

The Vista-Dome North Coast Limited in the Montana Rockies

TO ADD TO THE INTEREST OF YOUR TRIP . . .

IN this book you will find information about the country you see from the train windows of the Northern Pacific Railway on a transcontinental journey. We hope it will contribute to your pleasure.

Every member of the Northern Pacific personnel, from the conductor, engineer and brakeman to the track laborer and section hand, wants your trip to be interesting and enjoyable all the way.

Please do not hesitate to ask questions of our employees. They are glad to be of service.

How to Use This Book

Westbound passengers from St. Paul-Minneapolis can follow points of interest along their route by beginning to read at the top of the following page.

Westbound passengers from Duluth-Superior will find their route shown on page 6.

Eastbound passengers from Seattle should turn to page 38 and read forward to the front of the book.

Eastbound passengers from Tacoma should turn to page 39, and read forward in the book.

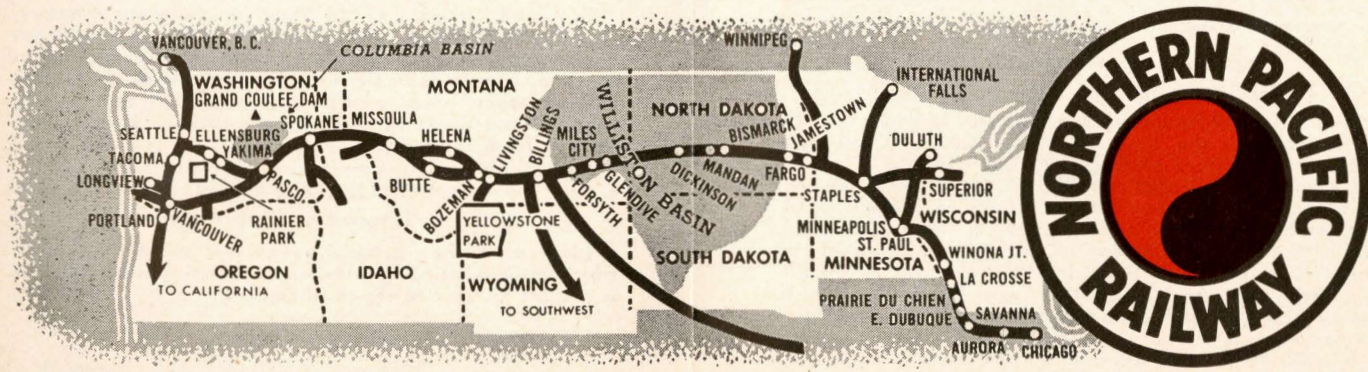
Eastbound passengers from Portland will find their route shown on page 44, and should read forward from this point.

Time When Landmarks Are Seen

In order to determine the time when towns, landmarks, rivers and other features described in this booklet will be reached, we advise the use of your regular Northern Pacific time folder. By looking up the town on the time folder you will be able to tell when your train will pass the point of interest. Points on the main line between St. Paul and Seattle will be found on time tables 1, 2, 3, 4, 5 and 6 of the general Northern Pacific time folder or on tables 1, 2 and 3 of condensed folder. Points between Duluth and Staples (where the main line is joined) will be found on time table 13 of the general folder or table 4 of the condensed schedules. Points on the line between Spokane and Portland will be found on time table 7 of the general folder.

Index to Stations and Points of Interest, page 45 and 46.

G. W. Rodine, Passenger Traffic Manager,
Northern Pacific Railway, St. Paul, Minnesota





St. Paul Skyline and Mississippi River

ST. PAUL, MINNESOTA

Estimated population 320,000—Elevation, 732 feet

St. Paul, the capital of Minnesota, was settled in 1838. It was named for the Apostle Paul. In 1849 it became a village, in 1854, a city, and in 1858 the state capital when Minnesota was admitted to the Union. The marble State Capitol is one of America's most beautiful buildings. St. Paul is a manufacturing, wholesale and transportation center. It is served by nine railroad systems, including three transcontinental lines. Summit Avenue, the principal residence street, is an attraction for tourists as are the beautiful parks, boulevards and lakes. The Minnesota State Fair and Minnesota State Agricultural College make St. Paul a center of agricultural interest. Macalester College, Hamline University, St. Catherine's College, Concordia College and St. Thomas College are located here. Here also are located the Northern Pacific general offices. First Northern Pacific tracks were laid in St. Paul in 1881.



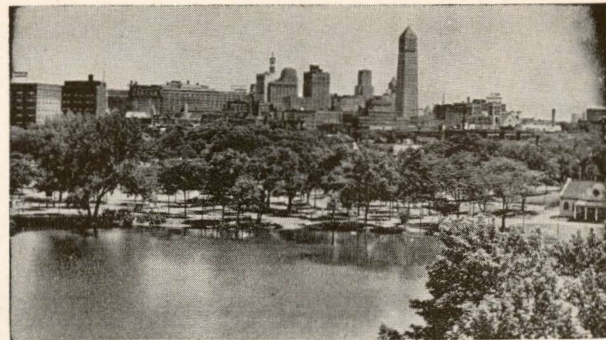
Minnesota's Beautiful Capitol Building at St. Paul

MINNEAPOLIS, MINNESOTA

Population, 521,718—Elevation, 854 feet

Settled in 1849-50 and made a town in 1856, Minneapolis is the larger of the Twin Cities. St. Anthony Falls were discovered by Father Hennepin, a captive of the Sioux, in 1680, and now contribute 40,000 H. P. to the operation of Minneapolis' 9 great flour mills. The University of Minnesota is located in a commanding position on the east side of the river within view of the train. Minneapolis is proud of its home districts built about 11 lakes within the city limits, connected by a system of splendid boulevards and parkways. Its Art Institute and retail shopping district are famous.

In 1883-84 the first Northern Pacific tracks in Minneapolis were constructed. St. Paul Division headquarters of the Northern Pacific are located here.



Skyline of Minneapolis as seen from one of the city's 22 lakes and lakelets

Fort Snelling, located between Minneapolis and St. Paul and built in 1819-20, is at the junction of the Minnesota and Mississippi Rivers adjoining the Twin Cities. Lake Minnetonka and the Falls of Minnehaha are famous beauty spots, as well as White Bear Lake on the Northern Pacific.

"Minnesota" is an Indian word meaning "Land of Sky Blue Water."

ANOKA, MINNESOTA

Population, 7,432

The Rum River is crossed by train here and a sign along the railroad tracks states that Father Hennepin was at this point in 1680.

A dam across the Rum River, just before it joins the Mississippi, furnishes excellent power for the town's industries.

Rum River is also noted for its good fishing.

ELK RIVER, MINNESOTA

Population, 1,389

A stream by the same name joins the Mississippi at this point and is crossed by the train just west of town.

After Father Hennepin, the second man to traverse this region was Jonathan Carver, 1766. He sought it for the British king, but due to lack of supplies gave up near here and returned to the East. Lieut. Zebulon M. Pike, for whom Pike's Peak is named, was first among American pioneers to visit the newly-acquired territory in 1805.

ST. CLOUD, MINNESOTA

Population, 28,371—Elevation, 1,049 feet

St. Cloud is the site of the Minnesota State Reformatory, visible from the train. The district is noted for its numerous granite quarries and fabricating plants. Also of interest in St. Cloud are the U.S. Veterans' Hospital and the Minnesota State Teachers' College. The city is situated within three counties, and the fairgrounds of one, Benton County, may be seen from the train.

LITTLE ROCK RIVER

(Crossed by Train)

Little more than a century ago this was wilderness in which Indians, trappers and traders moved. Little Rock Lake is a short distance to the northeast.

PLATTE RIVER

(Crossed by Train)

Not far from here Pike's party spent the winter of 1805-'06.



One of the many Granite Quarries at St. Cloud

LITTLE FALLS, MINNESOTA

Population, 6,665—Elevation, 1,134 feet

Once home of the "most primitive man" in the upper Mississippi region, as shown by quartz implements found by archeologists, Little Falls now is an important Northern Pacific Railway Junction. Here the Mississippi River is crossed—for the last time on the western trip and the first on the eastern trip.

Construction of the Northern Pacific line from Brainerd to Sauk Rapids through this region was begun in 1871. The work was abandoned until 1877 when construction was resumed and operation began on November 1, 1877.

LITTLE ELK, FISHTRAP and LONG PRAIRIE RIVERS (Crossed by Train)

West of Little Falls the train is near the Cuyuna iron Range, one of the three important iron ranges in the state, and a charming resort region is farther west.

LAKE ALEXANDER (Northeast of Train)

One of the larger lakes of the region, sprinkled with islands.

STAPLES, MINNESOTA

Population, 3,100—Elevation, 1,298 feet

One of the main junctions of the railway, formerly a district terminal—has large machine shops, roundhouse and yards of the Northern Pacific. The main line from St. Paul-Minneapolis is joined here by the line from Duluth-Superior, direct connections being maintained. About 1½ miles west of the depot is located one of the largest stock-feeding yards on the Northern Pacific.

The Northern Pacific track from Duluth to Fargo was built here in 1871 and the track from Little Falls to Staples in 1889.

(Trip from Duluth to Staples begins on the next page.)

Westbound passengers from St. Paul-Minneapolis turn to page 9.



Part of Duluth and famous Boulevard Drive of the "Summer City of the Continent"

Duluth to Staples

Westbound passengers from Duluth begin here.

DULUTH, MINNESOTA

Population, 104,000—Elevation, 626 feet

From this terminal Northern Pacific trains first headed west.

Duluth, located at the western extremity of Lake Superior, was named for Daniel Greysolon Du Luth, explorer and adventurer of the Seventeenth Century. With Superior, Wisconsin, it forms the third largest port in the world. The tonnage from the combined port is second only to that of New York City Harbor. It has 49 miles of water-front.

Immense grain elevators, coal and iron ore docks, flour mills, scrap iron and merchandise docks, and large manufacturing plants attest to the importance of this port city.

Seventy-five per cent of the nation's iron ore is in this vicinity.

The annual grain shipments from Duluth range from 110,000,000 to 170,000,000 bushels.

In summer aquatic sports vie with golf for popularity at Duluth, and in winter, skiing, skating and other winter sports predominate.

Duluth was once called "Jay Cooke's Bubble." Cooke financed the first Northern Pacific construction after having successfully financed the Civil War for the Union Government.

The first Northern Pacific train entered Duluth on August 22, 1870, over the Northern Pacific and the Lake Superior & Mississippi Railroad. The first Northern Pacific train from Duluth to Brainerd ran on March 11, 1871.

SUPERIOR, WISCONSIN

Population, 36,000—Elevation, 648 feet

Superior is on the Wisconsin side of St. Louis Bay and River, and borders on Superior and Allouez Bays. The Northern Pacific Railway connects the Twin Ports by two bridges, and there is also an interstate railway, wagon and bus bridge. Enormous grain elevators, flour mills and iron ore docks line the Superior side of the harbor.

Extensive government piers and a breakwater, coal docks, briquet and other large manufacturing plants, indicate the amount of importance attached to this strategic center of commerce and industry.

Superior handles a vast amount of ore, coal and grain.



Part of the great inland harbor at Superior

POKEGAMA RIVER (Crossed by Train)

This river is named for the lake from which it flows, according to the Indian custom. It is an Ojibway name, meaning "the-water-which-juts-off-from-another water," and the name occurs several times in the state.

