

UNIVERSITY TRAVEL SERVICE
432 HUNTER DULIN BUILDING
SAN FRANCISCO



Eastward
via
The Northern Pacific
Railway

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via
The Northern Pacific
Railway



Through the Pacific Northwest The Cool, Enchanting Northern Route

GO eastward through green forests, across lofty passes where snow crowns the mountaintops; follow historic rivers mile after mile and view the twenty-eight mountain ranges seen from Northern Pacific trains! Plan your eastward journey for *comfort*. See America's mighty Pacific Northwest. Go on the "North Coast Limited," one of America's fine trains, offering you every modern travel convenience and "famously good" meals. The more critical you are, the more you will enjoy this train.

Any one of the Northern Pacific representatives listed on page 23 will gladly help you plan your trip and relieve you of the details. This service is freely given whenever you travel, wherever you go.

What does a journey eastward through the Storied Northwest mean to the traveler? Natives or tourists in California, who are considering a trip across the continent to the Middle West or the East ask, or think this question.

Perhaps the traveler has made the trip westward by a central or southern route and there comes a natural desire to see different scenery, new cities, mountains, forests and lakes on their eastward journey.

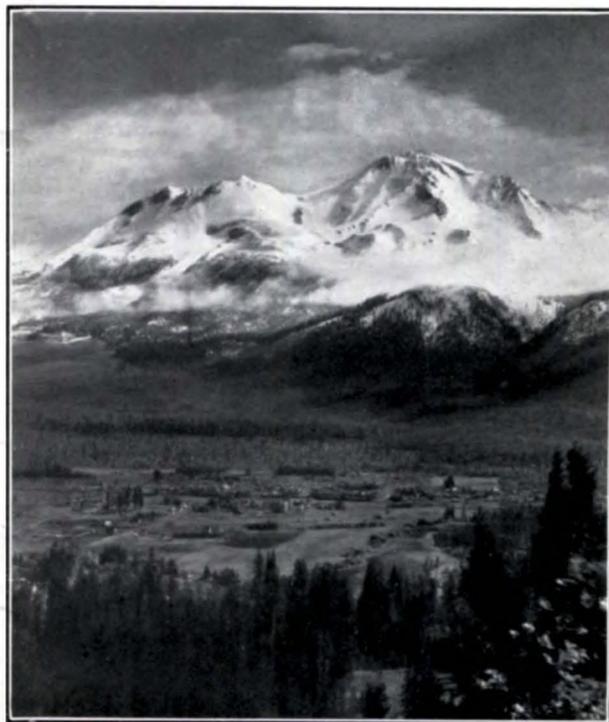
Others in California came West on the Northern Pacific Railway and cannot resist taking the eastward trip on the same line, so that they can see by day regions which were passed at night on the first journey, and have one more glimpse of the rugged grandeur—the vast beauty of the Storied Northwest.

When the momentous Lewis and Clark Expedition cut the first white man's trail across the great Pacific Northwest in 1804-5, its leaders obviously did not know—could not have known—what tremendous historical significance later was to attach to the trail, nor how important a part their act was to play in the development of America.

It is only when the traveler follows as nearly as he can in their footsteps today that he realizes how beautiful a route they took, and how rich in story and tradition of Indians and early explorer has become the path of Lewis and Clark between the North Pacific Coast and the Mississippi.

Travelers today may take almost exactly the route of the Lewis and Clark Expedition. The

builders of the first transcontinental railroad in the Pacific Northwest—the Northern Pacific Railway—followed closely the Lewis and Clark Trail. Crossing the great states of Oregon, Washington, northern Idaho, Montana, North Dakota and Minnesota, this pioneer railroad conquers the Continental Divide by the identical passes which the early expedition used and follows the very rivers down which canoes once bore the intrepid explorers.



Majestic Mt. Shasta

Convenient Service from California

From Los Angeles and San Francisco, through Pullman cars take you all the way to Portland over the enchanting Shasta or Cascade Routes of the Southern Pacific Railway; then it is Northern Pacific to Tacoma and Seattle.

See Sacramento River and its canyon; rice fields, vineyards, orchards and farms; Castle Crags; Mt. Lassen Volcanic National Park, serene vistas in which Mt. Shasta gleams, ever-present and ever-regal; Shasta Springs; the black contrast of Muir Peak against the glacial snows of Shasta; the Siskiyou Range taking you 14,113 feet above the sea; the valley of the Rogue River on the Oregon side of the stern Siskiyou, and then the smiling orchards, fertile fields and pleasant cities which lie between southern Oregon and Portland! These



Portland and Mt. Hood

are the outstanding features of a ride revealing the beauty of northern California and the fascination of Oregon.

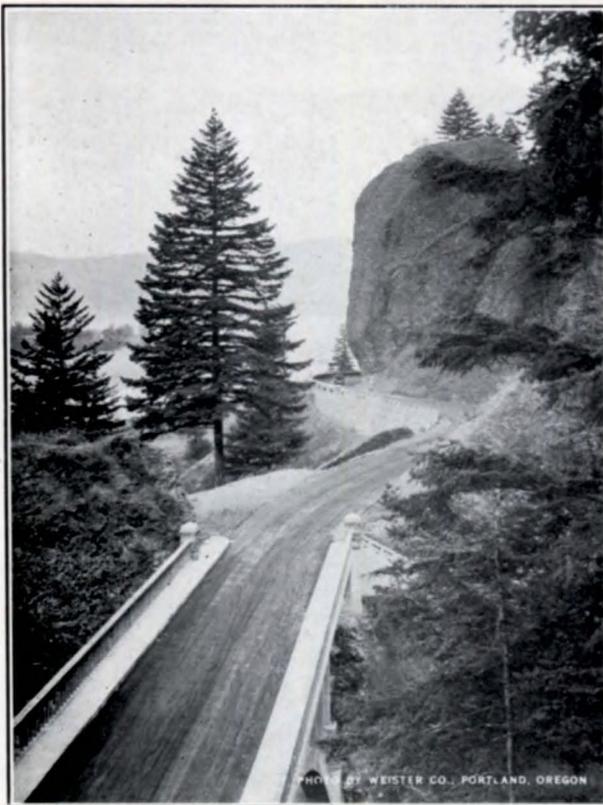
Mountains, rivers, forests, valleys—all the way from Los Angeles to Portland! An alluring prelude to your eastward journey! A fitting introduction to the sights you are to see as you turn away from the Pacific Ocean and travel toward the heart of America! Fast Northern Pacific trains go north from Portland to Tacoma and Seattle, and you may begin your eastward journey at any one of them.

Perhaps you have never had the stimulating experience of visiting these fast-growing cities of destiny. You will want to linger several days to see the Northern Pacific cities.

By Steamer, If You Wish

Instead of the rail journey from California to the North Coast, you can, if you prefer, take a Pacific Ocean voyage in a splendid ship of the Pacific S. S. Co.

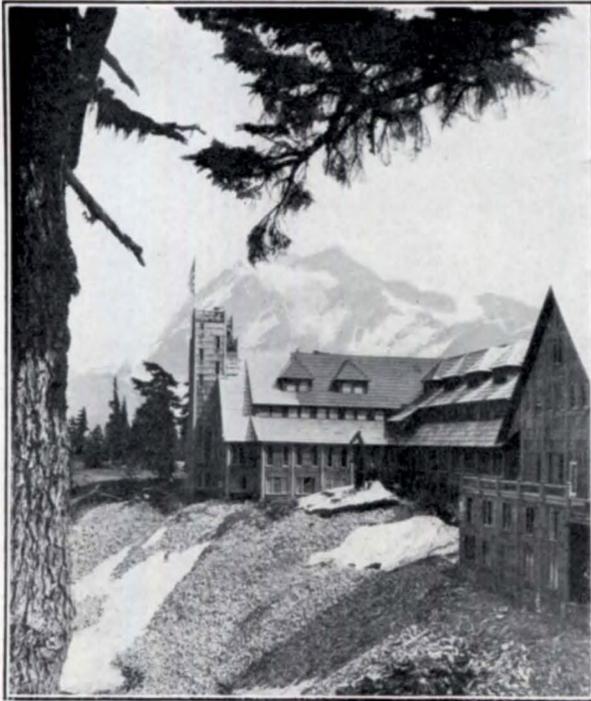
Or you can travel by rail and motor coach through the giant redwood forests of California and Oregon.



Columbia River Highway Near Portland

Who can say what gives the North Pacific Coast its spell? The Pacific pounds upon long sand beaches in Washington and Oregon, and the snowy Cascade and Olympic peaks loom majestically up and down the coast. The spirit of





Mt. Baker Lodge and Mt. Shuksan

the cities reflects the greatness, the strength of the country itself.

"The Mediterranean Era died with the discovery of America," said Theodore Roosevelt. "The Atlantic Era has just reached the height of its development; the Pacific Era, destined to be the greatest, is just at the dawn."

When you visit the remarkable cities of the North Pacific Coast you are impressed anew with the importance of this prophecy. In spite of the countless historical reminders that not long ago this was frontier country, it is difficult to credit the youth of these busy ports, the newness of these amazing industries.

Columbia River Attractions

Near Portland are beach resorts for rest and play. Gearhart, Cannon Beach and Seaside are three of the most famous. Seaside is the end of the Lewis and Clark trail. Here the intrepid explorers spent the winter of 1805-06. Astoria,

founded in 1810-12 by John Jacob Astor's fur-trading expedition, is a busy port city—the oldest on our Northwest Coast.

The city of Portland combines the rugged beauty of the Douglas pine with the soft loveliness of many roses. On the Columbia River Highway you view the grandeur of Portland's setting; riding through the city streets past flower-hidden homes you see the stately charm of Portland itself.

