, another ice-capped peak, may also be seen. From the heights back of the city the immense bay, giving safe anchorage for the fleets of the world, and the mountains, presents a picture of great charm.

## TACOMA, WASHINGTON

Tacoma is one of the most beautiful cities of the West. Laid out in 1873, on broad lines, the natural advantages of its topography were wisely used to lay the foundations of a city that will stand the test of time.

The city slopes upward from the head of Commencement Bay of Puget Sound and commands an unbroken view of Mount Rainier (Tacoma), the grandest ice peak in the United States. Its streets are wide and well planned, its business structures modern, its public and school buildings a credit to the city, its residences refined and attractive, its parks large and well distributed.

From the elevated points of the city the Olympic Mountains, with their tall peaks ever glistening in their snowy garments, are seen across the waters of the Sound, while the green peaks of the Cascade range bound the horizon to the east.

Point Defiance Park, in the north end of the city, is one of Tacoma's special attractions. There can be seen hundreds of acres of natural forest, a herd of buffalo, and a large number of deer and elk.

Among the sights of Tacoma are the monster wharves and warehouses along the waterfront, where vessels engaged in commerce with distant foreign ports load and unload their valuable cargoes.



## PUGET SOUND OUTING SPOTS

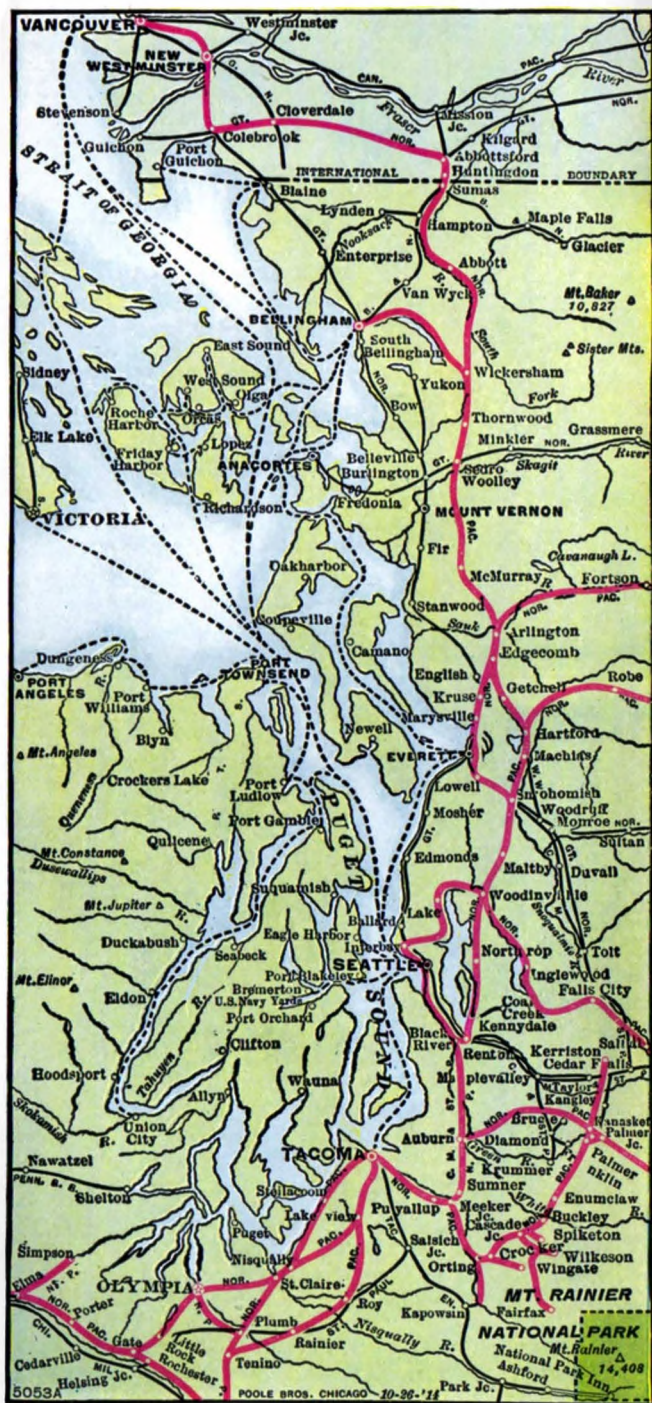
Between Seattle and Tacoma steamers make regular trips at frequent intervals and boats constantly ply between these cities and a large number of Puget Sound outing places, summer resorts, cities and lumber towns. Other similar places are conveniently reached by the through and local trains of the Northern Pacific Railway that radiate from Tacoma and Seattle.