CARLTON, MINNESOTA

Population, 732—Elevation, 1,102 feet

Jay Cooke State Park, a beautiful region is located here. This is the junction of the main line east and west with direct line from Duluth-Superior to St. Paul.

A branch line passes northward to Cloquet, Minnesota. First ground was broken for the building of the Northern Pacific Railway one mile west of the present site of Carlton in 1870.

TAMARACK RIVER (Crossed by Train)

The Tamarack flows into the Prairie River. It is named for the plentiful growth of tamarack trees along its shores. This graceful tree is the only native coniferous tree which is not evergreen.

TAMARACK, MINNESOTA

Population, 145—Elevation, 1,290 feet

At Sandy Lake, north of here, there are 100 miles of fine shore line, wooded points and islands. Several cottage resorts and excellent fishing make this an attractive place for a vacation.

BIG SANDY RIVER (Crossed by Train)

This river is named for the Sandy Lake, which the Ojibways called "the-place-of-bare-sand-lake."

RICE LAKE (Crossed by Train)

Large and valuable supplies of an excellent native grain called "wild rice" gave the name to this river and Rice Lake of which it is a tributary.

AITKIN, MINNESOTA

Population, 2,071—Elevation, 1,230 feet

Located on the Mississippi River, Aitkin is in a typically beautiful lake region. Two hundred tributary lakes, more or less, surround Aitkin and Deerwood. They are all well



Northern Minnesota has many open pit Iron Mines

stocked with fish—bass, pike, pickerel, whitefish, muskellunge and crappies—and sites for camps abound. Directly south is Mille Lacs, one of the three large lakes of Minnesota, noted for its summer resort accommodations. Sufferers from hayfever and asthma find relief at these Minnesota lake resorts.

DEERWOOD, MINNESOTA

Population, 552—Elevation, 1,310 feet

Another quite prominent resort center.

One of Minnesota's most important iron ranges, the Cuyuna Range, lies north of Deerwood.

BRAINERD, MINNESOTA

Population, 12,488—Elevation, 1,231 feet

Brainerd is at the junction of Northern Pacific lines from St. Paul-Minneapolis, Little Falls, Staples, Duluth and Superior with the line to Bemidji and International Falls.

The first train into Brainerd was a special on March 11, 1871 and the first Northern Pacific general offices were located here from 1871 to 1883.

Extensive machine shops of the Northern Pacific are at this point and the Northwest Paper Company operates a large paper mill. Lakes surround Brainerd, and it is a central point for summer outings—offering good hotels and a golf course.

MISSISSIPPI RIVER (Crossed by Train)

In 1805 Lieut. Zebulon M. Pike, adventurous explorer, came through here seeking the source of the Mississippi. It was then an Indian country.

CROW WING RIVER (Crossed by Train)

The Ojibway Indians fancifully compared an island near the junction of this river with the Mississippi to a crow's wing, giving the river its name.

STAPLES, MINNESOTA

See page 5 for details about Staples.

Eastbound passengers to Twin Cities skip above trip. Staples to Duluth. Continue on page 5.



Minnesota's Dairy Herds have placed it among the leaders in production of milk and butter

Main Line— Continued from page 5

PARTRIDGE RIVER (Crossed by Train)

The railway is here following in general the valley of the Leaf River which lies north of the track.

WING RIVER (Crossed by Train)

The region about Wadena was a camping ground of the Indians, on the main trail from the Chippewa to the Black Hills, South Dakota.

WADENA, MINNESOTA

Population, 4,012—Elevation, 1,372 feet

The junction point of the main line and the Fergus Falls branch. There are three main lines between Wadena and the junction, approximately two miles west. The town was named for an Indian chief, Wadena, which means "Little Round Hill." It is the center of a large farming community and one of the principal points in the state.

Sixty miles north of here is Lake Itasca, source of America's greatest river, the Mississippi.

LEAF RIVER (Crossed by Train)

The hills in this region are formed from terrain brought from the Red River Valley by the glaciers of the ice age.

LATERAL DIVIDE

(Milepost 181 between New York Mills and Richdale)

From this point west and north throughout the balance of the state waters from rivers and streams flow into the Red River of the North, which flows north into Hudson Bay; all waters east of this divide flow into the Mississippi.

OTTER TAIL RIVER (Crossed by Train)

This is the most eastern large stream passed in the Hudson Bay drainage basin. It has its origin in a number of beautiful lakes near the Northern Pacific lines, flowing south through Rush Lake into Otter Tail Lake and west to join the Bois des Sioux at Breckenridge forming the Red River.

PERHAM, MINNESOTA

Population, 1,550—Elevation, 1,390 feet

A thriving little city, named for Josiah Perham, the first president of the Northern Pacific, famous as a summer re-



Just one of the beautiful lakes among Minnesota's more than 10,000

sort headquarters. Situated in the very heart of Minnesota's finest lake region, it affords ideal fishing and vacation opportunities. Otter Tail County, of which Perham is a part stands 35th of the counties of the United States in farm products. Dairying, corn and alfalfa are of increasing importance.

FRAZEE, MINNESOTA

Population, 1,034—Elevation, 1,410 feet

Another important summer resort center in Minnesota's Lake Park region. A considerable number of lakes lie immediately adjacent to the town, although not visible from the train. Like many other towns hereabouts, Frazee was once a busy center of the logging and lumbering industry. Its last big saw mill closed in 1920 and much of the land once covered by extensive forests is now under cultivation.

Two miles west of the station are Christenson Lake on the north side of the track and Herald Lake on the south side.

DETROIT LAKE

This lake, which lies two miles east of the town of Detroit Lakes, was originally known as Lake No. 44, taking the name from the fact that in 1844 the Hudson Bay fur traders in going from St. Paul to Ft. Garry, Man. (now Winnipeg), were compelled to establish a new trail through here because of hostile Indians to the south. Today Detroit Lakes is a delightful resort in summer for people from both the United States and Canada. The boating and fishing are unexcelled.

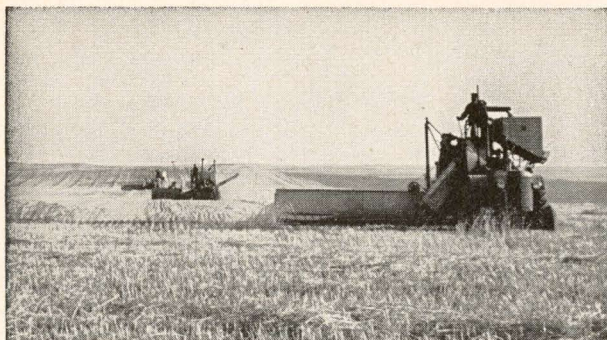
Ice for use on Northern Pacific trains is harvested here and from Pokegama Springs near Detroit Lakes comes the famous Pokegama Spring Water served on Northern Pacific dining cars.

DETROIT LAKES, MINNESOTA

Population, 6,000—Elevation, 1,386 feet

An important city in the Minnesota Lake Park region, this is one of the favorite resorts of the state. Detroit Lake, on which the town is located, is connected with a series of lakes to the south by the Pelican River. There are 412 lakes within 25 miles. Fishing is excellent throughout the region.

The White Earth Indian reservation (Chippewa Tribe) is situated a few miles north. One of the largest state fish hatcheries is located here. The lakes nearby are kept well stocked with pike, bass and crappies.



Combines at work in North Dakota's horizon-wide wheat fields

AUDUBON, MINNESOTA

Population, 311—Elevation, 1,332 feet

In 1872 not far to the south of the present townsite the Indians massacred a family of five named Cook. A monument has been erected by the Becker County Historical Society on the site of the former home of this family.

The Northern Pacific track reached Audubon in 1871.

MANITOBA JUNCTION, MINNESOTA

The Red River Branch of the Northern Pacific leaves the main line here, for Winnipeg.

MOORHEAD, MINNESOTA

Population, 14,700—Elevation 929 feet

The last town in Minnesota passed through on the west-bound trip, the first reached by eastbound trains. The Red River of the North is crossed between Moorhead and Fargo. Two fine colleges, Concordia and Moorhead State Teachers, are located here.

By December 30, 1871, the Northern Pacific Railway line was completed from Brainerd to Moorhead.

FARGO, NORTH DAKOTA

Population, 37,982—Elevation, 926 feet

Fargo was named for William G. Fargo, one of the founders of Wells-Fargo Express and a pioneer director of the Northern Pacific. It is one of the most important towns in the Red River Valley and in the state. The first train on the Northern Pacific Railway entered Fargo, June 8, 1872, and settlers moved in, built houses of prairie sod, and homesteaded the land. The North Dakota Agricultural College and Experiment Station are located here and the town is noted as a great farm-machinery market. The Red River flows north to Lake Winnipeg from Fargo. Fargo is a great jobbing center for the Red River Valley.

There are probably few places in the world where the soil is more fertile than in the Red River Valley which has been called "The Bread Basket of the World."

Northern Pacific lunch room at station. Boxes for both eastern and western mail on subway house at west end of platform. Fargo Division headquarters of the Northern Pacific are located here.

CASSELTON, NORTH DAKOTA

Population, 1,358—Elevation 934 feet

Casselton was named for George W. Cass, a former president of the Northern Pacific Railway. Here the big bonanza wheat farms were established through Northern Pacific co-operation.



New State Capitol of North Dakota at Bismarck

VALLEY CITY, NORTH DAKOTA

Population, 7,000—Elevation, 1,245 feet

Valley City is one of the growing, progressive cities of North Dakota and lies in the unique Sheyenne Valley in the midst of the prairie. It has a sturdy location in the rich farming lands surrounding it. The State Teachers College is located here.

The Valley City viaduct, over which the North Coast Limited passes, was constructed to make a short cut over the valley and eliminate the grades through Valley City. It is 3,737 feet long, and its height above the Sheyenne River is 148 feet.

SANBORN, NORTH DAKOTA

Population, 342—Elevation, 1,468 feet

Sanborn is in the center of a region of lakes. Lakes Hobart, Sanborn, Eckelson and Fox are among them. Old-time "tree claims" with groves planted by early settlers are seen here.

JAMESTOWN, NORTH DAKOTA

Estimated population, 13,700—Elevation, 1,429 feet

The James River is crossed here, and just west of Jamestown, Pipestem Creek is crossed. Jamestown is the center of a developed agricultural section. Operation of Trains between Fargo and Jamestown began in 1872. The Campus of Jamestown College may be seen on the hill at the right of the train (westbound).

A few miles west of Jamestown the railway ascends the east front of a high plateau or table-land known as the Coteau du Missouri. It is 1,850 feet above the level of the sea and 900 feet above the Red River at Fargo.

Northern Pacific lunch room at station. Box for east and southbound mail on east end of platform, for north and westbound mail on west end.