Portland, City of Roses, claims to be the largest lumber manufacturing city in the world, and is a port of vast importance to Pacific Coast trade. Built upon rounded heights, it commands a beautiful view of the valley of the Willamette River to the south and the five ice-crowned Guardians of the Columbia—the rulers of the Cascade Range.

The Columbia River Highway, one of America's most magnificent scenic features, is a marvelous piece of road engineering—a masterpiece among highways.

The Columbia River Region is unique in America, with its salmon fisheries, its lumber mills and the



A Portland Rose Garden

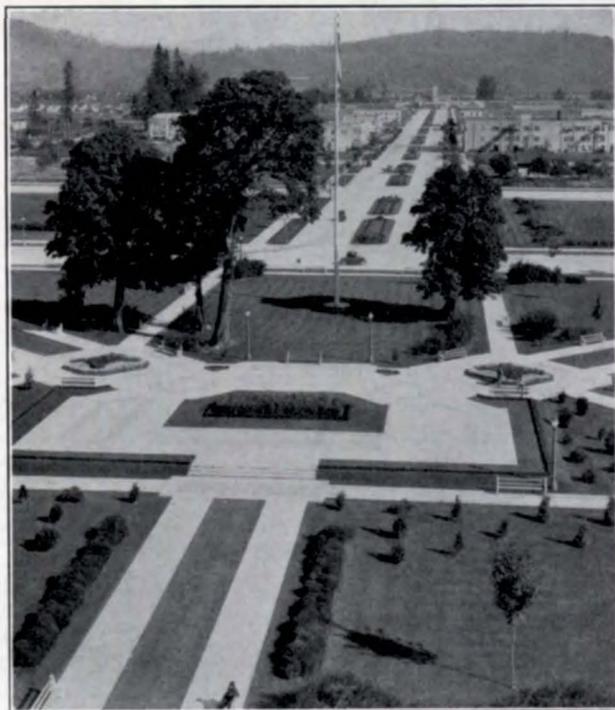


picturesque traffic plying the Columbia, the Willamette and the Cowlitz—majestic streams—fishing boats and log rafts, pleasure craft and busy schooners.

Mt. Hood in Oregon, and the peaks of Rainier, Adams, St. Helens and Jefferson in Washington lift white cones high above the fir-clad lesser mountains of the Cascade Range.

If you go to Tacoma and Seattle from Portland on the Northern Pacific Railway, you see the great lumber region lying between the Columbia River and Puget Sound. You see Vancouver, Washington, seat of the Hudson's Bay Company when this great state was far frontier. The "Portland to Puget Sound" route goes through Castle Rock, nearest point to beautiful Mount St. Helens, 9,697 feet high. It follows the Cowlitz River through a rich agricultural country, fragrant with forests, flowers, fruits and grain.

Then, Longview, "The City That Was Planned—Then Built!" There are no old buildings, no unsightly landmarks, no dark corners in Longview!



Longview, Washington



Tacoma, Gateway to Rainier National Park

It is an intensely appealing city of 20,000 population, built by the Long-Bell Lumber Company.

From Centralia, Washington, a branch line takes you to the Washington beach resorts and the Quinaielt Indian Reservation. Gray's Harbor is a wonderful place in which to learn the romance and the vigorous, heroic beauty of the North Pacific Coast.

Sixty miles east of Bellingham, Washington, is Mt. Baker National Forest, a new and thrilling vacationland. Mt. Baker Lodge, at the foot of towering Mt. Shuksan, is one of the most charming resort hotels in America.

Tacoma and Rainier Park

The city of Tacoma has one of the world's best harbors. The great fisheries of the Sound, the coal mines in the mountains and the lumber resources, fruit and other products of the rich valleys tributary to Tacoma unite to make it a great port.

Rainier National Park—"The Mountain That Was God"—is near Tacoma. Here are





pending upon the point visited. This does not include the length of stop in Alaska.

From Seattle a pleasant side-trip may be taken by boat to Victoria and Vancouver in British Columbia. Do not fail to visit these Canadian cities, mountain-bound and picturesque, where old and new Canada are mingled quaintly and superbly.

You will find sight-seeing in all of these north-western ports delightfully easy and prices surprisingly low. Electric lines and motor busses offer modern, well-planned service. You will find some of America's finest hotels, offering accommodations to suit large or modest travel budgets.

Eastward Ho!

After enjoying the last possible hour of sight-seeing you can allow for the North Pacific Coast,

Above—Ocean Steamer at Seattle.

Center—Salmon catch in Puget Sound.

Below—Seattle, a great Pacific port.



28 mighty glaciers and unsurpassed sub-alpine wild-flower gardens, bringing winter and summer together for the tourists' delight.

Rainier Park is reached by large sight-seeing busses from both Tacoma and Seattle. Hotel and camp accommodations are delightful. Paradise Inn is one of the most beautiful mountain hotels in the country.

Seattle—the Orient and Alaska

From the residential heights of Seattle look down upon the waters of Puget Sound linked to two large fresh-water lakes by a ship canal with locks second only to those of Panama!

To both Seattle and Tacoma Oriental liners come, and freight vessels from all over the world; from both great harbors goes a steady stream of ships carrying products of the Pacific Northwest to the cities of every continent. Traffic to and from Alaska is constant, for Alaska is a near neighbor to Washington.

The trip from Seattle to Alaska and return requires from 12 to 15 days, de-

board an eastbound Northern Pacific train and make yourself at home; you are beginning a quick journey through a magnificent country. Before you lie hundreds of miles of a scenic region still unspoiled by civilization—nor will it ever be! The marks of pioneering will always remain—never to detract from the charm of the country, but rather to strengthen the generations of men to come.



The Glorious Cascades

Tourists who board their eastbound train at Portland follow the route of the Spokane, Portland and Seattle Railroad along the north bank of the Columbia River to Spokane.

The Cascade Mountains crowd down close to the river's edge and to your train.

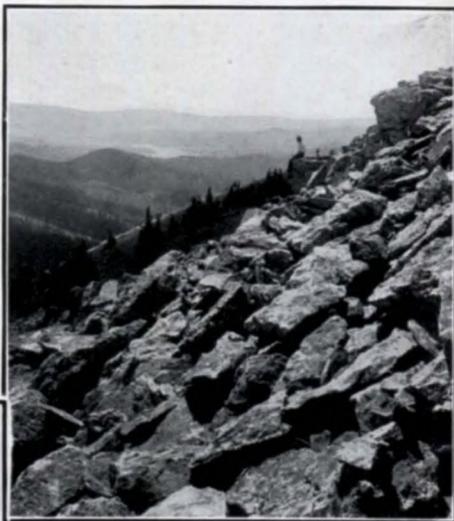
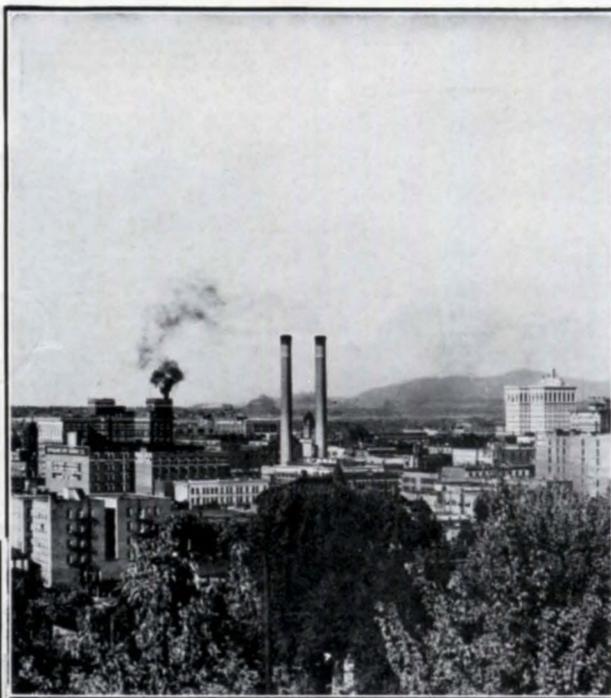
Long, delicate waterfalls drop, sheer and lacy, from the top of the green heights down to the very river. You catch exciting glimpses of Mount Hood, whose hoary head rises 11,225 feet above sea level.

Then comes Celilo Falls and the Rapids of the Columbia River near The Dalles. Striking formations of columnar basalt constantly appear along the way. The Snake River canyon walls are fol-

*Above—
Spokane.*

*Center—Summit
of Mount
Spokane.*

*Below—Mirror
Lake, Rainier
National Park.*



Puget Sound to Spokane

Tourists who begin their eastbound journey at Tacoma or Seattle have a different experience, though one just as impressive, in their approach to Spokane.

Leaving the Sound region, eastbound, they cross the Cascade Range (heavily timbered from the bottom of deep, precipitous gulches to the top of the divides and the summit of the peaks)—where the giant firs seem like moss upon the mountainsides. The crossing is made through Stampede Tunnel, two miles in length, at an elevation of 2,852 feet. Like other Northern Pacific tunnels, this one is ventilated by electrically driven fans.