Everett, Bellingham, Port Townsend, Sol Duc Hot Springs, Victoria and Vancouver, B. C., Steilacoom, Olympia, Bremerton, the site of the government navy yard, are some of the interesting points to be visited.

The one predominant physical characteristic of the lower Sound country is Mount Rainier (Tacoma), reached easily, by rail or auto, from both Seattle and Tacoma. From wherever visible, near at hand, this white, glacier-covered, gigantic peak is one of the imperishable and magnificent sights of earth. The great mountain is 14,408 feet in height, according to the latest government determination, and the peak proper has a basal circumference of about seventy-five to eighty miles. Glaciers, cañons, cliffs, snow fields, parks, mountain streams, lakelets, waterfalls, natural flower gardens, and timbered acres cover its slopes and form a vast park reserve, the Rainier National Park, that will one day vie with the Yellowstone and the Yosemite in attracting travelers and tourists.



## PACIFIC COAST ATTRACTIONS—1915



PUGET SOUND COUNTRY

The Mazamas, a club composed of mountain climbers, with headquarters at Portland, Oregon, conduct excursions every summer to some interesting outing spot in the wonderland of the Pacific Northwest. In August, 1914, this club made its annual pilgrimage to the north side of Mount Rainier, in Rainier National Park, where they established camp at the permanent snow line for two weeks, making the ascent to the summit of the peak August 10. The membership of these excursions is not confined to members of the Mazama Club, but it is open to others, and the personnel includes many from all parts of the United States, Canada and Europe every year.

Gray's Harbor and Willapa Harbor, with their delightful sea bathing and clean beaches, are reached from Seattle and Tacoma by a convenient northern Pacific train service. These Pacific Ocean seacoast outing spots will surprise those who have never seen them, and they are well worth a visit.

### PUGET SOUND TO PORTLAND

Between the Puget Sound cities and Portland the Northern Pacific is double-tracked and there are several trains daily. For the first part of the journey Mt. Rainier is in full view and a part of the time Mt. Adams and Mt. St. Helens are to be seen. Soon after leaving the Sound country, the train follows the Cowlitz River to its junction with the majestic Columbia River and then meanders the right bank of that stream to Vancouver, Wash. Here, the old headquarters of the Hudson's Bay Company, the Columbia is spanned by a double-tracked steel bridge, 6,468 feet long, one of the great bridges of the country. Entering Portland the Willamette River is also crossed by a similar bridge, 1,767 feet in length, with a draw span 521 feet long, the longest in the world.

En route to Portland, Olympia, the capital of Washington, may be visited, also the seacoast resorts of Gray's and Willapa harbors. These places are redolent of the coast and are very popular seacoast bathing spots. Crabs, oysters, fish, clams, etc., are a feature of the hotel menus.

### PORTLAND, OREGON

Portland is one of the terminals of the Northern Pacific on the Pacific Coast and is a great railway center. Portland is a wealthy city situated on the Willamette River, twelve miles above the Columbia River, and from a scenic point of view its location is unexcelled. The Cascade range, in its great, green undulations, rises to the east, cleft by the mighty gorge of the Columbia River. Here and there, projecting high above the main range, stand Mt. Jefferson,



Mt. Hood, Mt. Adams, Mt. St. Helens and Mt. Rainier, white, glittering, robed in ice and snow and forming imperishable monuments of grandeur. Portland in recent years has been progressing at a marvelous rate and it has a large number of fine hotels. It is called the Rose City, from the quantity of roses that bloom here and which are featured yearly in the annual Rose Festival.