BISMARCK, NORTH DAKOTA

Population, 18,600—Elevation, 1,692 feet

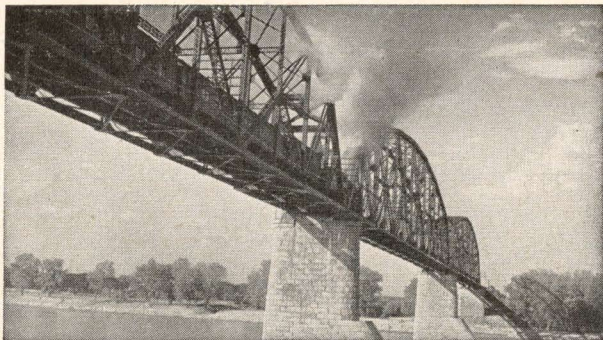
The capital of North Dakota was named for Prince Bismarck, the German Chancellor. Track laying on the road was completed to Bismarck in 1873, when the financial panic halted all construction work to 1878. The new 21-story office-type capitol building may be seen just north of Bismarck.

The North Dakota State Prison is on the eastern outskirts of the city.

General and Mrs. George A. Custer traveled to this point on Northern Pacific trains during the Indian campaign. President Rutherford B. Hayes owned an 800-acre farm near here from 1877 to 1886.

Garrison Dam, the world's largest rolled earth filled dam, is located sixty miles north of Bismarck.

Mail box in front of depot ticket office.



**Northern Pacific bridge across the Missouri River
between Bismarck and Mandan**

THE MISSOURI

West of the station at Bismarck westbound trains skirt the eastern bluff of the Missouri for two miles and then cross on a steel bridge to the west side. Where the bridge stands was once a buffalo ford. Indians camped on the nearby hills and imbedded stones laid in circles, still mark where their tepees stood.

Operation of Northern Pacific trains over the Missouri River from 1879 to 1882 was effected by ferry in the summer and by tracks laid upon the ice in winter. First trip across the ice was made Feb. 12, 1879.

MANDAN, NORTH DAKOTA

Population, 7,500—Elevation, 1,667 feet

Central time and mountain time meet here.

Mandan is on the west shore of the Missouri where the Heart River joins that stream. It is named for the Mandan Indians, who were living in five great villages in this immediate vicinity in 1738, when visited by the Sieur de la Verendrye, the first white man known to have seen the upper Missouri River country. The name of the Mandan village, now covered with residences of the modern Mandan, was "The Village of the Crying Hill." This hill may be seen on the north from westbound trains entering the city. Old Lodges of the Mandans have been reconstructed in Pioneer Park near Bismarck and Ft. Lincoln State Park. They are of rare historical interest. Indians are frequently at the depot. They belong to the Sioux, Gros Ventres, Arikara, Crow and Mandan tribes, whose reservations are within a few miles of the city. The Lewis and Clark Expedition camped here in 1804 and spent the winter with the Mandan Indians, a few miles north of the city. It was here they procured the services of the Indian woman, Sacajaweah, to guide them overland to the mouth of the Columbia River. Fort Abraham Lincoln, just below Mandan, was the headquarters of the famous Seventh Cavalry and from this point the ill-fated expedition under Custer went to defeat at the Battle of Little Big Horn.

Near here Indians attacked Northern Pacific surveyors in 1873. Seven Indians were killed.

Branch lines of the Northern Pacific go south to Cannon Ball Junction, thence west to Mott; another north and west to Killdeer.

Box for eastbound mail at east end of station platform, for westbound at west end. Lunch room at station.

Westbound passengers should turn their watches back one hour here. Eastbound passengers should turn theirs one hour ahead.



**Northern Pacific trains traverse the weird, colorful
Badlands of North Dakota for thirty miles**

DICKINSON, NORTH DAKOTA

Population, 7,285—Elevation, 2,430 feet

An important financial, live stock and grain center of North Dakota's prairie region. The Heart River is followed closely between Dickinson and Pyramid Park, or the Bad Lands region.

Towns and villages throughout this region are now served by natural gas from "oil domes" in Montana.

Box for eastbound mail at east end of platform, for westbound at west end.

MEDORA, NORTH DAKOTA

Population, 227—Elevation, 2,290 feet

Medora, center of the Bad Lands, is headquarters for the newly created Theodore Roosevelt National Memorial Park. The Bad Lands area extends from Fryburg to Sentinel Butte along the Northern Pacific line. Burnt out lignite beds have given the rocks and buttes weird colors. The valley of the Little Missouri is the one-time home of former President Theodore Roosevelt. His cattle ranch was located south of Medora.

Medora is named for the wife of Marquis De Mores, who founded the village in the early eighties. The chimney of the De Mores Packing Plant can be seen on the west edge of the town. This plant, built in 1883, was operated for five years. A fire destroyed it. On the west bank of the Little Missouri can be seen the Chateau of the Marquis, which is still maintained by the family.

SQUARE BUTTE

(On South of Train)

A flat-topped butte standing far above most of the other surface features.

SENTINEL BUTTE, NORTH DAKOTA

Population, 256—Elevation, 2,731 feet

On the north an irregular, two-crested butte is visible. It is called Camel's Hump. The best known of the high knobs in this vicinity is Sentinel Butte with an altitude of 3,430 feet. It rises 620 feet above the town.



Montana range cattle being rounded up and driven to railroad for shipment to market

Completion of the Northern Pacific across North Dakota was celebrated by silver spike ceremonies one mile west of here November 10, 1880.

Between Sentinel Butte and Wibaux you are in the Golden Valley, one of the most productive parts of western North Dakota.

Between Sentinel Butte and Fryburg you are in Pyramid Park of the Bad Lands of North Dakota.

WIBAUX, MONTANA

Population, 741—Elevation, 2,674 feet

Named for Pierre Wibaux, a Montana pioneer, who at one time owned one of the largest cattle outfits in Montana. His statue stands one mile west of Wibaux on the south side of the track. In his will he left the money for erecting this statue, with instructions that his remains be returned to this spot "overlooking the land he loved so well."

The town is located on Beaver Creek.

On May 21, 1881, the Northern Pacific track reached this point. One of our widest states, the distance across Montana is nearly equivalent to the distance between New York and Chicago.

GLENDIVE, MONTANA

Population, 6,500—Elevation, 2,091 feet

Sir George Gore, an Irish nobleman hunted buffalo here in 1855. General Lewis Merrill of the U.S. Cavalry named the city Glendive in honor of Gore whose Irish estate was "Glendive." Glendive is the center of the Montana portion of the Williston oil basin. Derricks may be seen from the train.

East of Glendive on the north side of the track can be seen one of the Northern Pacific Beneficial Association Hospitals.

The Yellowstone River is first reached here on the west-bound trip and is left behind at this point on the eastbound trip. Successful farming here has been made possible by large government reclamation projects. Yellowstone Division headquarters of the Northern Pacific are located here.

The Lewis and Clark expedition passed the site of Glendive about August 1, 1806. South of Glendive on the east can be seen Bad Land Bluffs, and still farther south the road skirts a prominent pinnacle of white sandstone known as Eagle Butte.

Northern Pacific lunch room at station. Box for eastbound mail at east end of platform, for westbound at west end.

Operation of trains into Glendive began August 1, 1881.



Along the Beautiful Clark Fork River in Western Montana

Northern Pacific Rivers

Pictures all the Way—Great Swift Rivers—Forested Shores—Rugged Bluffs—Cataracts—River Birds—Clear Ice—Cold Mountain Streams Plunging from the Woods—Deep Gorges—Bridges.

1,406 Miles of Rivers, Chicago to Seattle

FOR 1,406 miles, two-thirds of the distance between Chicago and Seattle-Tacoma on the North Pacific Coast, the "North Coast Limited" of the Northern Pacific Railway travels along the banks of some of the most picturesque rivers in America. It is indeed a route of "scenic beauty." Rivers of Minnesota, fed by 10,000 lakes; rivers of Dakota, through wheat fields and the colorful Bad Lands; rivers of Montana, across vast cattle ranches and into the Rockies; rivers of Idaho, with mountains climbing high overhead; rivers of Washington, which bring to life great orchards; and the Columbia

After leaving the Chicago Union Station on the C. B. & O. the "North Coast Limited" follows the Mississippi River, "Father of Waters," for 383 miles; the historic Yellowstone is followed for 341 miles; the Missoula River, through the most impressive portion of Montana's "Shining Mountains," 106 miles; the Clark Fork from Montana into the lofty Idaho Rockies, 93 miles; and the Yakima River, through great, volcanic lava beds and contrasting, blossom-spread valleys in Washington, 141 miles.

Travelers going direct from Spokane to Seattle follow the Columbia River for 7 miles; if they go from Spokane to Portland, the Columbia is followed for 220 miles.

Other streams which Northern Pacific main line trains follow, cross and re-cross, are:

Rum River	Pipestem River	Clark Fork River
Elk River	Missouri River	Big Blackfoot River
Little Rock River	Heart River	St. Regis River
Platte River	Knife River	Jocko River
Little Elk River	South Branch of Heart River	Flathead River
Fish Trap River	Heart River	Thompson River
Long Prairie River	Little Missouri River	Pack River
Wing River	Powder River	Pend d'Oreille River and Lake
Leaf River	Tongue River	Spokane River
Otter Tail River	Big Horn River	Columbia River
North Branch of Buffalo River	Gallatin River	Naches River
Red River of the North	Little Blackfoot River	Cle Elum River
Sheyenne River	Madison River	Green River
Maple River	Jefferson River	White River
James River	Boulder River	Black River

We invite you to follow the River Route when traveling between Chicago and the Pacific Coast



Ride 'im Cowboy! A bit of action in the ever popular Rodeo

POWDER RIVER (Crossed by Train)

This stream flows through and gives its name to the famous Powder River cattle country. It was described in battle-cries and jest in the first World War as the "longest river in the world an inch deep, a mile wide and flowing up hill," and was a part of the slogan of the famous 91st Division—"Powder River—Let 'er Buck!"

MILES CITY, MONTANA Population, 9,184—Elevation, 2,377 feet

Miles City came into existence as a frontier town in 1877, and the Northern Pacific reached here in November, 1881. It was an important army and river navigation point. Gen. N. A. Miles gave the city its name. Miles City stands at the mouth of the Tongue River, and Fort Keogh, now a U.S. Range Live Stock Experiment Station, is across the river. Signal Butte, a high knob, can be seen to the south. It was used in the early days by officers from Fort Keogh for signaling messages by heliograph to the Black Hills, 175 miles away. Fort Keogh Reservation is 10 miles square.

In the early days boats were navigated to Miles City from St. Louis, Mo., before there was railroad transportation.

Miles City has always been noted as a horse and cattle market. Note the irrigation projects all along the Yellowstone Valley.

FORSYTH, MONTANA

Estimated population, 1,900—Elevation, 2,535 feet

This is the county seat of Rosebud County and a thriving town of the Yellowstone Valley. It was named for Gen. J. W. Forsyth, one of the military pioneers of this country.

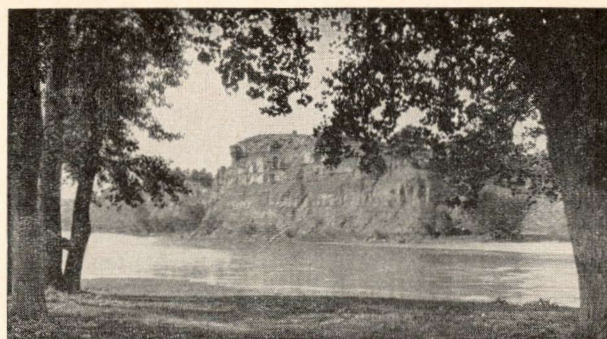
Thirty-four miles south of Forsyth are located Northern Pacific's vast open-pit coal mines, which provide fuel for the company's steam locomotives.