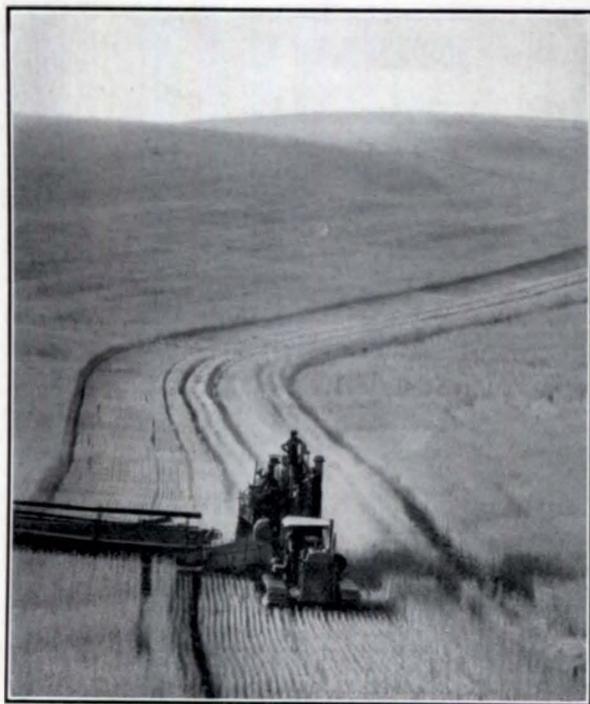
Orchards of the Yakima

After the thrilling descent from the Cascade Range, come the wealthy Kittitas and Yakima Valleys, where orchards in green rows extend across the entire plain and meet the untamed hills above the

lowed after the Columbia is left behind; then Spokane itself!

There are few railroad journeys on the continent more inspiring than this one between Portland and Spokane.

From Portland to Spokane and Chicago via S. P. & S. Ry. and Northern Pacific your train follows rivers for 1,441 miles.



irrigated regions. Rivers flowing through these valleys have been diverted to make possible such fruit, such gardens, such flowers and such cities as were never dreamed of by the pioneers who once plodded across the plains and hills of the self-same region.

Pasco, Washington, is the gateway to the Walla Walla country, where Dr. Whitman and his party were murdered by Cayuse Indians in 1848. Here trains crossed the Columbia River on ferry boats from 1885 to 1888, until the bridge was completed.

Lake Colville is followed for several miles, near Sprague, and small lakes are plentiful in the neighborhood of Cheney, before Spokane is reached.

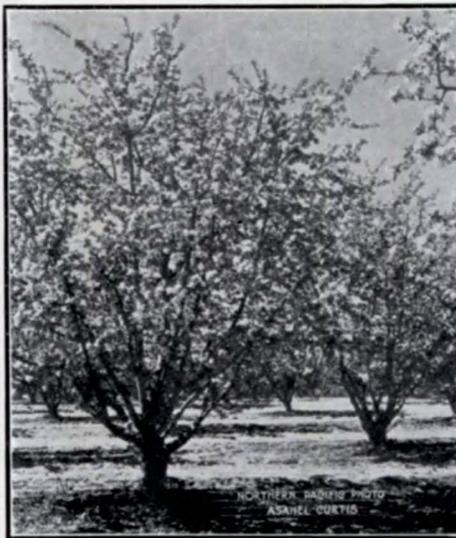
Between Prosser and Yakima you see Mount Adams—a cold, calm, rugged peak which once was an active volcano; the second highest peak of the Cascade Range, 12,307 feet above sea level.

Spokane and the Inland Empire

Spokane, "Capital of the Inland Empire," is the hub of eastern Washington and northern Idaho, a region rich in natural resources and recreational opportunities.

Mount Spokane, snow-capped, towers 6,000 feet. There are 76 clear mountain lakes within a radius of 50 miles. The summit of Mount Spokane, reached by an exhilarating two-hour motor ride, presents a most commanding view of 17 lakes, as well as other scenic offerings within three neighboring states, and even into Canada.

Additional nearby attractions are the old Cataldo Indian Mission; the "largest-in-the-world" silver-lead mine at Kellogg, Idaho; the wonderful Grand Coulee and Dry Falls of the Columbia; the Hole-



Above—Giant combine in the Palouse country.

Center—Yakima apple trees.

Below—Peaches in the Inland Empire.

in-the-Ground; the Devil's Well; Deep Creek Canyon; and the old Spokane House.

The Spokane River, with a magnificent fall in the heart of the business district, develops 185,000 horse-power, and may be seen from train windows.

Spokane has a wealth of revelations in store for the traveler; one of the foremost being the far-famed Davenport Hotel.



Idaho's Woods and Mountains

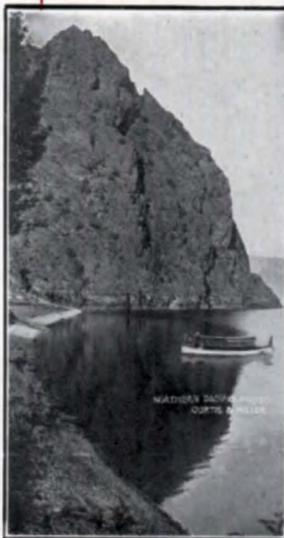
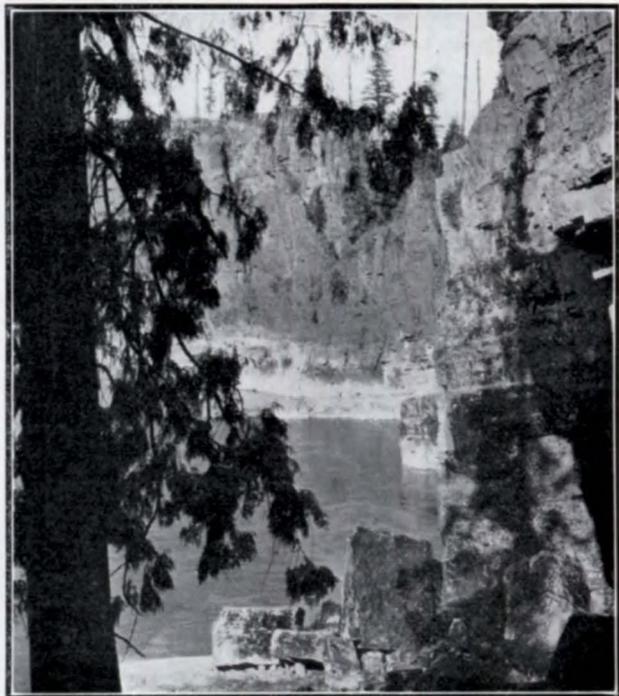
Almost immediately after leaving the Spokane region, the train enters the State of Idaho, and for several hours the clean, resinous scent of the timber country fills the air. Now the outskirts of the Rockies come into sight. Mountain lakes and clear, cold mountain streams lie in your path; great forests blanket the hills, and suddenly appears one of the most beautiful pictures in all America—Lake Pend d'Oreille!

On a steel and concrete viaduct, nine-tenths of a mile long, the train crosses this wide water-mirror in which steep mountain walls are clearly reflected. Placid, blue, as deep as 2,300 feet in

*Above—
Cabinet Gorge,
Idaho.*

*Center—
Hayden Lake,
Idaho.*

*Below—Lake
Pend d'Oreille,
Idaho.*



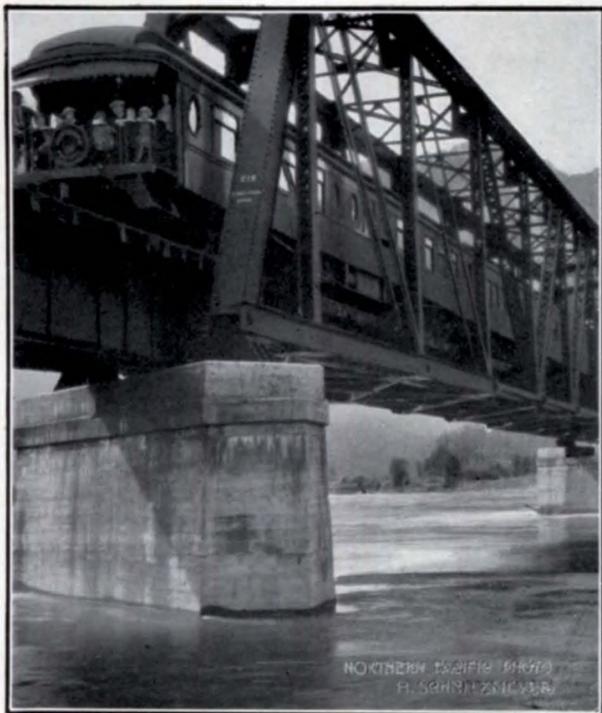
first explorers and the first settlers. Your fellow-travelers, the courteous trainmen, and the Northern Pacific "Red Book" called "2,000 Miles of Scenic Beauty" will point out to you scores of historic features of the landscape as you pass them. From the train windows you read the pages of the greatest history of American pioneering to be found—the former frontier itself, extending like an open book before you; instead of words, actual sights tell the story—old forts, ruined cabins, Indian settlements and Indian mounds! Cabinet Gorge, close to the track, is rugged and magnificent.

Montana— the Treasure State

Then comes Montana! Following Clark's Fork River, you pass from Idaho's Rockies into those of our great mountain state. The river canyon, near Thompson Falls; the Mission Range, described by many as

places, this is one of the largest fresh-water lakes to be found in the interior of the continent. It is 55 miles long and from 2 to 15 miles across. The city of Hope, Idaho, seems to hang upon the mountainside which is very steep along the lake shore.

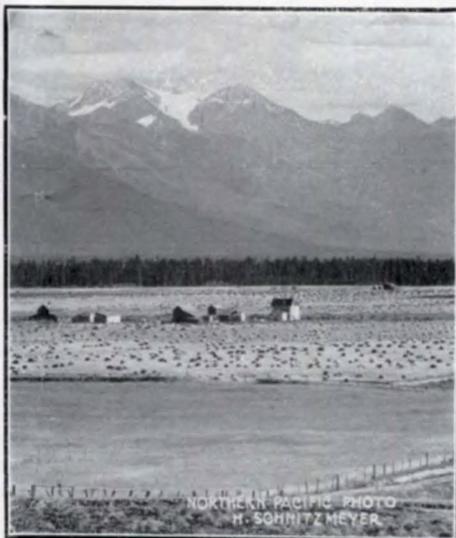
This part of northern Idaho is filled with reminders of the early fur-traders and the Indians, the



Missoula. Mountain peaks loom about this beautiful western city. As the train continues eastward it enters Hell-Gate Canyon, the principal highway by which the white man in the early days and the Indian before him crossed this mountainous region.