Mt. Hood, the glory of Portland, stands alone among the North Coast Mountains. Eleven thousand two hundred and twenty-five feet in height, the picture it makes, as seen from Portland at sunset, for example, is something that cannot be expressed in words. It enriches man's vision, stimulates his nobler qualities, ennobles him in every way.

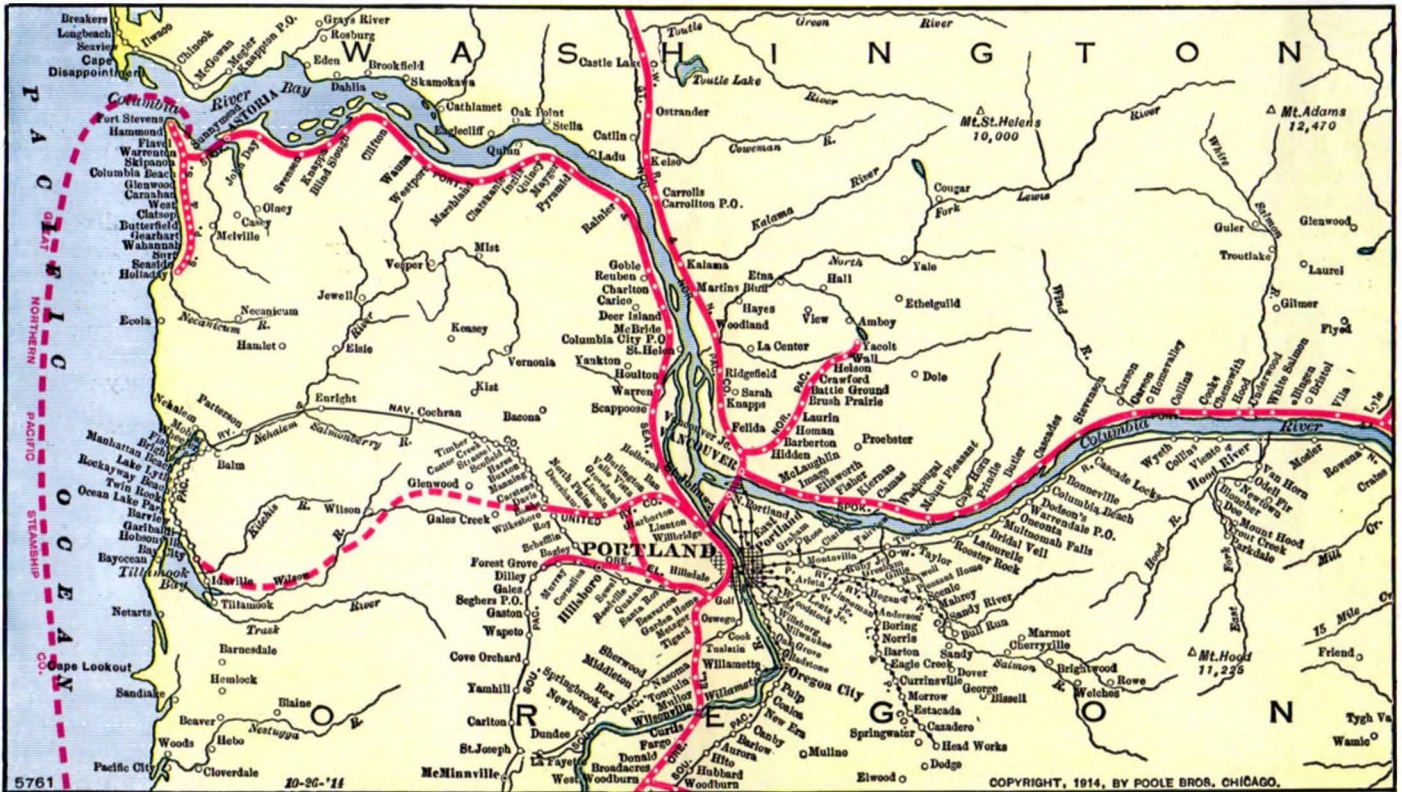
From Portland numerous side trips of interest may be made. The principal of these is to Astoria and the bathing resorts at Clatsop Beach, near the mouth of the Columbia River, reached by the Astoria division line of the "North Bank" road. These ocean beaches—Gearhart, Seaside, Holladay, etc.—are most delightful places at which to spend a few hours or days, as the case may be.