The Cheyenne Indian Reservation is south of Forsyth. A skeleton of a three-horned dinosaur, or *Triceratops*, was found near here.

Box for eastbound mail at east end of platform, for westbound at west end.

BIGHORN, MONTANA Population, 36—Elevation, 2,712 feet

This is historic ground, occupied almost continuously since Lewis and Clark first visited it July 26, 1806. In 1807 Manuel Lisa, adventurous frontiersman, established a trad-



Pompey's Pillar, Lewis and Clark landmark, may be seen from the train

ing-post here which became the meeting place for many of the hunters of the region. In 1822 Col. Wm. A. Ashley, president of the Rocky Mountain Fur Co., built a trading-post two miles below the mouth of the Bighorn River, which he called Fort Van Buren.

Gen. George A. Custer and his Seventh Cavalry fought Sioux Indians who attacked Northern Pacific surveyors here in 1873. The general's orderly and several other soldiers were killed.

Here, also in 1876, Gen. Gibbon crossed the Yellowstone and proceeded across country with his 450 men to aid General Custer in the Battle of the Little Bighorn, already lost.

The Bighorn River is one and one-half miles west of the station.

CUSTER, MONTANA

Population, 252—Elevation, 2,749 feet

This town derived its name from the fact that it was the stopping-place for persons going to old Fort Custer at the mouth of the Little Bighorn River. Although this post has been abandoned the town retains its importance. It was in the early days a very necessary freighting station for the Reservation. The town of "Junction," a typical frontier town, was located on the opposite side of the Yellowstone River, just outside the Indian Reservation.

Calamity Jane (Martha Canary) once rode pony express from Custer to Deadwood, S. D.

POMPEY'S PILLAR

Population, 442—Elevation, 2,894 feet

This rock, oval in shape, is 200 feet high. Captain Clark climbed it in 1806 and made it historic by cutting his name on the surface. It is protected by a metal screen, put up through the interest of the Northern Pacific Railway in preserving this record of the Lewis and Clark expedition.

HUNTLEY, MONTANA

Population, 200—Elevation, 3,038 feet

At Huntley the Chicago, Burlington and Quincy, from St. Louis, Kansas City and Omaha connects with the Northern Pacific, and at Billings the two lines merge. Large government reclamation projects are of interest at Huntley. Here are wonderful irrigated farms.

Chief Black Moon and 1,000 warriors attacked Northern Pacific surveyors at Pryor's Creek near here on August 14, 1872. The Indians were repulsed, 40 killed, 100 wounded.



**Beartooth Butte and Lake on the Red Lodge
HIGH Road to Yellowstone Park**

BILLINGS, MONTANA

Population, 43,520—Elevation, 3,139 feet

Billings is the center of a prosperous agricultural region and has a large sugar beet plant. It was named in honor of Frederick Billings, one of the early presidents of the Northern Pacific. Two large oil refineries are located here.

From this point the Northern Pacific serves the new Red Lodge entrance to Yellowstone Park, one of the loftiest highways in all the West.

On the hills to the north, may be seen Rocky Mountain College. Billings is also the home of Eastern Montana College.

Cheyenne and Crow Indian Reservations are to the south. The Rockies loom ahead.

The Northern Pacific Railway reached this point in 1882. Calamity Jane sold souvenir pictures at Northern Pacific trains here in the 90's.

Northern Pacific lunch room at station. Box for west-bound mail on lunch room wall, for eastbound on service building at east end of depot.

LAUREL, MONTANA

Population, 3,647—Elevation, 3,311 feet

A railroad town and transfer point and home of a large oil refinery. Big car repair shops of the Northern Pacific are along the tracks.

A Montana oil district lies south of this point.

COLUMBUS, MONTANA

Population, 1,090—Elevation, 3,624 feet

Although just west of Billings, on a clear day, westbound travelers may catch a glimpse of the Rockies straight ahead, including Granite Peak, the highest point in Montana (elevation 12,850 feet), in the Custer National Forest, 100 miles away, the first striking view of an outlying range, the Crazy Mountains, in the Gallatin National Forest, is caught west of Columbus, forward and to the right. These mountains are in sight most of the way between Columbus and Livingston. They are rugged, often snow-tipped, richly colored and forested.

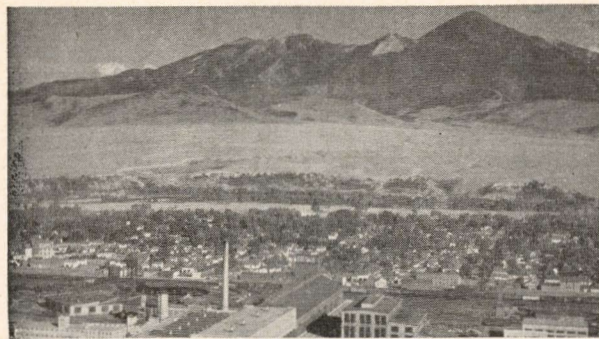
The Stillwater River flows into the Yellowstone River at this point. The Yellowstone is crossed 12 miles west of Columbus.

Kit Carson trapped furs and fought Indians here.

BIG TIMBER, MONTANA

Population, 1,575—Elevation, 4,095 feet

The region in which Columbus, Big Timber and Springdale are located is known for its splendid dude ranches, live stock, its sugar beets and its agricultural value in general.



**Livingston, Montana, with the high Absaroka
Range to the east and N.P. shops in foreground**

West of Big Timber the traveler gets a striking view of the Crazy Mountains, some of whose saw-toothed peaks rise to a height of more than 11,000 feet above sea level.

SPRINGDALE, MONTANA

Population, 61—Elevation, 4,234 feet

Springdale is named for Hunter's Hot Springs. These springs were discovered by Dr. J. A. Hunter and his family in 1864, when they were on their way to the newly discovered gold fields of Montana, but the Indians are said to have known them well before this.

Along the Yellowstone River near Big Timber and Springdale, the horses of Lewis and Clark were stolen by Indians in 1806 while homeward bound. They then made use of "bull boats."

LIVINGSTON, MONTANA

Population, 8,000—Elevation, 4,510 feet

Just east of Livingston the Yellowstone River is crossed for the last time on the westbound trip and first on the eastbound trip.

The great mountain wall, forming the north front of the Absarokas, confronts the traveler here. The Gallatin Range, in the Gallatin National Forest, with its abounding game, forming the principal winter grazing grounds for thousands of elk, lies to the south. Dude Ranches are numerous.

In November of 1882 the Northern Pacific tracks were completed thus far. Train operation began January 15, 1883.

Livingston is the diverging point to Gardiner for Yellowstone Park. Its rodeo and annual Trout Derby are famous.

Capt. Clark and party crossed the pass the Northern Pacific uses just west of Livingston and camped at noon on the site of the present city.

Many Indian campaigns and battles have taken place in the Yellowstone Valley from Livingston to Glendive. General Miles, Terry, Gibbon, Custer, Crook, Baker and Forsyth campaigned here.

From the railroad station Mt. Livingston is seen to the east and southeast of the station. Back of that Mt. Cowen, 11,900 feet and Emigrant Peak, 10,950 feet. If you look to the south, you will see the "Gate to the Mountains" where the Yellowstone Park Branch enters the Upper Yellowstone Valley en route to the Park. National Forests lie on both sides of the valley. The Northern Pacific was the first railroad to a national park and began its Yellowstone train service in 1883.

Box for eastbound mail at east end of platform, for west-bound at baggage room.

Yellowstone National Park



**Historic Gardiner Gateway, first entrance
to Yellowstone Park**

YELLOWSTONE, largest of the National Parks, is a wonderland of natural phenomena and scenic beauty—"the greatest show on earth."

Yellowstone is well worth crossing the continent to experience, but a tour of the park also may be included conveniently on a transcontinental trip on the Northern Pacific.

Ask any N. P. traffic representative for full information, or write G. W. Rodine, Passenger Traffic Manager, Northern Pacific Railway, St. Paul 1, Minn.



*The Northern Pacific Railway serves
Gardiner, Red Lodge, and Cody Gateways
to Yellowstone*



Wheat Field in Paradise Valley, Montana

BOZEMAN TUNNEL

Elevation, 5,592 feet—Length, 3,000 feet

At Muir, Montana, this new tunnel cuts through Bozeman Pass over which the Indian girl, Sacagawea, guided Lewis and Clark explorers eastbound in July, 1806. The Northern Pacific first crossed the pass by switchback track in February, 1883. The original tunnel was completed January 20, 1884 and the present one in July, 1945. For some distance here through Gallatin National Forest the railroad follows the original wagon trail of Capt. John M. Bozeman.

GALLATIN VALLEY

The Rocky Canyon opens into Gallatin Valley here. The valley was named for Albert Gallatin who, as our ambassador to England in 1826, asserted our claims to the Pacific Northwest. Gallatin was Thomas Jefferson's secretary of the treasury. On the left (westbound) once stood Fort Ellis, an important military post during the Indian wars. It was established in 1867 and abandoned in 1887.

The Gallatin Valley is remarkably fertile.

BOZEMAN, MONTANA

Estimated population, 10,000—Elevation, 4,773 feet

Bozeman, the oldest established town on the Northern Pacific in Montana, is located in the rich Gallatin Valley, with the Bridger Mountains on the north. To the south are the beautiful timber clad mountains of the Gallatin National Forest. The trees are mainly Lodgepole Pine. Bozeman was settled by J. M. Bozeman, a pioneer, in 1864 and named for him. He was killed on the Yellowstone River by Blackfoot Indians in 1867, at a point 14½ miles east of Livingston, just south of the Northern Pacific tracks, marked by an "interest sign." His grave is in Sunset Hills Cemetery, Bozeman.

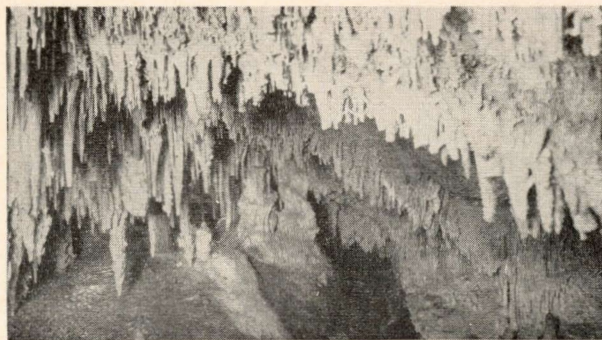
Montana State College, with an enrollment of about 2,500, is located in Bozeman. It has five divisions—agriculture, education, engineering, household and applied arts, and science.

Calamity Jane once lived in Bozeman and Livingston and died here in 1903.

A U. S. fish hatchery here rears mountain trout.

GALLATIN RIVER (Crossed by Train)

This is the West Gallatin River, crossed at Central Park, Ross Peak and Bridger Peak to the north.



Strange and beautiful formations are found in the underground fairyland of Morrison Cave, near Whitehall

Logan to Garrison via Butte

LOGAN, MONTANA

Population, 426—Elevation, 4,114 feet

At Logan the line to Garrison via Butte and the line to Garrison via Helena have their eastern junction.

The original Northern Pacific line west was via Helena. Operation of the line from Logan to Butte was begun June 14, 1890.

Westbound passengers—via Helena—see page 27.