Historic Events Recalled

Still following the Hell-Gate River, just before the Continental Divide is reached, you pass the historic spot where in 1852 Montana gold was first discovered on Gold Creek, and where on August 22, 1883, the rails of the Northern Pacific were joined by the spike which completed the pioneer transcontinental line of the Northwest. As



*Above—Crossing
Clark's Fork,
Montana.*

*Center—Ranch
in the Mission
Valley.*

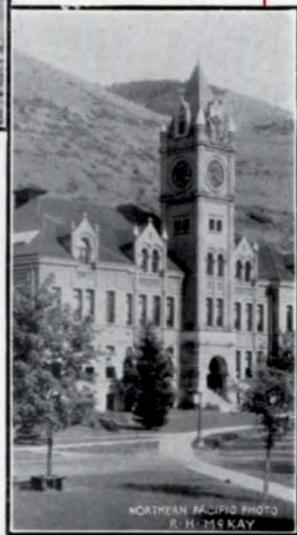
*Below—
University Hall
and Mt.
Sentinel,
Missoula.*

the most beautiful mountain range in the United States, with the mighty McDonald Glacier in plain view from the train; the Flat-head Indian Reservation dotting the landscape with picturesque tepees; Indians at the station platforms of little mountain towns; more rivers, more mountains—you are nearing the main ranges of the American Rockies! Few train journeys in the world can surpass this one for amazing beauty and intensity of interest.

Before the Continental Divide is reached comes the crossing of the famous Marent trestle, spanning a gulch 225 feet high in the Coriacan defile between the Flathead and Missoula Valleys.

Missoula is the largest Montana city reached west of the Continental Divide. Federal Fort Missoula and the State University are here, and tourists have a glimpse of the rich Bitter Root Valley, reached by a branch line of the Northern Pacific from

you pass the monument which stands at Gold Creek, it is not hard to imagine the excitement which prevailed on that August afternoon, when notables from many countries gathered to celebrate the completion of the Northern Pacific main line and to hear the words of Wm. M. Evarts, Henry M. Teller and General Ulysses S. Grant.



The Trip via Helena

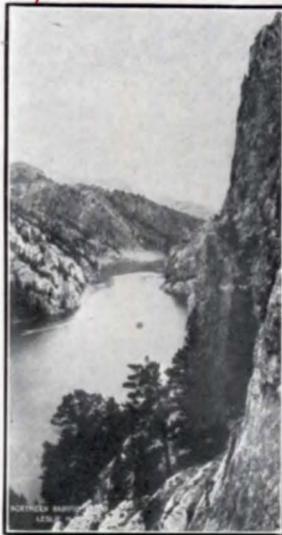
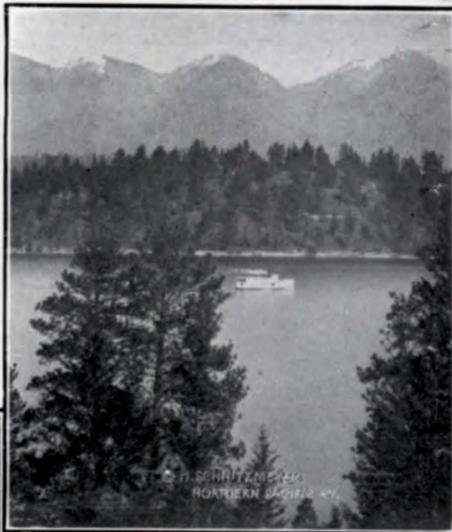
Immediately after passing Gold Creek the train is confronted by the main range of the Rockies and begins the thrilling ascent to the Mullan Pass, where a tunnel carries you over the Divide at an elevation of 5,548 feet. Then comes the descent of almost 2,000 feet to the city of Helena, scenic, rich in historic interest, typical of Montana's young, swiftly moving cities.

Helena is the capital of the state. It is located on old Last Chance Gulch where placer miners produced \$40,000,000 in gold. At Helena stop-overs for a boat trip through the Gates of the Mountains (a Missouri River canyon so-named by

*Above—Indians
visit the train
at Arlee
Montana.*

*Center—
Flathead Lake.*

*Below—"Gates
of the Moun-
tains" near
Helena.*



Lewis and Clark) and a swim in the world's largest enclosed natatorium repay the traveler.

In the vicinity of Helena are many fine mountain resorts where horseback riding, fishing, hunting, mountain climbing and exploring provide good times for summer visitors every year. "Dude ranches", camps and hotels offer every type of resort accommodation in this region.



Another Mountain Crossing via Butte

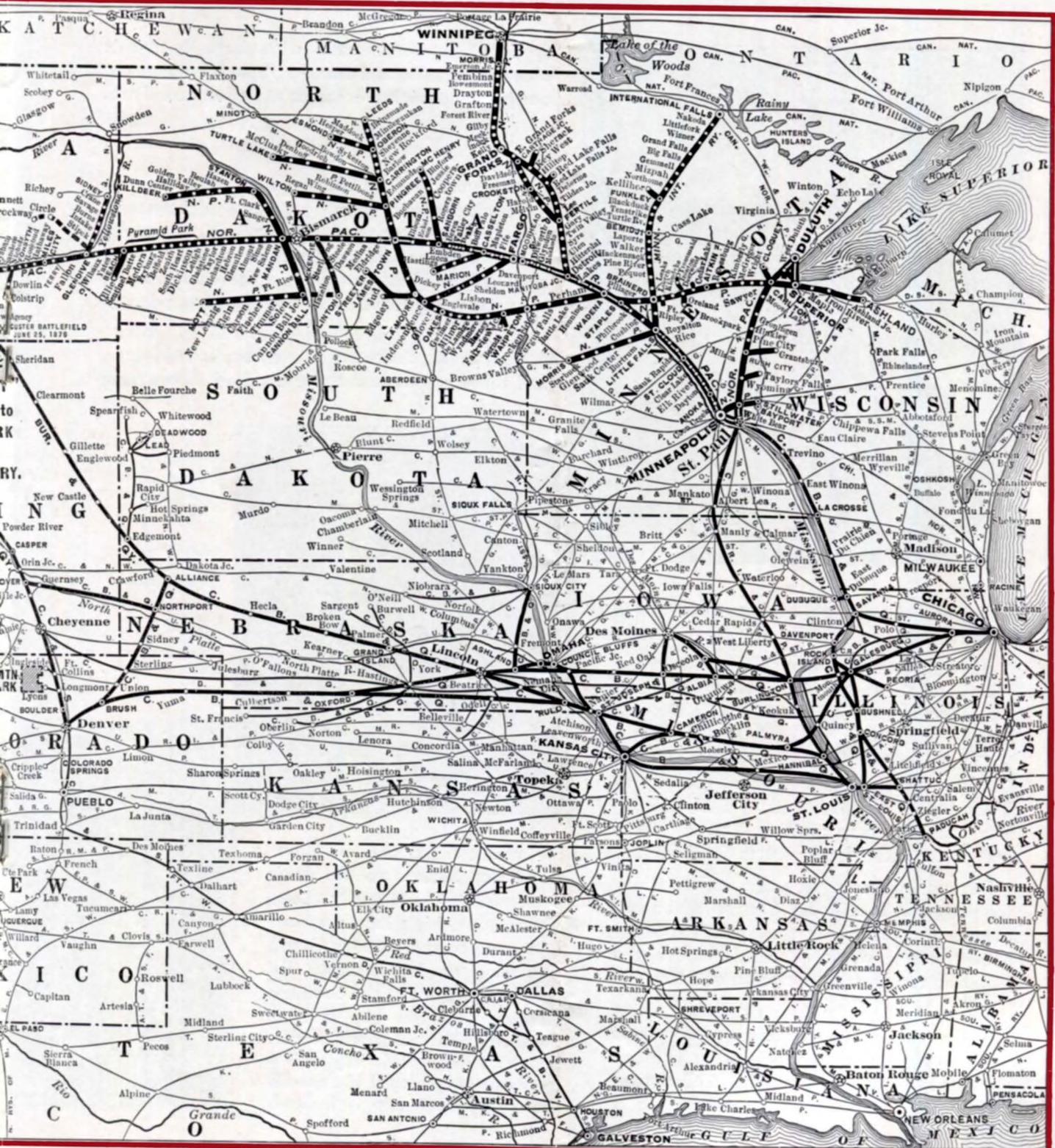
Or, if your train crosses the Divide on that section of the main line which goes from Garrison to Logan by way of Butte instead of by way of Helena (the Northern Pacific operates through two parallel passes in these mountains), you see the remarkable mining center which contributes so much to the wealth of Montana. Butte is really two cities—one above and one below the ground. It produces more than 300,000,000 pounds of copper yearly, and in addition zinc, gold, silver and lead in large quantities.