## BETWEEN PORTLAND AND SAN FRANCISCO The Shasta Route

The ride between the Exposition city and Portland is one of the most interesting in the whole realm of travel.

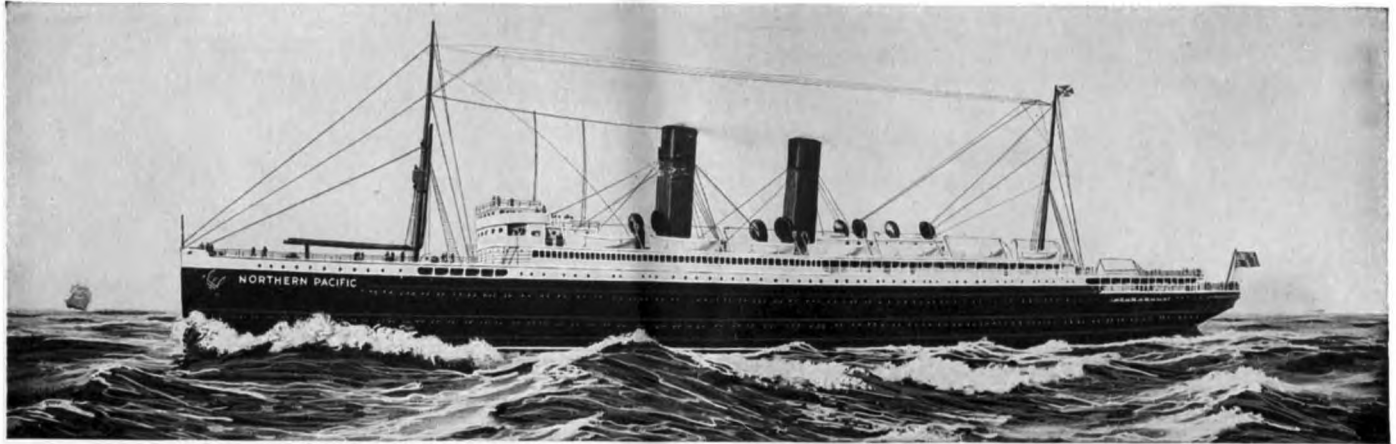
The noted "Shasta Route," from Portland south across Oregon and through California, has no superior in variety and scenic beauty, and, in connection with the Northern Pacific, forms the climax in railway travel.

The "Shasta Route" follows the Willamette Valley through Salem, the capital of Oregon, Albany, Eugene, Roseburg, Grants Pass, Medford and Ashland. It then crosses the Siskiyou range of mountains, lying about the Oregon-California boundary, and a range of great beauty and interest. The valley of the upper Sacramento River forms the pathway for the "Shasta Route" tracks after crossing the Siskiyou range, Mt. Shasta flashes its immaculate presence upon us, an inspiring vision, for hours. It is 14,380 feet high, always covered with snow and ice, and a peak of wonderful contour and beauty.



PORTLAND, ORE., AND VICINITY





The New S. S. "Northern Pacific;" Service—Swift, Safe, Sure

One of the pleasant episodes of travel is the stopping of the trains at Shasta Springs, where a fountain of Nature's own soda water is flowing, free to all who wish to quaff its delicious waters. Castle Crags is a spot renowned for its wild beauty, and the Sacramento is a most fascinating mountain stream.

### The Great Northern Pacific Steamship Line

In connection with the through train service of the Northern Pacific Railway from Chicago, St. Louis, St. Paul-Minneapolis, etc., on the east, and Spokane, Seattle, Tacoma and Portland, on the west, there has been established a new and direct steamship route between Astoria, Oregon, and San Francisco, California. This new line, the Great Northern Pacific Steamship Company, is operated in connection with the Spokane, Portland & Seattle Railway, a subsidiary line of the Northern Pacific, and tourists to the west coast and the Pacific Coast Expositions may enjoy a delightful coast-wise voyage on the Pacific Ocean between Astoria, at the mouth of the Columbia River, and San Francisco.