THREE FORKS, MONTANA

Population, 880—Elevation, 4,081 feet

Lewis and Clark spent several days here in 1805. They named the three rivers—which merge near here to form the Missouri—Jefferson, Madison and Gallatin, for three eminent statesmen. Here Sacagawea, the Indian woman, who guided the expedition, found the place of her capture by hostile Indians several years before. A bronze tablet, in the public park of Three Forks, honors her memory.

In this vicinity John Colter ran the gauntlet of the Black-foot tribe about 1808 and escaped into the river.

SAPPINGTON, MONTANA, and JEFFERSON RIVER

Branch lines from here go to points in the Madison River Valley. The beautiful Madison Mountains dominate skyline to the south.

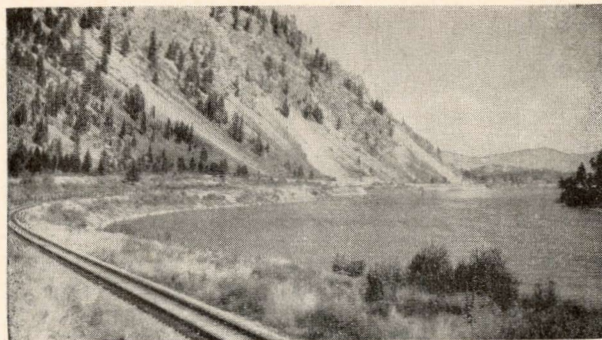
LEWIS AND CLARK CAVERN

(Morrison Cave State Park)

A wonderful cave in the mountain on the right (going west) and left (going east) was set aside, with a quarter section of land, as the Lewis and Clark Cavern National Monument, May 11, 1908. It was made a state park and opened to the public in 1939. The cave contains many spectacular formations of Stalagmites and Stalactites.

TOBACCO ROOT MOUNTAINS

Here the Tobacco Root Mountains, Deerlodge National Forest, are prominent on the south and Bull Mountains, Deer Lodge National Forest, on the north (less conspicuous). West of here the railroad is on an island in the braided stream of the Jefferson River, but before Whitehall is reached (on the westward trip), the Jefferson is left behind.



Northern Pacific rails follow the Jefferson river through Jefferson Canyon in the Montana Rockies

WHITEHALL, MONTANA

Population, 931—Elevation, 4,371 feet

A branch line runs from Whitehall up the Jefferson River Valley. The Lewis and Clark Cavern State Park is located 15 miles east of Whitehall. Virginia City, Bannock and other old placer towns in this region produced more than \$60,000,000 in early days. Bannock was the first capital of the state. Gold was discovered here in 1862. Plummer's outlaws were active in the region until cleaned out by the Vigilantes.

SPIRE ROCK (On Southwest of Track)

By looking ahead on the left (westbound) or the right (eastbound) you will see a bare spire of granite—Spire Rock. Two miles beyond Welch, enter Deerlodge National Forest.

HOMESTAKE PASS

Population, 60—Elevation, 6,356 feet

This is the backbone of the continent—the Continental Divide. On the west side of the pass a mighty view opens straight down 1,000 feet into the valley. West of the summit, waters flow into the Pacific Ocean, and on the east side, to the Gulf of Mexico.

The laying of the track from Logan and from Butte met 7 miles east of Homestake, March 29, 1890.

BUTTE, MONTANA

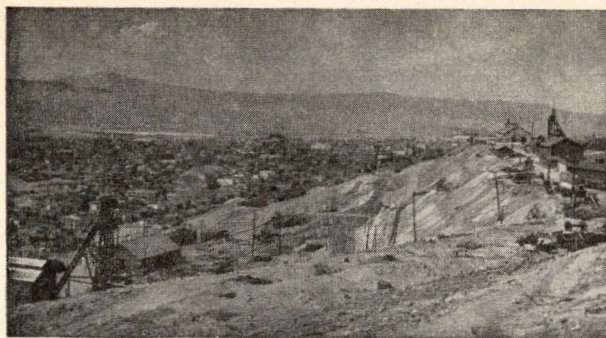
Estimated population, 55,900—Elevation, 5,490 feet

This city is named for an isolated butte. It is called "the greatest mining camp on earth." Butte has produced more than 310,000,000 pounds of copper yearly. In 1929 it produced 116,000,000 pounds of zinc, not the ore, but zinc ready for the manufacturers), in addition to the gold, silver and lead contained in these ores. Butte has 276 miles of streets and 2,700 miles of mine tunnels. The Montana School of Mines is located here.

Operation of the Northern Pacific Railway from Garrison to Butte was begun in 1886—over the line from Logan to Butte in 1890.

Silver Bow Creek is followed west of Butte in a picturesque canyon. Spectacular Anaconda Mountains fill the southern horizon.

Box for eastbound mail at east end of express office, for westbound at west end of baggage room.



Butte, Montana, built over an underground city of countless mine shafts and tunnels

SILVER BOW, MONTANA

At Silver Bow, seven miles west of Butte, rises the new electric furnace plant of Victor Chemical Works. (To the left of the track, westbound, to the right, eastbound). This plant, which will consume electric power equal to that normally used in a city the size of Denver when in full operation, converts phosphate rock from nearby deposits into elemental phosphorus. At other Victor plants, the phosphorus is converted into a wide variety of military, industrial and home needs.

STUART, MONTANA

Population, 10—Elevation, 5,006 feet

The giant stack of the Anaconda Smelter is in sight to the south, where the copper ores of Butte are treated, and sulphuric acid, arsenic and phosphate fertilizer are manufactured by the thousands of tons yearly. This stack, said to be the largest in the world, is 585½ feet high with walls 5½ feet thick. The diameter at the base is 86 feet and at the top 60 feet. Back of the smelter is Mt. Haggin, on the Continental Divide, in the Deerlodge National Forest.

WARM SPRINGS, MONTANA

Population, 150—Elevation, 4,832 feet

The institutional buildings on the left (westbound) and right (eastbound) are the State Hospital for the Insane.

On the right-hand side of the train going west and on the left-hand going east is Warm Springs Park.

DEER LODGE, MONTANA

Population, 3,503—Elevation, 4,530 feet

Deer Lodge's public library is a memorial to Conrad Kohrs, Montana's first cattleman. The State Prison is located here. Mount Powell (10,300 feet), in Deerlodge National Forest, is the most prominent peak seen from the train. A steaming hot spring on a conical mound, resembling an Indian lodge in winter with smoke ascending, and the prevalence of deer nearby suggested the name for the city.

GARRISON, MONTANA

Population, 135—Elevation, 4,344 feet

This is the western junction of the Butte and Helena main lines. It was named for Wm. Lloyd Garrison the anti-slavery apostle.

As the westbound train approaches Garrison, a view may be had of Rock Creek Gate, a natural rock gate on the south through which Rock Creek flows into the Clark Fork River.

Westbound passengers, see page 28.



Montana Rockies

Count the Mountains!

SEE all the Northern Pacific mountains you can on your journey, for they are unsurpassed anywhere in the world! Twenty-eight ranges are visible from your train window—the same vast mountains that Lewis and Clark overcame, rich now in the lore of pioneer days in the Northwest, wearing the mantle of glamour that gold prospector, railroad builder, and "dude" rancher have put upon their mighty shoulders!

This is the "March of the Mountains" as it appears to the watchful westbound Northern Pacific traveler:

Wolf Range—South of Hysham, Montana.

Beartooth Range—Southwest of Billings.

Crazy Mountains—Reedpoint to Mission, north.

Absaroka Range—South to Livingston.

Bridger Range—Bozeman to Belgrade, north.

Gallatin Range—Livingston to Bozeman, south.

Madison Range—Bozeman to Three Forks, southwest.

Tobacco Root Range—Sappington to Whitehall, south.

Gravelly Range—Whitehall to Homestake, south.

Snowcrest Range—West of Whitehall.

Continental Divide—Main Range of the Rockies, Whitehall to Silver Bow.

Bull Mountains—Whitehall to Pipestone Springs, north.

Highland Mountains—Seen from Butte, south.

Continental Divide—Seen from Helena and vicinity.

Big Belt Range—North of Townsend, Winston and Helena.

Elkhorn Range—Toston to Helena, south.

Anaconda Range—Butte to Garrison, west.

Flint Creek Range—Deer Lodge to Gold Creek, north.

Deer Lodge Mountains—Same as Flint Creek Range.

Garnet Range—Drummond to Bonner, north.

Sapphire Range—Drummond to Missoula, south.

Mission Range—Arlee to McDonald, northeast.

Couer d'Alene Mountains—Paradise to Thompson Falls, southwest.

Bitter Root Range—Thompson Falls to Lake Pend d'Oreille, south.

Cabinet Mountains—Paradise to Heron, north.

Selkirk Range—Oden to Rathdrum, northwest.

Cascade Mountains—Cle Elum to Auburn, east.

Olympics—Coast cities (clear weather).

Twenty-eight Ranges



Gates of the Mountains near Helena, discovered and named by Lewis and Clark

Logan to Garrison via Helena

LOGAN, MONTANA

Junction of Butte and Helena lines. See page 23.
Eastbound passengers read forward from Logan on page 22.

GALLATIN RIVER (Crossed by Train)

The Helena line (westbound) follows this stream to its junction with the Madison and Jefferson, and three rivers forming the Missouri.

MISSOURI RIVER (Crossed by Train)

A broad view of the fertile farms of the region is obtained from the top of the terrace facing the river.

BIG BELT MOUNTAINS (North and East of Train)

Across the river on the east, at the foot of the mountains, is Confederate Gulch, now in the Helena National Forest, from the sand and gravel of which more than \$10,000,000 in gold has been taken.

HELENA, MONTANA

Population, 18,500—Elevation, 3,946 feet

Capital of Montana, located on old Last Chance Gulch, which produced \$50,000,000 in placer gold in pioneer days. Helena was an important town in the Vigilante times which were concurrent with the Civil War era. In those days Helena was a wild, gold rush, border town, reached by stage coach and pack train. It is interesting to note that before the coming of cheap transportation, flour sold for as high as \$125 per barrel. The railway reached Helena June 12, 1883. Today, it is modern and progressive. Mt. Helena towers above the city.

The Gates of the Rocky Mountains, a Missouri River Canyon discovered and named by Lewis and Clark is an attractive scenic spot near the city.

Twenty miles northeast of Helena is the site of Canyon Ferry Dam, a \$36,000,000 Missouri River project which will permit irrigation development on 310,000 acres of new land and provide supplemental water for another 196,300 acres. Canyon Ferry Power Plant will have an installed capacity of 50,000 kilowatts of electricity.

Northern Pacific lunch room at station. Box at east end of station for eastbound mail, at west end for westbound. One between baggage room and ladies' waiting room for local mail.



**Last Chance Gulch, famous placer diggings, now
Main Street of Helena**

MULLAN TUNNEL AND CONTINENTAL DIVIDE

The Mullan Pass was discovered by Lieut. John Mullan of Governor Issac Stevens' Pacific Railway exploration party, in 1853. The tunnel through the pass is 3,875 feet long and at an elevation ranging from 5,489 to 5,566 feet. It was completed November 1, 1883.

A gold nugget weighing nearly 15 pounds (troy), said to be the largest on local record and worth \$3,200, was found here in 1865.