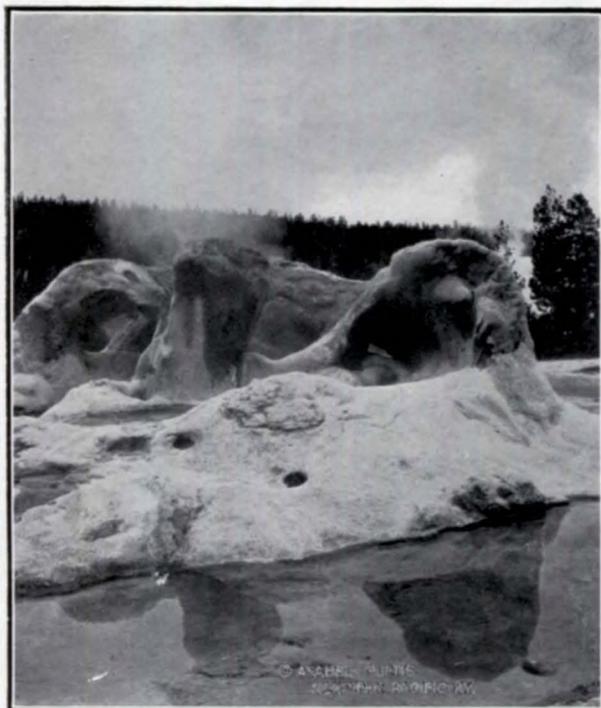
The Butte line crosses the backbone of the continent at Homestake Pass. As the train mounts above Butte there is a striking view straight down 1,000 feet into the valley which is being left behind. The tunnel is 6,356 feet above sea level. Towering rocks, gaunt wind-gnarled pines, and a glorious





Northern Entrance to
YELLOWSTONE PARK
 reached only via
NORTHERN PACIFIC





view are the reward of the tourist who takes this famous route across the Continental Divide.

At Logan, the Butte and Helena lines are joined and the eastward way continues along the Jefferson and Gallatin Rivers to the city of Bozeman in the marvelously fertile Gallatin Valley. Here is the Montana Agricultural College. Bozeman is the newest gateway to Yellowstone National Park. The Gallatin way from Bozeman to West Yellowstone is one of the most scenic routes in Montana.

Beyond Bozeman, the valley narrows into the rugged walls of Rocky Canyon, and again mounts to "the top of the world", crossing another range of the Rockies through the Bozeman tunnel at an elevation of 5,592 feet.

From Bozeman to Livingston is a short but inspiring ride—mountains everywhere!

Livingston is the diverging point for trains and Pullman cars bound to Yellowstone Park. Here they are attached to a

special Yellowstone train with large open-side observation cars, and turn south to Gardiner, the northern and original entrance to Yellowstone Park.

Yellowstone Park

Plan your trip to include a stop in the vast mountain-enclosed region of the Yellowstone, where countless natural marvels, which seem to be miracles, confront your eyes daily. The Yellowstone Park tour is a great education; it is unsurpassed—unequalled among the wonders of the world.

The regular Yellowstone tour lasts for 4½ days, and takes you around the entire Park Loop, from

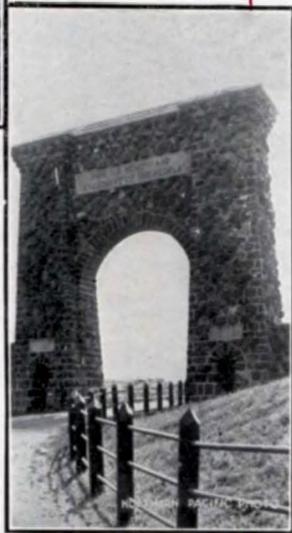


Above—Grotto Geyser Crater, Yellowstone Park.

Center—A Yellowstone Park Bruin.

Below—Gardiner Gateway and the Roosevelt Arch.

the rainbow terraces of Mammoth Hot Springs to the great geyser basins, to lovely Lake Yellowstone, high in the mountains, and to the glorious Grand Canyon of the Yellowstone. By entering the Park at the Gardiner Gateway, you see the marvels in their most dramatic order. Shorter trips of 3½, 2½ or 1½ days can be arranged if time for the Yellowstone trip is limited,



Following the Yellowstone River from Livingston eastward, the train soon reaches Springdale, Montana, stopping-place for Hunter's Hot Springs, a justly popular resort.

"Dude Ranches"

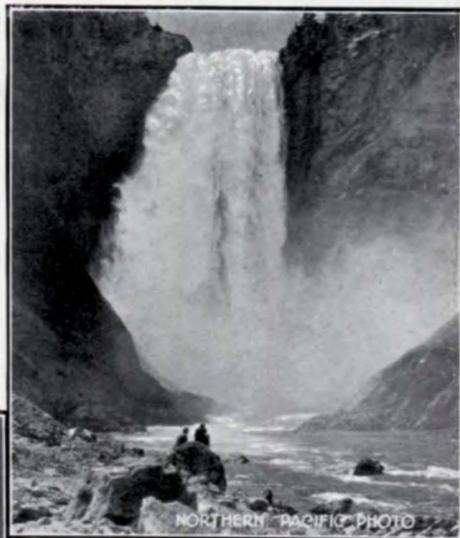
Ahead lies Big Timber and Columbus, in the center of a wide Rocky Mountain vacation region. "Dude ranches", lodges, hotels and camps of all kinds are to be found in the mountains reached from these towns.

Other excellent resorts are reached from Red Lodge to the south, gateway to the spectacular Beartooth Mountain country.

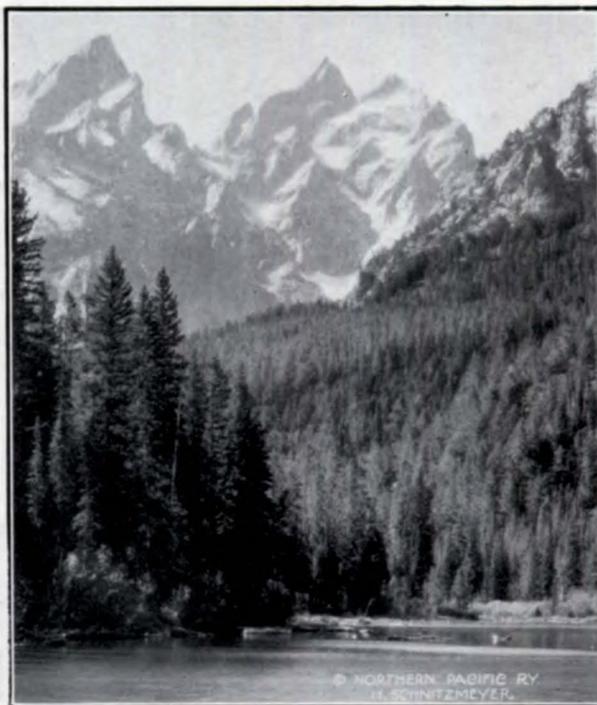
*Above—Teton
Mts. south of
Yellowstone
Park.*

*Center—Great
Fall of the
Yellowstone.*

*Below—Old
Faithful Geyser.*



Red Lodge is reached by a branch line from Billings, the next large Montana city east of Livingston. Billings prospers as the distributing point for a productive agricultural region. Vast cattle ranges—stupendous panoramas reach to the horizon. Herds of cattle and flocks of sheep. The West today!



Indian Wars Were Fought Here

You are now in a country which was hotly fought over by the American troops and the Indians. A Crow and Cheyenne reservation lies to the south of Billings, and there are frequent Indian visitors at the trains, friendly and interesting.

As the train speeds eastward it passes Pompey's Pillar, an oval rock 200 feet high, which Captain Clark climbed in 1806 to carve his name upon its surface.

Custer, Forsyth and Miles City, named for the great generals who helped to quell the last fierce Indian uprisings, label this section of eastern Montana as historic ground. But how much American frontier history was enacted upon these plains, how many decisive maneuvers of Indian warfare were executed here, how frequently the trails



Dickinson, North Dakota Now and in 1883.



of Indian chief, foreign explorer and American pioneer crossed upon these wide expanses of prairie—not even the people who live here can actually know.

From Bighorn, Montana, between Custer and Forsyth, General Gibbon crossed the Yellowstone in 1876 to march his 450 men to the aid of General Custer in the Battle of the Little Bighorn—already lost.

At Miles City stands old Fort Keogh and Signal Butte from whose summit heliograph messages were signaled to the Black Hills 175 miles away. Every landmark on these prairies has its story, every story has its place in the history of the West and its winning.

Irrigation Projects Interesting

Irrigation projects all along the Yellowstone Valley give tourists an idea of the skill, energy and foresight which is being used in the *second* winning of the West. East-

ern Montana, through modern methods, is gaining an agricultural reputation which promises to rival its fame in the old days as a cattle range country.

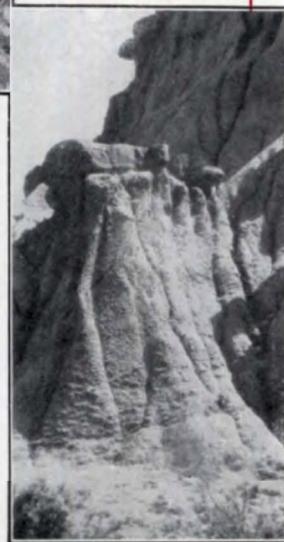
Between Miles City and Glendive the Powder River is crossed—a small stream with a big reputation! You recall the American battle-cry in France —“Powder River, Let'er Buck”. At Glendive you bid farewell to the Yellowstone River whose waters have been a noisy, changeable, fascinating companion to the train for more than 300 miles. But Glendive also gives the first glimpse of the Bad Lands Country, for the rough, oddly-shaped buttes in the distance are outlying examples of the weird formations which are to make the miles lying just



Above—North Dakota cities have grown rapidly.

Center—Through the “Bad Lands.”

Below—Weird buttes color “Roosevelt Park,” North Dakota.



ahead among the most colorful of the entire trip.