These exceptionally fine five-decked, oil-burning ships—named the "Northern Pacific" and "Great Northern"—built by the William Cramp & Sons Company, are the finest specimens of ocean-going steamers ever built in the United States. They are constructed primarily for comfort, speed and safety. It is intended to maintain a schedule of twenty-six hours—or the same as the railway schedule over the mountains—between Portland and San Francisco. The vessels are of very fine lines and capable of a maximum speed of twenty-four knots an hour. Special attention has been paid to safety appliances, the vessels being divided into numerous water-tight compartments so arranged that the three forward

compartments may be bilged and filled with water without altering the trim of the vessel to such an extent as to bring her below the margin of safety line; any other two compartments in the ship may be similarly bilged without danger. The steamers are designed on yacht lines, and their appearance is extremely pleasing, due to the fineness and grace of lines of construction. Their capacity is 856 passengers each, and each vessel is provided with five cargo ports, as the cargo must necessarily be of express type and very heavy weights are not provided for. Special attention has been given to providing for the transportation of automobiles.

The length of these vessels is 524 feet over all, with a total height of fifty feet. The hulls are of steel, with bottoms constructed on the cellular principle, subdivided by athwartship, water-tight floors, and vertical keels, water-tight for about half their length. Wireless plants and submarine signals are supplied. The life-saving equipment consists of seventy-five per cent of lifeboats and twenty per cent of life rafts of the latest approved type.

In connection with these steamship sailings, train service between Portland and Astoria has been specially arranged so that passengers will be landed alongside the steamer docks at Astoria. In this connection, Astoria assumes an added commercial importance which, in connection with the historic interest which attaches to the place, makes it more than usually interesting to tourists. The beginnings of civilization on the northwest coast were here, when, in 1811, John Jacob Astor established his fort and fur depot at this point, the history of this enterprise being given at length in Irving's "Astoria."

The time schedule of the steamers can be obtained at all Northern Pacific ticket offices for use in one way or round-trip California itineraries during 1915.



# ROUND-TRIP EXCURSION TICKETS TO THE PACIFIC NORTHWEST-1915

**TO MONTANA, IDAHO, WASHINGTON AND OREGON DESTINATIONS**



FROM

	SUMMER TOURIST		SPECIAL EXCURSION FARES	
	To Helena, Butte, Missoula, Hamilton, Spokane, Lewiston, Walla Walla, Pendleton, North Yakima, Ellensburg, Nelson, B. C., Aberdeen, Hoquiam, South Bend, Seattle, Tacoma, Everett, Bellingham, Vancouver, New Westminster, Prince Rupert and Victoria, B. C., Portland, Astoria, returning direct.	To North Pacific Coast via California in one direction	To Helena, Butte, Missoula, Hamilton, Spokane, Lewiston, Walla Walla, Pendleton, North Yakima, Ellensburg, Nelson, B. C., Aberdeen, Hoquiam, South Bend, Seattle, Tacoma, Everett, Bellingham, Vancouver, New Westminster, Prince Rupert and Victoria, B. C., Portland, Astoria, returning direct.	To North Pacific Coast via California in one direction
	DATES OF SALE June 1 to September 30, inclusive		DATES OF SALE March 1 to November 30, inclusive	
<b>St. Paul</b> .....	<b>\$60.00</b>	<b>\$84.45</b>	<b>\$50.00</b>	<b>\$74.45</b>
<b>Minneapolis</b> .....	<b>60.00</b>	<b>84.45</b>	<b>50.00</b>	<b>74.45</b>
<b>Duluth</b> .....	<b>60.00</b>	<b>87.45</b>	<b>50.00</b>	<b>77.45</b>
<b>Superior</b> .....	<b>60.00</b>	<b>87.35</b>	<b>50.00</b>	<b>77.35</b>
<b>Chicago</b> .....	<b>72.50</b>	<b>90.00</b>	<b>62.50</b>	<b>80.00</b>
<b>Peoria</b> .....	<b>71.20</b>	<b>89.35</b>	<b>58.70</b>	<b>76.50</b>
<b>St. Louis</b> .....	<b>70.00</b>	<b>87.50</b>	<b>57.50</b>	<b>75.00</b>
<b>Kansas City</b> .....	<b>60.00</b>	<b>77.50</b>	<b>50.00</b>	<b>67.50</b>
<b>St. Joseph</b> .....	<b>60.00</b>	<b>77.50</b>	<b>50.00</b>	<b>67.50</b>
<b>Omaha</b> .....	<b>60.00</b>	<b>77.50</b>	<b>50.00</b>	<b>67.50</b>
<b>Sioux City</b> .....	<b>60.00</b>	<b>79.45</b>	<b>50.00</b>	<b>69.45</b>
<b>Milwaukee</b> .....	<b>72.50</b>	<b>91.70</b>	<b>62.50</b>	<b>81.70</b>
<b>Winnipeg</b> .....	<b>*60.50</b>	<b>*93.05</b>	<b>*50.50</b>	<b>*83.05</b>
<b>Kansas City, via St. Paul, One Way</b> .....	<b>63.85</b>	<b>84.45</b>	<b>53.85</b>	<b>74.45</b>
<b>St. Joseph, via St. Paul, One Way</b> .....	<b>62.85</b>	<b>84.45</b>	<b>52.85</b>	<b>74.45</b>
<b>Omaha, via St. Paul, One Way</b> .....	<b>60.00</b>	<b>84.45</b>	<b>50.00</b>	<b>74.45</b>
<b>Sioux City, via St. Paul, One Way</b> .....	<b>60.00</b>	<b>84.45</b>	<b>50.00</b>	<b>74.45</b>