GARRISON, MONTANA

Junction of Helena and Butte lines.

Eastbound passengers via Butte, see page 25.

Main Line

THE LAST SPIKE

The Canyon of the Hell Gate is followed between Garrison and Missoula. Halfway between mileposts 53 and 54, on the southwest side of the train, is a sign showing the place where the last spike was driven uniting the eastern and western ends of the Northern Pacific Railway, September 8, 1883. Wm. M. Evarts, Henry M. Teller and Gen. Ulysses S. Grant were among the prominent men gathered here to celebrate the completion of the pioneer railway of the northwest.

GOLD CREEK, MONTANA

Population, 38—Elevation, 4,201 feet

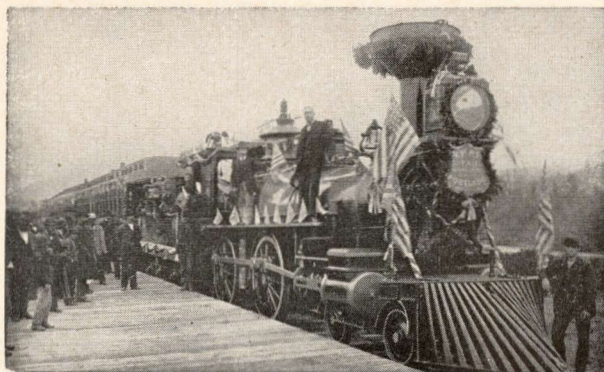
In 1852 the first gold (placer) was found at Pioneer on Gold Creek. A sign and large marble monument close to the track, between mileposts 57 and 58, mark the spot. Placer mining is still carried on up this creek.

Here the building of the Northern Pacific was completed, fulfilling the railroad's chartering act signed by President Lincoln July 2, 1864. Track laying from the east and from the west met at Gold Creek at 3:00 p. m., August 22, 1883. The driving of the last spike was celebrated September 8th.

DRUMMOND, MONTANA

Population, 600—Elevation, 3,967 feet

There is a branch line from Drummond to Philipsburg, where there are valuable deposits of silver, sapphires and phosphate. Enough manganese to continue the manufacture of guns during World War I was found at Philipsburg. Valuable deposits of phosphate also exist at Elliston and Garrison on the main line East.



The Villard Special which made the trip to Gold Creek to take part in the Gold Spike celebration

First of the Northern Transcontinentals

NINETEEN hundred fifty-six marks the 73rd anniversary of the completion of the first of the northern transcontinental railroads. On September 8, 1883, the Northern Pacific lines from the west coast and from the east met near Gold Creek, Montana, pioneering the way for national expansion and providing a line of military communication with the far-flung frontier. The Nation's dream of a great transcontinental line binding to it the northwest territory and affording easy access to the western ocean over the route blazed in 1805 by Captain Meriweather Lewis and Captain William Clark was realized.

Even before the distraction of Civil War arose, the Northern Pacific Railway project had been conceived; and on July 2, 1864, President Abraham Lincoln signed the bill which authorized its construction.

The entire line from Lake Superior to Puget Sound was located by William Milnor Roberts, then spoken of as "the best engineer this country has produced." Mr. Roberts also became noted as the builder of Brazilian railways, an associate in the construction of the Eads bridge at St. Louis and the Eads jetty system in the lower Mississippi.

Actual construction of the Northern Pacific was begun in 1870 near Duluth, Minn. Later on, steel and iron rails for the western portion were imported from England via Cape Horn and construction crews from both west and east worked to effect a meeting.

This was accomplished during the Northern Pacific presidency of Henry Villard, whose eminent career in American affairs began as a newspaper correspondent "covering" President-elect Lincoln at Springfield, Illinois, and later the various campaigns of the Civil War.

With prophetic vision he saw a great future in store for the northwest country and was naturally attracted to the Northern Pacific enterprise.



Missoula is the distributing center for Western Montana

HELL GATE CANYON

Up to this point (westbound) the valley is still known as Deer Lodge Valley. Its waters all flow into the Columbia River. From here to Missoula the valley is called Hell Gate. This canyon is the principal highway by which the white man in the early days and the Indian before him crossed this mountainous region. The first permanent wagon road in this part of the country was built in this canyon close to the route of the railway in 1859-62, and is known, from its builder, as the Mullan Road. On the south are the green timbered slopes of the Lolo National Forest.

MISSOULA, MONTANA

Population, 34,000—Elevation, 3,212 feet

Named from a Salish Indian word meaning, "Land of Sparkling Water." Missoula is at the foot of the Bitter Root Valley. It is the site of the State University. It is also headquarters for United States Forest Service Region No. 1. A branch line runs to the Coeur d'Alene mining region. Missoula is the distributing center for Western Montana.

The Bitter Root Valley is the first locality west of the Mississippi River where fruit is raised in large commercial quantities. The Northern Pacific operates a branch line up this valley to the beautiful towns of Hamilton and Darby.

On June 23, 1883, the Northern Pacific tracks here were completed, building eastward.

In 1805-06, Lewis crossed the river a few miles below Missoula and went on up Hell Gate Canyon into the Great Falls region. The knob north of Hell Gate Canyon is Jumbo Mountain, and the larger mass south of the canyon is Mt. Sentinel. West of Missoula station one gets a good view of Lolo Peak on the south.

Eastbound passengers enter Hell Gate Canyon at Missoula.

Northern Pacific lunch room at station. Box for eastbound mail at east end of platform, for westbound at west end.

Rocky Mountain Division headquarters of the Northern Pacific are located here.

DE SMET, MONTANA

Population, 25—Elevation, 3,237 feet

This town is named in honor of Father Pierre Jean De Smet, the first missionary to the Indians in this section. Established at Stevensville just south of Missoula in 1841, his mission was the first in the locality. Wallace, Idaho, is reached by a freight line from Missoula, diverging from the main line here. Mullan's wagon road, built in 1859-62 from Ft. Benton to Walla Walla, followed the same route.



Flathead Indians often camp near the station at Arlee

The main passenger line turns sharply and passes through the Coriakan Defile just west of De Smet, where the Marent Trestle spans the gulch at a height of 225 feet. This narrow pass is a gateway between the Flathead and the Missoula Valleys and is named for Chief Coriakan of the Blackfeet Tribe, who, while a member of an expedition in charge of a French Scout, was surprised and killed here by the savage Blackfeet in one of their seasonal raids into the western slope country.

The line to Wallace also forms part of a low-grade freight line diverging from it at St. Regis and connecting again with the main passenger line at Paradise. This route, although approximately 29 miles longer than the passenger line between De Smet and Paradise, completes a low-grade line for the economical handling of freight which extends from Garrison to the mouth of the Columbia River.

ARLEE, MONTANA

Population, 300—Elevation, 3,094 feet

Arlee is at the foot of the big grade down the mountains from Missoula. The railway follows the Jocko and Flathead Rivers between and through this and the four cities below.

Note Mission Mountains. Flathead Indians are often at the depot.

RAVALLI, MONTANA

Population, 75—Elevation, 2,714 feet

Ravalli, named for Father Anthony Ravalli, one of the missionary priests, is in the midst of a region much frequented by early explorers, Jesuit priests and Indians. Father Ravalli labored among the Indians for 40 years and died in 1884. The Montana National Bison Range here, administered by the United States Biological Survey, has a large herd of buffalo, elk, deer and Rocky Mountain sheep.

Ravalli is the station for the St. Ignatius Mission five miles distant.

DIXON, MONTANA

Population, 162—Elevation, 2,531 feet

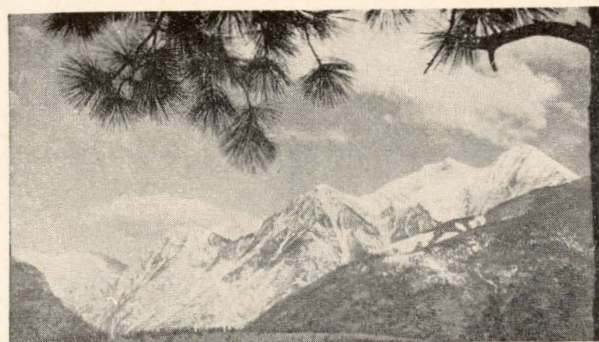
Dixon is the station for the Northern Pacific branch line for the Flathead region to the north.

The Jocko and Flathead Rivers join at Dixon. The Flathead River has its source in Flathead Lake.

PARADISE, MONTANA

Population, 259—Elevation, 2,499 feet

This is the changing point between mountain and Pacific time. Between Dixon and Paradise is a remarkable view of the Mission Range, including its highest summit, McDonald



Mission Range—one of the most spectacular in the American Rockies

Peak (10,250 feet), and a large glacier lying in a deep amphitheater on the north face of it. Missoula and Flathead Rivers join here to form the strikingly beautiful Clark Fork of the Columbia, named after Capt. William Clark of the Lewis and Clark expedition.

At this point the low-grade freight line (constructed in 1907-08) which diverges at De Smet, again connects with the passenger line.

Northern Pacific lunch room at station.

Note—Westbound passengers should turn their watches back one hour here. Eastbound passengers should turn theirs one hour ahead.

PLAINS, MONTANA

Population, 715—Elevation, 2,482 feet

The old name of this town was "Horse Plains." In frontier days it was a great wintering place for the Indians and their horses. Hot Springs with warm mineral water baths is 22 miles to the north and is reached by bus from Plains. About six miles beyond Plains the railway enters the Lolo National Forest.

THOMPSON FALLS, MONTANA

Population, 736—Elevation, 2,462 feet

Thompson Falls is named for David Thompson, an early very prominent British explorer in this region in 1809. A natural fall has been dammed here and produces 50,000 horsepower. This district has a peculiar phenomenon, due to crevices emitting a current of cold air which is piped and used for cold storage purposes. Cabinet Mountains, north; the Bitterroots, south of track.

In November, 1882, the Northern Pacific line reached this region. Operation began in 1883.

CABINET GORGE, IDAHO

The Clark Fork river narrows sharply to pass through this spectacular gorge right along the N. P. tracks. Washington Water Power Company recently built a \$40,000,000 dam and powerhouse here.

HOPE, IDAHO and LAKE PEND OREILLE

Population, 275—Elevation, 2,087 feet

Beautiful Lake Pend Oreille (pronounced pond-e-ray—a French word meaning ear-ring), is first seen by westbound Mainstreeter passengers near Hope, Idaho. The mountainside here is very steep and the towns seem to hang upon it. Some streets are 300 feet above others. Lake Pend Oreille is an expansion of the Clark Fork River, and is 55 miles long by 2 to 15 miles wide. It is one of the large inland fresh water lakes of the United States, has a shore line 562 miles long and is the habitat of the famed Kamloops Trout.

David Thompson, the explorer, built the first cabin in Idaho and a fur company post on the lake in 1809.



Beautiful Lake Pend Oreille, recently given national prominence as the home of huge rainbow trout

In crossing the Montana-Idaho state line the railway enters the vicinity of the Kaniksu National Forest which borders Lake Pend Oreille on the northeast.

SANDPOINT, IDAHO

Estimated population, 5,800—Elevation, 2,096 feet

Here Lake Pend Oreille is crossed by the train on a viaduct nine-tenths of a mile long.

The mighty lumber industry of the Pacific Northwest is substantially fed from this region. Northern Idaho contains the largest remaining body of white pine in the world. Selkirk Mountains to the west.