As the boundary line between Montana and North Dakota draws near, the taller buttes become more and more unusual in shape and in coloring, and after the train enters North Dakota and approaches the town of Medora, the real Bad Lands lie all about you. Medora is the center of the



region known as "Roosevelt Park," which has been suggested to the nation as a fitting memorial to the Cowboy President who ranched on the Little Missouri River a short distance from Medora.

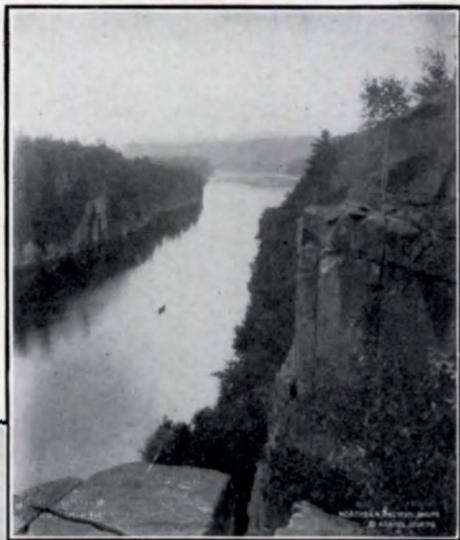
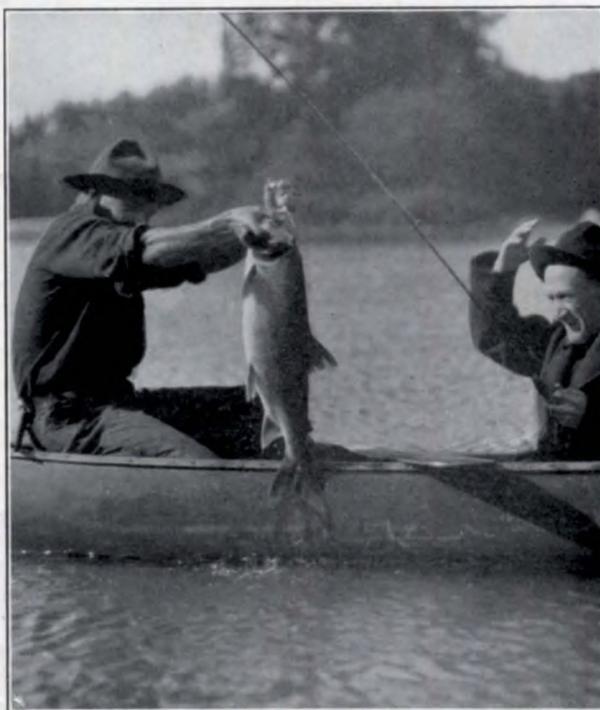
"Roosevelt National Park"

If this section of the Bad Lands is made "Roosevelt National Park", a greater number of American citizens will visit the remarkable country lying behind these painted hills. One of the largest petrified forests ever revealed by the processes of erosion, and more than 20 miles of scenery resembling the Grand Canyon of Arizona are within easy reach of Medora. Wind and rain have carved the buttes and mesas into their mysterious shapes;

*Above—Fishing
in one of
Minnesota's
10,000 Lakes.*

*Center—Dalles
of the St. Croix
River.*

*Below—
Cowboy Sport,
Medora,
North Dakota.*



tinues almost as far as Dickinson. From this point on, the vast grain fields of North Dakota extend to a far distant horizon. After the mountain country of the states you have come through, it seems that the sky has never been so far-reaching as it appears in North Dakota!

North Dakota— Famous for Farms

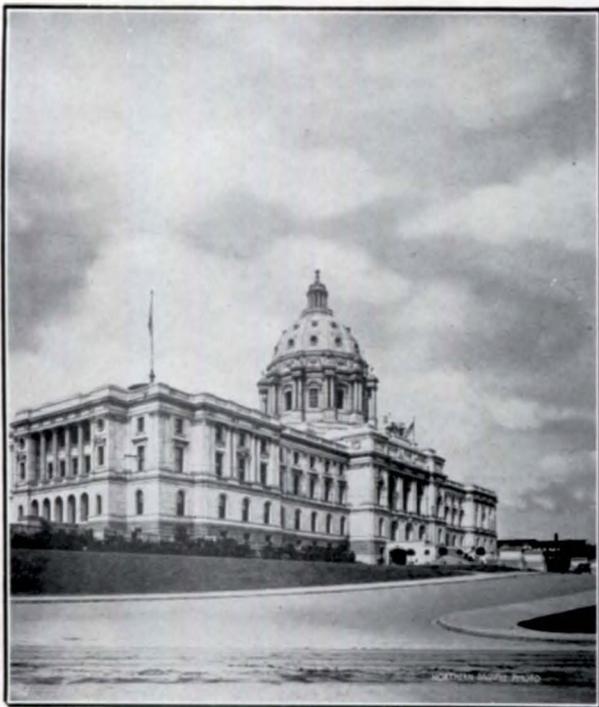
Mandan, Bismarck, Jamestown and Fargo bear witness to the generosity with which these fields repay the men who plant them. All along the way are signs of the diversification which farmers in the Northwest have wisely chosen to adopt in recent years; milk cans are piled upon the station platforms, cornfields are scattered among the acres of wheat.

Between Fargo and Moorhead, Minnesota, the Red River of the North flows beneath your train—a storied stream.

burning lignite beds under the ground have colored them in flaming stripes.

Tourists who wish to visit the Petrified Forest and the Roosevelt Ranch region may stay at the Peaceful Valley Ranch near Medora, from whence horseback tours are conducted to these points of interest.

The Bad Lands scenery con-



Minnesota lies before you now—the Northwest has been almost left behind. Ten thousand lakes, innumerable woods, scores of summer resorts make the trip across Minnesota varied and full of charm.

Beautiful Minnesota

This is the land of Longfellow's Hiawatha! The little hills along the majestic Mississippi are green, or tawny, or white, depending upon the season when you see them, and the lakes gleam brightly in their woodland settings as the train rolls by.

Minneapolis and St. Paul (or Duluth and Superior if you branch off at Staples to go to the Twin Ports instead of proceeding to the Twin Cities) end the Pacific Northwest journey. Minneapolis and St. Paul, at the head of navigation on the Mississippi River, are partly of the Northwest and partly of the Middle West.

Minneapolis, with lakes and parks, the

world's greatest flour mills, the State University, the Falls of St. Anthony and Minnehaha, and excellent shops, is a tempting place for tourists.

Stop over, if you can, in one of the Twin Cities for a side trip into the Ten Thousand Lakes Region—rare fishing and all kinds of water sports—pine and birch woods all around you.

There are countless attractive resorts and you may choose from among them just the type of place you wish to visit. Any Northern Pacific representative can direct you.

St. Paul, high on the Mississippi bluffs, has its lakes and parks, also, and the magnificent State Capitol building, a fine municipal organ in an immense public auditorium, Summit Avenue—fa-



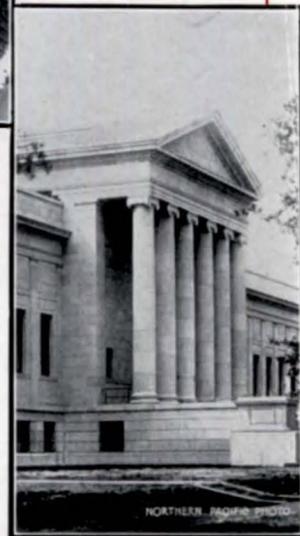
*Above—
Minnesota
State Capitol,
St. Paul.*

*Center—View
of Minneapolis
Business
District.*

*Below—Art
Institute,
Minneapolis.*

mous among American residence streets, the Indian Mounds and scores of other sights which travelers want to see.

Equally distant from Minneapolis and St. Paul is Fort Snelling, located at the junction of the Mississippi and Minnesota Rivers. Old Fort Snelling was established here in 1819-20 and some of the original buildings still stand.



Duluth and Superior

Duluth and Superior, with a combined harbor second only in tonnage to that of New York City in the United States, have the flavor of the North Country. Many tourists go east from Duluth by boat through Lakes Superior, Michigan, Huron, Erie and Ontario, sailing on one of the comfortable Great Lakes steamers.

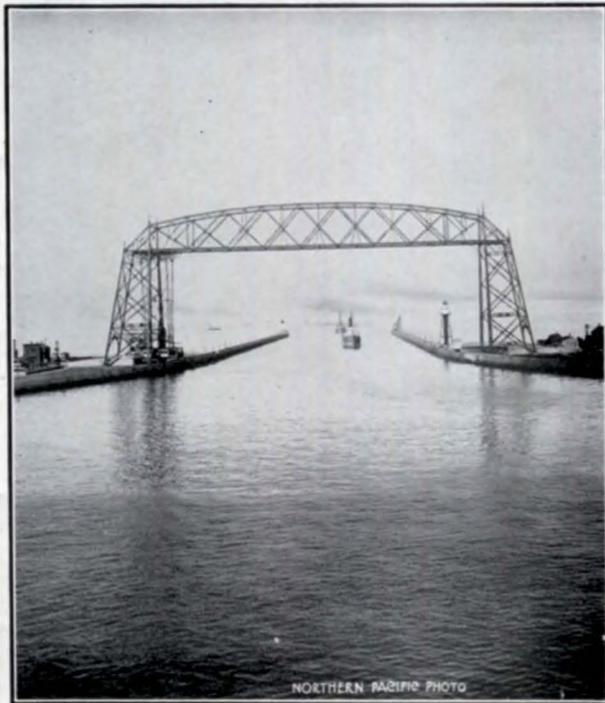
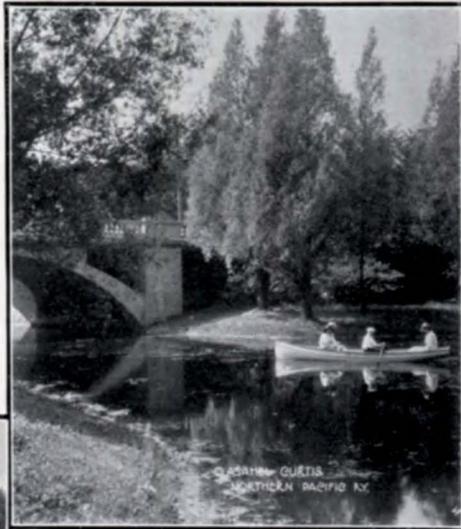
Before you go on, however, linger in the Duluth country long enough to see the great north woods, the hidden lakes and beautiful resorts which cluster around Lake Superior.