\* This fare includes 50 cents validation fee.

**VALIDATION FOR RETURN:** Tickets will be good for return trip only when validated by **Joint Agent** at destination, or at an intermediate point en route, returning, at which a Joint Agent is located, provided tickets read on return trip through such point. **A fee of fifty (50) cents for the validation of each ticket will be collected by Joint Agent,** except fares shown from Winnipeg include 50 cents validation fee.

**TRANSIT LIMITS:** **Going Trip** must commence on date of sale. **Return Trip** must commence on date and train stamped on validation certificate. When presented in person by the original purchaser to the validating agent, tickets will be validated not to exceed one (1) day in advance of departure.

**STOP-OVERS:** Stop-overs allowed at all points en route within final limit of tickets.

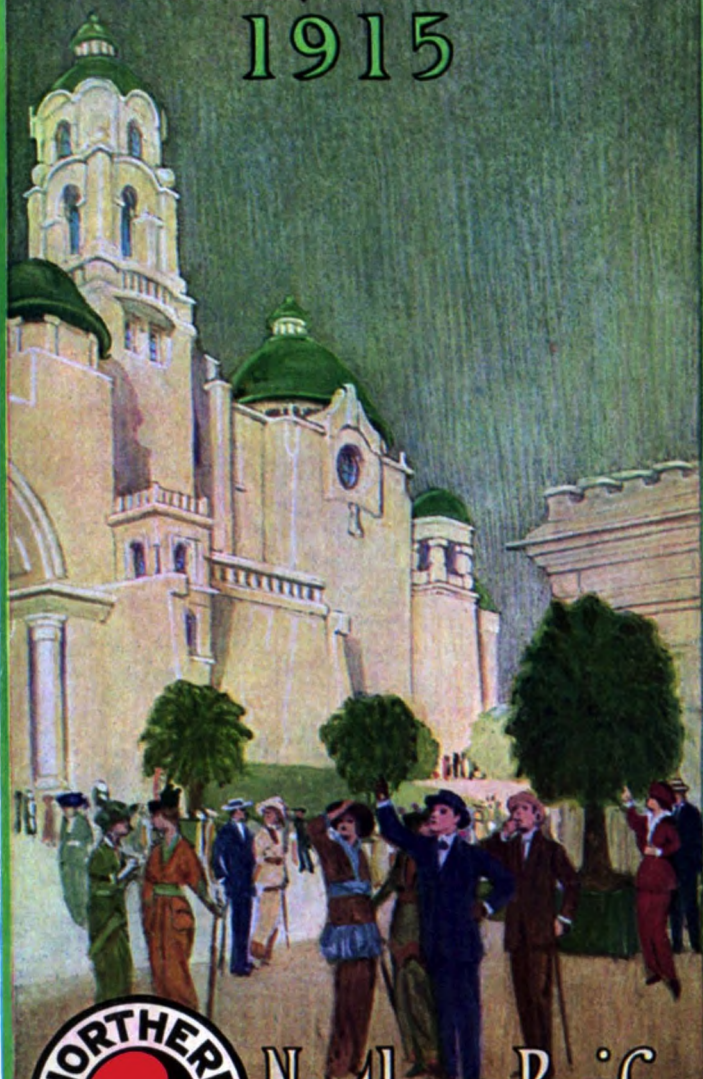
**RETURN LIMITS on Special Excursion Tickets:** Three months from date of sale, not to exceed December 31, 1915, except that tickets sold June 29 to July 12, inclusive, will be limited for return to October 10, 1915. **On Summer Tourist Tickets** limit is December 31, 1915.