GRANITE, IDAHO

Population, 261—Elevation, 2,269 feet

Near Granite lies picturesque Kelso Lake, named in 1890 for the first family to have a child born on its shores. It is three miles long and is seen from the train. The Kaniksu Forest still may be observed to the eastward.

RATHDRUM, IDAHO

Population, 554—Elevation, 2,212 feet

This pioneer community in Kootenai County is located on the main line of the Northern Pacific, was named after Rathdrum, Ireland.

Prior to construction of the Northern Pacific Railway, the Wells-Fargo Company established a depot which is still standing and is located immediately west of town, visible from the train.

The community made its biggest bid for fame after the railroad was built through in 1881 and for many years travelers destined for the Coeur d'Alene mining district would travel by stagecoach from Rathdrum to Coeur d'Alene, where steamer service was available for lake crossing to the mining area.

HAUSER, IDAHO

Population, 200—Elevation, 2,140 feet

The Spokane, Coeur d'Alene branch diverges here for Post Falls. The city and lake of Coeur d'Alene are popular, beautiful resorts, and Hayden Lake in the Coeur d'Alene National Forest is another lovely spot.

Boat trips on the lake and up the shadowy St. Joe River which has its source and flows for a long distance in the St. Joe National Forest, and into the mining country which lies within the confines of the Coeur d'Alene National Forest, are renowned.

In 1881, the Northern Pacific Railway reached Hauser.

SPOKANE RIVER (Crossed by Train)

West of Irvin the railway crosses the Spokane River, the water of which is so clear that every object is plainly visible in the bed of the stream.

Located on the river, South of the main line, at Trentwood Station is the huge aluminum rolling mill of The Kaiser Aluminum and Chemical Corporation. East of this plant may be seen the large U. S. Naval Supply Depot.

Irrigation has worked marvels all through the Spokane Valley.



Overlooking Spokane's business district as seen from one of the city's beautiful drives

SPOKANE, WASHINGTON

Population, 160,473—Elevation, 1,934 feet

The Queen City of the Inland Empire, Spokane, is one of the most important cities in the Pacific Northwest. It is a prominent railway point and financial center. On June 25, 1881, the Northern Pacific line reached here, building eastward.

The original name was Spokane Falls from the falls in the center of the city, now harnessed for light and power. The Spokane River, which dashes over the falls, on its way from Lake Coeur d'Alene to the Columbia River, has a potential horse-power of 250,000, of which 208,000 is developed. Low cost power is responsible for an annual factory output of \$110,000,000, giving employment to 15,000 people. The fall is 160 feet.

Mt. Spokane State Park, 35 miles from the city, is a summer and winter recreation center. Spokane's Duncan Gardens are among the finest in America. Fort George Wright and Geiger Air Field are located here.

Important agricultural land surrounds Spokane. The Palouse country and Lewiston and Clarkston on the south are noted for grain and fruit. The Big Bend region is another agricultural section of renown. Northern Pacific lines enter these regions. Idaho Division headquarters of the railroad are located here.

GRAND COULEE DAM

"The Biggest Thing on Earth"

Grand Coulee Dam, largest concrete and steel dam in the world, impounds the Columbia River 92 miles west of Spokane and is readily seen on a sidetrip from the city.

It measures 4,173 feet from bank to bank, 550 feet high, 500 feet thick at the base and 30 feet thick at the crest.

It will ultimately produce 2,877,000 electric horsepower and will irrigate 1,000,000 acres of land in the Columbia Basin. Cost of the dam with powerhouse is about \$200,000,000.

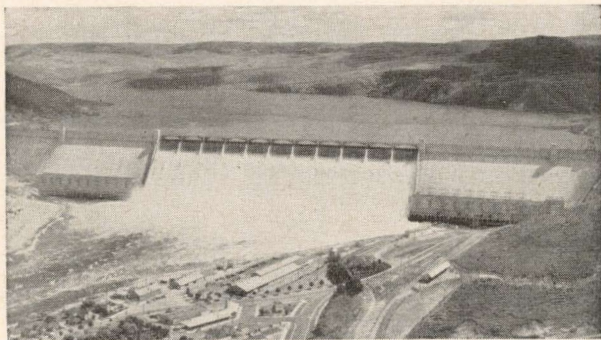
Behind the dam is a large lake which extends 151 miles to the Canadian boundary. The Northern Pacific is the only railroad serving Grand Coulee Dam, which is 60 miles northwest of Ritzville.

CHENEY, WASHINGTON

Population, 2,685—Elevation, 2,345 feet

Named for Benjamin Cheney of Boston, a pioneer director of the Northern Pacific.

The modern electric flour mill of the National Biscuit Co. near the railway tracks and the campus of the Eastern Washington College of Education, which crowns the hill northwest of the station, interest travelers at Cheney. Lakes are plentiful in this region and small game and fish make it attractive to sportsmen.



Grand Coulee Dam, near Spokane

LAKE COLVILLE

This attractive lake is followed for several miles. It is also known as Sprague Lake. On the island north of the tracks an enterprising furrier raises hundreds of skunks.

PASCO, WASHINGTON

Population, 10,586—Elevation, 389 feet

In 1880 the eastbound track of the railway reached Pasco from Ainsworth where Northern Pacific track construction eastbound began on October 2, 1879. Trains here crossed the Columbia River on a ferry from 1885 to 1888, when the bridge was completed. Pasco is the site of Sacajaweah State Park, named for the Indian girl who guided Lewis and Clark westward in 1805.

Just northwest of Pasco is the fabulous government city of Richland, administrative headquarters of the Hanford Atomic project. It is reached by hourly bus from Pasco.

East of the station, Northern Pacific's \$5½ million "Push Button" freight classification is alongside the main line track for 4 miles.

Mail boxes are located at both ends of the platform and in the main waiting room. Air mail leaves Pasco 6:00 A.M. for Salt Lake City, east and west connections. Leave letters with depot ticket agent.

KENNEWICK, WASHINGTON

Estimated population, 10,079—Elevation, 367 feet

Kennewick, across the Columbia from Pasco, is in a rich fruit-growing section at the foot of the Yakima Valley. The name, Kennewick was given to this spot long ago by the Indians who liked to make their winter camp here. It means "winter paradise."

PROSSER, WASHINGTON

Population, 2,614—Elevation, 671 feet

The Yakima Valley was in early days an Indian country, and until irrigation on a large scale transformed the dry and thirsty land, and the Indian Reservation was reduced in size, it was an arid and quite useless region.

Prosser, in the lower valley, is an example of the change wrought by irrigation. It is the county seat of Benton County.

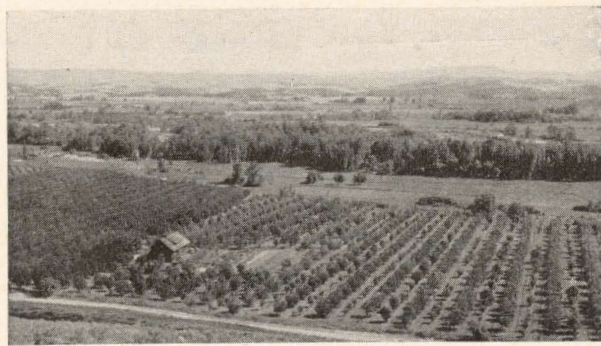
MT. ADAMS

Long ago Mt. Adams was an active volcano, but now it stands a cold, calm rugged peak. It is visible between Prosser and Yakima. It is the second highest peak in the Cascade Mountains—12,307 feet.

TOPPENISH, WASHINGTON

Population, 5,250—Elevation, 765 feet

Toppenish is in the central part of the Yakima Valley. Look a little farther to the north than Mt. Adams, from this



Yakima Valley produces a great variety of fruits but is particularly famous for its apples

point, and, if the atmosphere is clear, you will see Mt. Rainier, the highest peak of the Cascade Range. It is 14,408 feet high.

The Northern Pacific reached here December 5, 1884.

UNION GAP

Here a battle was fought between United States soldiers and Indians, during the two Indian wars of 1855-58, in which Lieut. Phil Sheridan, of Civil War fame, entered his first engagement. Major G. T. Rains, later a Confederate general, was in command.

This Gap was cut through the Atanum or Rattlesnake Ridge by the Yakima River.

YAKIMA, WASHINGTON

Estimated population, 38,000—Elevation, 1,076 feet

Yakima, Indian for "Black Bear," is the business center of over 417,000 acres of irrigated land, whose products make Yakima County rank among the half dozen greatest wealth producing centers in America. North of Yakima the Naches River is crossed. The train passes through Selah Gap in a short canyon. Selah Valley, one of the prettiest valleys in this part of the country, is west of Yakima Ridge.

Northern Pacific tracks reached this point in 1885.

Just west of Selah the Yakima River is crossed. It is followed between Kiona and Easton for 140 miles. For its length, the Yakima River is no doubt the most valuable on the globe, for it brings water from the Snoqualmie and Wenatchee National Forests to irrigate the wonderful Yakima Valley. Yakima fruit is nationally famous.

Sunrise Park, in Rainier National Park, is reached from Yakima over the spectacular Naches highway.

ELLENSBURG, WASHINGTON

Estimated population, 8,000—Elevation, 1,518 feet

Ellensburg, an attractive city in what is here called the Kittitas Valley, is the home of the Central Washington College of Education. The Kittitas Valley is one of the most prosperous and attractive irrigated valleys of the West—100,000 acres are now watered and the Kittitas Highline Project will water 80,000 more, including both sides of the river as far west as Cle Elum.

This is really a continuation of the Yakima Valley, with a 30-mile canyon between. Mt. Stuart in the Wenatchee National Forest is a jagged, narrow crest far to the north.

Box for eastbound mail at east end of depot, for westbound at west end.

The Northern Pacific Railway reached this point in 1886.

Twenty-eight miles east of here is Ginkgo Petrified Forest containing the only known petrified specimens of Ginkgo, sacred tree of the Orient. The original wood has been changed to opal.



Loading logs for the mills. Nearly 50 per cent of America's timber resources lie in the Pacific Northwest

CLE ELUM, WASHINGTON

Population, 2,508—Elevation, 1,920 feet

Cle Elum is an Indian name meaning "Swift water." The waters from the Northern Pacific Upper Yakima Tree Farm in the Wenatchee National Forest, where the timber is selectively cut for water conservation, are stored near Cle Elum in Lakes Kachess, Cle Elum and Keechelus, government reservoirs supplying irrigation water for the Kittitas and Yakima valleys below.

A branch line here leads off to the coal fields of Roslyn. They are the most extensive mines west of the Missouri River. West of Cle Elum, the Cle Elum River is crossed.

EASTON, WASHINGTON

Population, 266—Elevation, 2,176 feet

Easton is named for its location at the very foot of the steep eastern grade to the Stampede Tunnel and is in the heart of the Northern Pacific Upper Yakima Tree Farm.

Above Easton in the Yakima River is the Easton Diversion Dam, length 250 feet, cost \$190,622. Serves 72,000 acres of land in the Kittitas Valley.