In Duluth is a statue to the great financier and pioneer leader in northwestern development—

*Above—
Famous Aerial
Bridge, Duluth,
Minnesota.*

*Center—
Phalen Park,
St. Paul.*

*Below—Old
Fort Snelling,
between the
Twin Cities.*

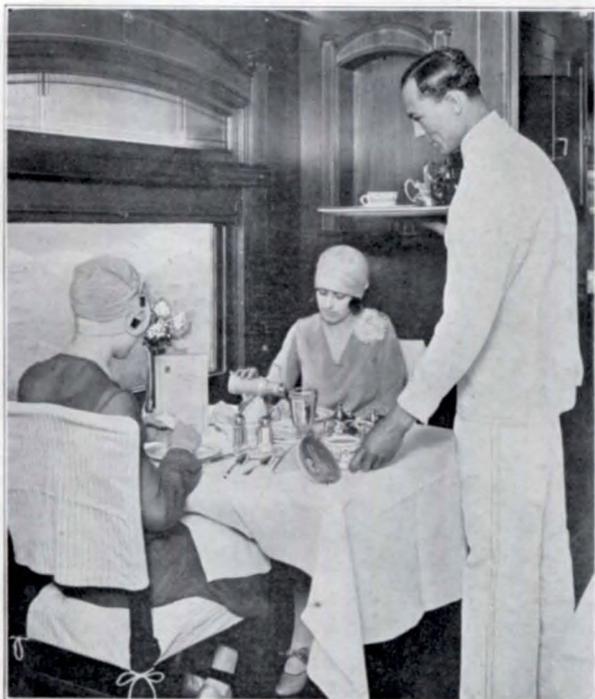


Direct by Rail to Chicago

If you wish to continue your rail journey to Chicago, your train goes on from Minneapolis and St. Paul, using the Burlington Route along the banks of the Mississippi, "Where Nature Smiles 300 Miles". This is a picturesque ride to take by daylight. Frequent trains both by day and night bring you into the new Chicago Union Station at convenient hours. The "North Coast Limited", from Seattle, Tacoma and Portland, goes directly through to Chicago, arriving there 68 hours after leaving the Pacific Coast.

At the new Chicago terminal—a sight well worth seeing in itself—you can make convenient connections east or south. The Northern Pacific representative who helps you plan your eastward trip will gladly arrange your itinerary to permit sight-seeing in Chicago if you wish to see the great metropolis of the Middle West.

Jay Cooke, whose genius gave the first real impetus to the construction of the Northern Pacific Railway. When schemes for the settlement and improvement of the great Northwest were considered madly impractical, this financial leader ignored ridicule and opposition. The city of Duluth was known as "Jay Cooke's Bubble."



South from St. Paul

If you wish to go south to Kansas City or St. Louis from St. Paul, connections can be made with Burlington Route trains and with other lines to carry you directly south from this Northern Pacific terminal without going on to Chicago.

Or you may take the *Atlantic Express* from Portland, Tacoma or Seattle, turning south from the main line of the Northern Pacific at Billings, Montana, and using the Burlington Route to Denver, Kansas City, Omaha or St. Louis—through cars.

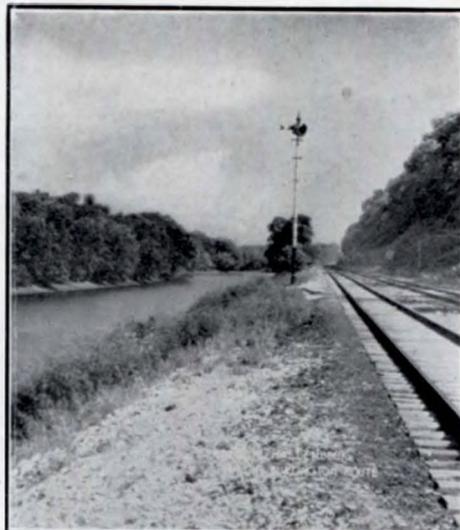
Dining Car Service Unsurpassed

Northern Pacific dining car service is "famously good." From the low-priced club meals to the wide selection of dishes offered on the *a la carte* menu, everything served in Northern Pacific cars has been prepared

by a master chef. The system behind these remarkable meals is elaborate and painstaking. It begins with schools of instruction for all dining car department employes. It includes a surprising system of inspection and a constant effort on the part of every employe to keep the standards of the dining car service as high as those of the greatest restaurants of the country—yes, even higher!

"Big Baked Potatoes" (none weighing less than two pounds) and "Big Baked Apples" (fresh from the orchards along the line), are features of Northern Pacific diners known all over the world. You will find everything else correspondingly good.

Visit the commissary departments of this unusual dining car department in Seattle and in



*Above—
Northern Pacific
meals are
"famously
good."*

*Center—
Along the scenic
Mississippi.*

*Below—
Maiden Rock on
the way to
Chicago.*

St. Paul and see for yourself the care, the skill and the pride which go into the preparation of the good things you enjoy on Northern Pacific dining cars!

The moderate prices of meals will surprise you when you ride on Northern Pacific trains. Ask your travel adviser to send you a sample menu and see for yourself how well the meals are planned to suit every taste and every pocketbook.



New Chicago Union Depot

The "North Coast Limited" and the "Atlantic Express" have, as their eastern terminal, the new Chicago Union Station, famous for its beauty and its convenience. You will appreciate the advantages offered by this splendid new terminal station.

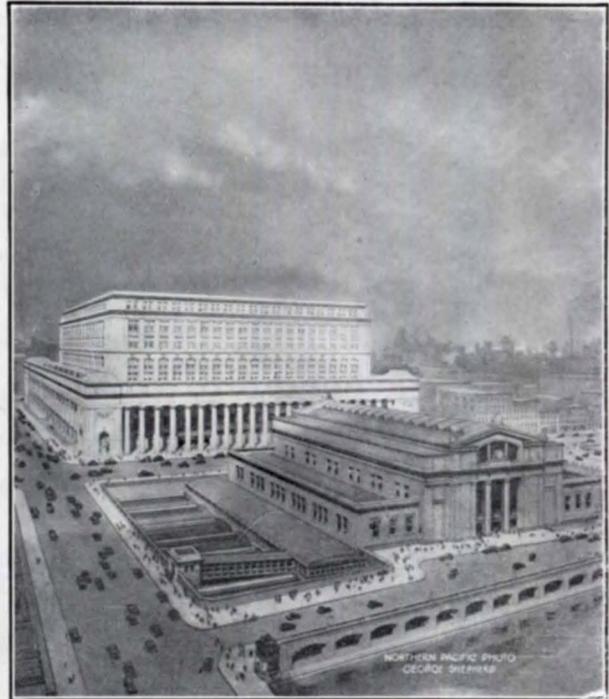
Free Travel Service

No matter where you are, a Northern Pacific representative is within reach to help you plan your trip. By mail or telephone you can secure his willing services. If possible, he will call at your home or office to discuss your plans, and when he has made out an itinerary for you, secured your reservations and your ticket, checked your bag-

Above—New Union Depot, Chicago.

Center—Big Baked Potatoes on the Northern Pacific.

Below—From the observation car window.



Excellent Trains

The *North Coast Limited* and the *Atlantic Express* are two fine [trains giving fast daily service from Seattle, Tacoma and Portland to the eastern terminals of the Northern Pacific Railway.

You will enjoy courteous, efficient personal service on these trains, in addition to the modern travel comforts, the excellent equipment and the good roadbed with its washed gravel ballast.

Electric automatic block signals protect you on the Northern Pacific route. Every care is taken to give you a clean, cool, comfortable journey through the "2000 miles of scenic beauty" between the North Pacific Coast and the Great Lakes.



gage and arranged for its transfer to the train, he will deliver checks and tickets to you.

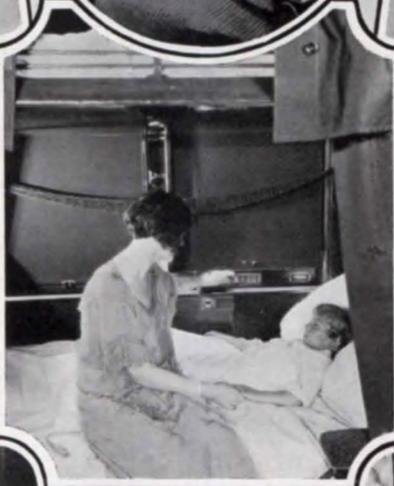
The list of representatives is given on page 23; look up "your" Northern Pacific office now.

Samuel Hopkins Adams, novelist, globe-trotter and star newspaper reporter, stepped off the eastbound North Coast Limited of the Northern Pacific Railway the other morning on his first visit to Missoula.