**DIVERSE ROUTES:** Usual diverse routes which apply for the sale of all-year tourist ticket will apply in connection with Special Excursion and Summer Tourist Fares. Details upon request.

The Northern Pacific Railway cannot guarantee the fares, dates and arrangements shown in this pamphlet.  
They are presumably correct, but are subject to change.

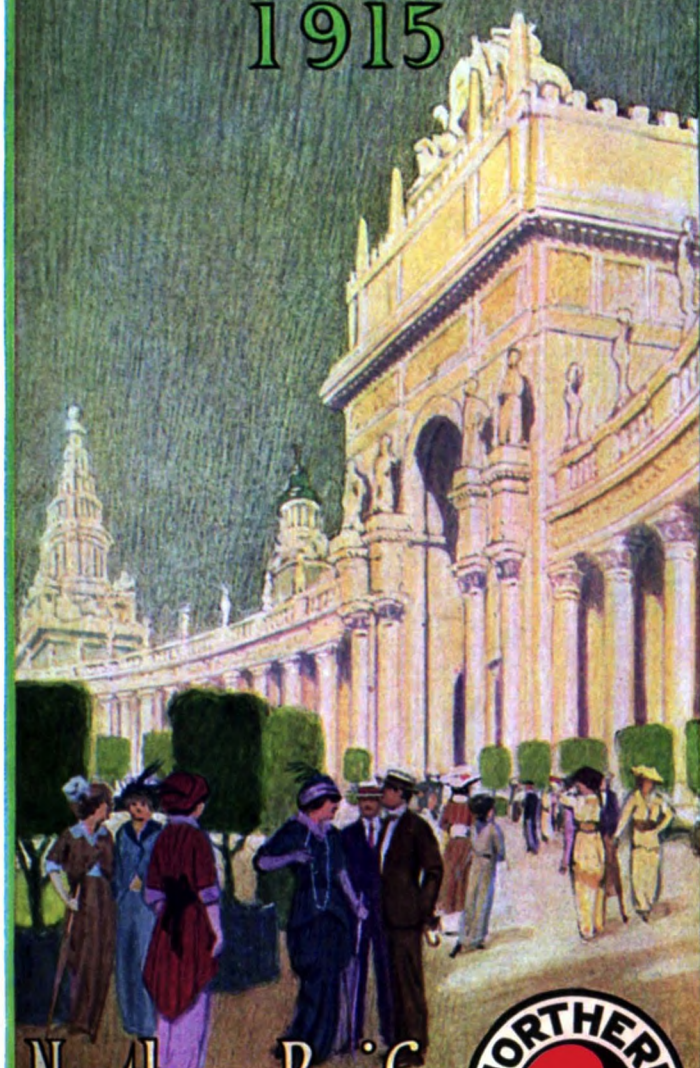


PANAMA  
CALIFORNIA  
EXPOSITION  
SAN DIEGO  
1915



Northern Pacific  
Railway

PANAMA  
PACIFIC  
EXPOSITION  
SAN FRANCISCO  
1915



Northern Pacific  
Railway