Waving his hand to No. 2 he said: "There is the finest railroad train in the world and I have traveled on all that are worth talking about."—*From the Daily Missoulian, Missoula, Mont.*

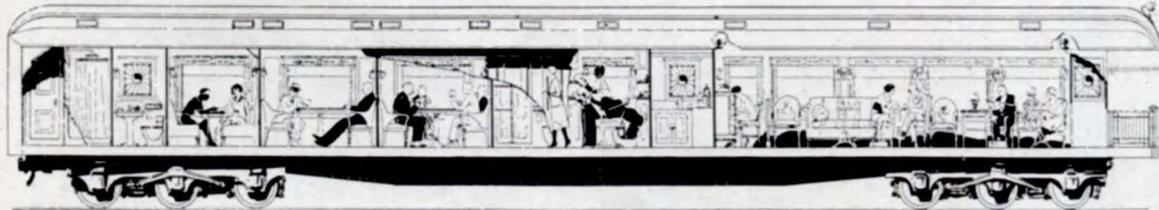


28 Ranges of Mountains Seen from Northern Pacific Main Line Trains



1406 Scenic Miles of Rivers Along the Northern Pacific Main Line

Observation-Club Car of the North Coast Limited—One of America's Fine Trains



Women's Shower Bath Women's Lounge Two Smoking and Card Rooms Men's Shower Bath Barber Shop Buffet and Soda Fountain Desk and Library Club Lounge and Observation Room Observation Platform

Principal Northern Pacific Offices

Aberdeen, Wash. Phone 810
R. H. Schaeffer District Freight and Passenger Agent

Bellingham, Wash., A. N. Bussing General Agent

Billings, Mont., 21½ N. Broadway Phone 1346
J. E. Spurling District Freight and Passenger Agent

Boston, Mass., 236 Old South Bldg. Phone Liberty 9699
Geo. L. Brooks District Passenger Agent
Jared Jernegan Traveling Passenger Agent

Buffalo, New York, 200 Ellcott Square Phone Seneca 6822
C. W. Beardsell Traveling Passenger Agent

Butte, Mont., 405 Metals Bank Bldg. Phone 73
C. E. McMillen General Agent
W. B. Elliott City Passenger Agent

Chicago, Ill., Straus Bldg., 73 E. Jackson Blvd., Phone Wabash 127
M. E. Harlan General Agent Pass. Dept.
G. W. Rodine Assistant General Agent
John B. Hinkson Traveling Passenger Agent
W. C. Widenhoefer Traveling Passenger Agent

Cincinnati, Ohio, 507 Chamber of Commerce Bldg.
Phone Main 5002
R. H. McCurdy General Agent Passenger Dept.
A. L. Placke Traveling Passenger Agent

Cleveland, Ohio, 806-7 Hippodrome Bldg. Phone Main 2846
Willard Adamson General Agent
P. H. Boardman Traveling Passenger Agent

Dallas, Texas, 903 Southwestern Life Bldg. Phone Y-3667
Charles Sorg, Jr. Southwestern Agent

Des Moines, Iowa, 216 Equitable Bldg. Phone Market 2907
Neil Baird District Passenger Agent

Detroit, Mich., 1006 Transportation Bldg. Phone Randolph 4934
Geo. Barnes General Agent
L. K. Tannahill Traveling Passenger Agent
J. R. Patterson City Passenger Agent

Duluth, Minn., City Ticket Office
334 West Superior St., Phone Melrose 2600
J. I. Thomas Asst. Gen. Freight and Passenger Agent
C. P. O'Donnell City Passenger Agent
N. D. Harding Traveling Freight and Passenger Agent

Everett, Wash., J. B. Hart General Agent

Fargo, N. D.
M. L. Mikkelsen, Passenger Agent Pass. Sta.
Helena, Mont., Placer Hotel, 27 No. Main St. Phone 612
L. R. Challoner Asst. Gen. Frt. and Pass. Agent
R. J. Dee General Agent
Geo. A. Miner City Passenger Agent

Kansas City, Mo., 116 Ry. Exch. Bldg. Bell Phone Main 3141
F. A. Acker General Agent
L. B. Heinen Traveling Passenger Agent

Lewiston, Idaho, C. J. Breier Bldg. Phone 1158
A. F. Shirley General Agent

Livingston, Mont., J. C. Petres Traveling Passenger Agent

Los Angeles, Cal., 510-511 Central Bldg. Phone Trinity 2322
J. C. Spracklin General Agent
J. R. Bishop Traveling Passenger Agent
T. A. Murphy City Freight and Passenger Agt.

Milwaukee, Wis., 1126 First Wisconsin National Bank Bldg.
Phone Broadway 540
R. L. Kelly General Agent
L. B. Wimsey Traveling Passenger Agent
J. M. Zakariasen City Freight and Passenger Agent

Minneapolis, Minn., 522 2nd Ave. So. Phone Main 2213
G. F. McNeill Assistant General Passenger Agent
H. B. Upton City Passenger Agent
C. S. Kirkland City Ticket Agent

Missoula, Mont. Phone 3161
R. B. Stevens Traveling Freight and Passenger Agent

A. D. Charlton, Gen. Pass. Agt., Portland, Ore.

E. E. Nelson, Passenger Traffic Manager, St. Paul, Minn.

New York City, 560 Fifth Avenue Phone Bryant 5490
H. M. Fletcher Asst. General Agent Passenger Dept.
V. L. BeDell District Passenger Agent
L. Householder City Passenger Agent

Philadelphia, Pa., 926-927 Fidelity-Phila. Trust Bldg.
123 So. Broad St., Phone Rittenhouse 4832-3
B. M. Decker General Agent
L. Herchelroth Traveling Passenger Agent
E. K. Kremer Traveling Passenger Agent

Pittsburgh, Pa., 518 Park Bldg. Phone Atlantic 0306
W. H. Millard General Agent
Clifford T. Penn Traveling Passenger Agent

Portland, Ore., 531 American Bank Bldg., Phone Broadway 5760
A. D. Charlton General Passenger Agent
C. F. Duffy Traveling Passenger Agent
L. E. Beach City Passenger Agent
W. C. Smith Passenger Solicitor

St. Louis, Mo., 540 Boatmen's Bank Bldg. Phone Garfield 3280
R. K. Cross General Agent
C. R. Throckmorton Traveling Passenger Agent

St. Paul, Minn., City Ticket Office.
Railroad Bldg., 5th and Jackson Sts. Phone Cedar 2340
M. R. Johnson City Passenger and Ticket Agent
H. C. Hasberg Traveling Passenger Agent
F. J. Elliott Traveling Passenger Agent

San Francisco, Cal., Palace Hotel Bldg.
657 Market St. Phone Sutter 1078
J. P. Roddy General Agent
A. C. Stickley Traveling Passenger Agent
H. E. Petersen City Passenger Agent

Seattle, Wash., City Ticket Office.
1407 Fourth Ave. Phone Elliott 5560
N. J. Heuchan General Agent Passenger Department
Orville Neer City Passenger Agent

Seattle, Wash., 200 L. C. Smith Bldg. Phone Elliott 5560
J. L. Burnham Western Traffic Manager
R. J. Tozer Asst. General Passenger Agent
E. L. Carey District Passenger Agent
J. T. McKenney Traveling Passenger Agent
Karl K. Katz Traveling Passenger Agent

Spokane, Wash., 701 Sprague Ave., cor. Wall St. Phone Main 5321
F. J. Berry General Agent
F. J. Greene Traveling Passenger Agent
L. W. Tuttle City Passenger and Ticket Agent
E. F. Baird City Passenger Agent

Superior, Wis.
Elmer S. Hard City Freight and Passenger Agent

Tacoma, Wash., 118 South Ninth St. Phone Broadway 1121
J. L. Norton Asst. General Freight and Passenger Agt.
J. O. McMullen City Passenger and Ticket Agent

Vancouver, B. C., City Ticket Office.
Nor. Pac. Bldg., 501 Granville St. Phone Sey. 7920
Oswald Crawford General Agent
W. F. Carr City Passenger Agent
A. L. Thompson City Ticket Agent

Victoria, B. C., 912 Government St. Phone 7106
E. E. Blackwood General Agent

Wallace, Idaho
J. G. Sanders General Agent

Walla Walla, Wash., 103-104 First Nat'l Bank Bldg. Phone 161
S. J. Miller District Freight and Passenger Agent

Winnipeg, Man., 349 Main St. Phone 87811-87812
T. J. O'Donnell General Agent
L. Cadle City Freight and Passenger Agent

Yakima, Wash.
H. A. Glen District Freight and Passenger Agent

M. M. Goodsill, Gen. Pass. Agt., St. Paul, Minn.





Grand Canyon and Great Fall, Yellowstone National Park.

Rudyard Kipling wrote of the Grand Canyon:

"All that I can say is that without warning or preparation I looked into a gulf 1,700 feet deep, with eagles and fish-hawks circling far below. And the sides of that gulf were one wild welter of color—crimson, emeralds, cobalt, ochre, amber, honey splashed with port wine, snow-white, vermilion, lemon and silver-grey in wide washes. The sides did not fall sheer, but were graven by time and water and air into monstrous heads of kings, dead chiefs—men and women of the old time. So far below that no sound of strife could reach us, the Yellowstone River ran, a finger-wide strip of jade green. The sunlight took those wondrous walls and gave fresh hues to those that Nature had already laid there. Evening crept through the pines that shadowed us, but the full glory of the day flamed in that canyon as we went out very cautiously to a jutting piece of rock—blood-red or pink it was—that hung the deepest deeps of all."

Yellowstone has phenomena seen nowhere else in the world!—Boiling lakes, colored pools, steaming geysers, roaring caverns. The park is America's greatest wild animal refuge.

A complete tour of the park costs only \$54, hotel way and \$45, lodge way.

SEE YELLOWSTONE THIS SUMMER

Send for free illustrated booklet

E. E. Nelson, Passenger Traffic Manager, St. Paul, Minnesota

Northern Pacific Railway