STAMPEDE PASS AND TUNNEL

This tunnel, two miles long, is at an altitude of 2,852 feet. The railroad line through the tunnel was completed in 1888, but trains first began to cross the pass by switchback line on July 2, 1887. When you enter the tunnel going west, you are leaving the Upper Yakima Tree Farm and as you emerge from the tunnel, you enter the Northern Pacific Green River Tree Farm in the Snoqualmie National Forest. Here the Pacific zone of distinctly different climate is encountered. Mt Rainier, the King of the Cascades, 14,408 feet high, is in sight at the foot of the western slope. The Green River, the source of Tacoma's city water supply, is followed between the Pass and the low country west of it. The track crosses the Green River 11 times between the Pass and Auburn, in a beautiful forest country.

A ride on both sides of this pass is a trip through a lovely mountain picture gallery.

THE CASCADES

The lofty Cascade range stretches an effective barrier between the Puget Sound country on the west and the higher plateau of central Washington on the east. A decided change in vegetation is noticeable on emerging from the Stampede Tunnel on the west slope. While the mountains in this vicinity are not so spectacular many beautiful views of forests and dashing rivers and occasional rugged peaks will be enjoyed from the windows of the train as it winds its way down to tidewater.



Seattle waterfront and skyline from Elliott Bay

AUBURN, WASHINGTON

Population, 6,494—Elevation, 100 feet

Auburn is western freight terminal of the Northern Pacific and home of a large N. P. diesel shop. Between Auburn and Seattle the train passes through the wonderful White River Valley. It produces especially fine raspberries, blackberries, lettuce and other garden products. The berries are shipped both fresh and frozen as far east as the Atlantic coast,

The main line here divides, one line going north to Seattle, the other south to Portland.

SEATTLE, WASHINGTON

Population, 462,981—Elevation, 24 feet

Seattle, named for an old Indian chief, was founded in 1853. It is the largest city west of St. Paul-Minneapolis and north of San Francisco. In 1890 its population was 42,000; in 1930, 365,518.

In 1884, the Northern Pacific began operating trains to Seattle.

Puget Sound, of which Seattle is the largest port, is a wonderful harbor, with fresh water lakes connected by canals. From here steamers ply to all parts of the world. Seattle is known as the "Gateway to Alaska and the Orient." Puget Sound was named for Lieut. Peter Puget of the English Navy in 1792.

The State University and Ft. Lawton are located here, and at Bremerton, across the sound, is the United States Navy Yard.

Eighteen hundred acres of parks, splendid golf courses and beautiful drives in great number make Seattle especially attractive. It is called the most healthful city in the United States.

Mt. Baker (10,750 feet high), is seen from Seattle, and Mt. Rainier (14,408 feet high), is also conspicuous. The Olympic Range rises across the sound.

Plentiful water-power has aided in making Seattle the metropolis of the Northwest. It is considered one of the best illuminated cities in the country, and its more than 1,200 manufacturing establishments make use of this generous supply of power to produce millions of wealth each year.

Boat trips on Puget Sound to the interesting cities of Victoria and Vancouver, B. C. are made daily from Seattle harbor.



Tacoma, a great industrial and recreational center

TACOMA, WASHINGTON

Population, 142,975—Elevation, 47 feet

Tacoma, "The Forest Products Capital of America," and gateway to Rainier National Park, is situated on Commencement Bay at the head of deep water navigation on Puget Sound, and commands a view of the vast Cascade Range of mountains and of Mt. Rainier.

The Northern Pacific has its principal coast shops at Tacoma. Railroad construction reached this point in December of 1873—a track laid north from Kalama.

Here is one of the world's best harbors, with ample accommodations for the largest deep sea vessels, and fine new port terminals.

Twelve hundred acres of public parks add to the charm of the city. Point Defiance Park of 640 acres, on the outskirts of the city, is one of them and Wright Park, in the heart of the city, another. A number of fine colleges are located in Tacoma. Excellent hotels, six inviting golf courses and beautiful drives have made this a summer pleasure city.

It is estimated that Tacoma's manufactured products annually exceed \$150,000,000 valuation. The great fisheries of the Sound and the coal mines in the mountains, vast lumber resources, the fruit from the Puyallup and White River Valley tributary to Tacoma, and the harbor facilities—have united in making this important city a close rival of Seattle.

Rainier National Park is reached by motor bus from Tacoma.

Northern Pacific lunch room at station. Mail box at foot of stairway from train platform to concourse of passenger station. Tacoma Division headquarters of the Northern Pacific are located here.

Eastbound passengers from Portland omit the above and resume description of trip beginning with Pasco, page 35.

RAINIER NATIONAL PARK

Mt. Rainier National Park, containing 378 square miles of America's superlative mountain grandeur, is reached by motor bus from Tacoma or Seattle. There is daily service during the summer season. Mt. Rainier, an extinct volcano, arises 14,408 feet above sea level. It has the largest system of glaciers in the United States. Here is fun for all—hiking and mountain climbing, horseback riding, skiing and fishing. In Paradise Valley, Paradise Inn and Lodge provide comfortable accommodations for the visitor. An ideal side trip from Tacoma or Seattle is to go up to the Mountain one morning, spend the afternoon and overnight at Paradise Inn and return the following afternoon.



"Where rolls the mighty Oregon"—The Columbia River near Wishram, Wash.

Pasco to Portland

Via S. P. & S. Railway

PASCO, WASHINGTON

(Further notes on Pasco on page 35.)

Pasco is a railway junction point with the Northern Pacific. Here the Columbia River is reached and crossed to Kennewick.

KENNEWICK, WASHINGTON

From Kennewick to Portland the Columbia River is closely followed.

(Further notes on Kennewick, page 35.)

COLUMBIA RIVER

In May, 1792, Captain Robert Gray of Boston discovered the mouth of the long-sought "Great River of the West" and named it Columbia for his ship, the *Columbia Rediviva*.

The Columbia rises in the Rocky Mountains of British Columbia and on the way to the Pacific Ocean absorbs the Kootenai, the Clark Fork-Missoula, the Spokane, the Okanogan, the Yakima, the Snake, the Deschutes, the Willamette and scores of lesser streams that together drain 260,000 square miles west of the Rocky Mountains.

Sacajawea State Park, at the junction of the Columbia and Snake rivers, was named in honor of the Indian woman who guided the Lewis and Clark expedition and marks the place where the explorers camped October 16-18, 1805, having reached the great river of their quest.

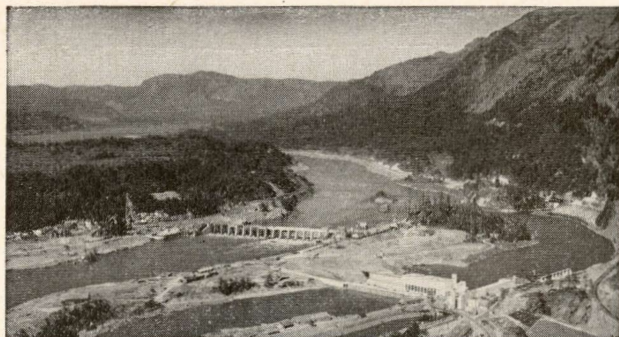
YELLEPIT, WASHINGTON

Elevation, 323 feet

Named for a great chief of the Walla Walla Indians found here by Lewis and Clark. About five miles west and across the river may be seen Twin Pillar Rocks, and opposite Mottinger stands the unique "Hat Rock", 485 ft. in height.

M McNARY DAM

The McNary Dam was named for the late Charles L. McNary, U. S. Senator from Oregon (1918-1944). When completed, this dam will contribute almost a million kilowatts to the Great Northwest Power Pool. It has the highest single lift ship lock in the world, the lift being 92 feet.



Booneville Dam, near Portland

PLYMOUTH, WASHINGTON

Population, 100—Elevation, 284 feet

So called by the settlers because of the rugged basalt rock formation near which the town was built. Across the river can be seen Umatilla, Oregon where the Oregon Trail reached the Columbia River after passage of the Blue Mountains seen far to the southeast—over which the pioneers trudged with oxen and covered wagons in the 1840's to gain homes for themselves—and the "Oregon Country" for the United States.

MARYHILL, WASHINGTON

Population, 25—Elevation, 175 feet

At Sundale, Goodnoe and Cliffs the hills mount higher, with perpendicular walls, beyond which lie grain and grazing lands. At Maryhill a splendid highway leads to the fertile valley in which Goldendale, the county seat, is located, at the head of which stands Mt. Adams.

The Sam Hill peace museum, Maryhill Castle, was dedicated by the late Queen Marie of Roumania in 1926 and opened to the public May 14, 1940. It contains royal relics from Europe.

WISHRAM, WASHINGTON

Population, 700—Elevation, 166 feet

Important division point and junction with the Oregon Trunk Railway.

Here are freight classification yards where all east and westbound freight trains, as well as those coming off the Oregon Trunk, are broken up and re-assembled.

THE DALLES DAM

Between Northdalles in Washington and The Dalles in Oregon construction has commenced on The Dalles Dam. The initial power installation will consist of fourteen units which will generate 1,092,000 kilowatts—more than either the McNary or Bonneville dams.

THE DALLES BRIDGE

Now connecting Northdalles, Washington with The Dalles, Oregon, population 7676, is a recently completed toll bridge. The Dalles has been an important trade center since pioneer days.

LYLE, WASHINGTON

Population, 300—Elevation, 101 feet

Named in honor of John O. Lyle, original owner of the townsite and steamboat landing. At Lyle, the Goldendale Branch of the SP&S Railway follows the Klickitat River and canyon to the county seat, Goldendale, population 1907, climbing 1,510 feet in 41 miles, serving lumber mills, and a fertile valley devoted to fruit, grains and stock, at the head of which stands Mt. Adams, altitude 12,307 feet.



The Oregon Bluffs from across the Columbia. The fine ribbon of Multnomah Falls can be seen, left center

Between Lyle and Bingen-White Salmon are four tunnels; opposite the last one is Memaloose Island, an ancient Indian burial-place. The single monument marks the grave of Vic Trevitt, early Oregon pioneer, who chose to be buried among his Indian friends.

BINGEN-WHITE SALMON, WASHINGTON

Population, 2,100—Elevation, 101 feet

BINGEN—Named by P. J. Suksdorf, owner of the townsite after Bingen on the Rhine in Germany. **WHITE SALMON**—Named after the White Salmon River, a tributary of the Columbia River. The town is on a plateau 1.5 miles from the station and is the center of extensive fruit orchards. A toll bridge connects with Hood River, Oregon, population 3701, and the Hood River Valley, famous for apple orchards.

Here is the "water line" running north and south. The country east of here requires irrigation; west of here everything is green from abundant rainfall.

MOUNT HOOD

Altitude, 11,225 feet

At Bingen-White Salmon, a splendid view may be had of the beautiful forest-gowned, snow-capped Mt. Hood. It may also be seen from the neighborhood of Lyle and Northdalles.

Mt. Hood is one of the most inspiring sights of the Northwest. Timberline Lodge, million-dollar Alpine resort, is located here in Mt. Hood National Forest, and has become a famous winter sports center only 60 miles from Portland.

STEVENSON, WASHINGTON

Population, 584—Elevation, 98 feet

Named for George H. Stevenson, a pioneer fisherman and legislator. It is the county seat of Skamania County.

BRIDGE OF THE GODS

This bridge replaced the legendary natural rock bridge which collapsed, causing the formation of the Cascades of the Columbia which are now covered by Lake Bonneville.

BONNEVILLE DAM

One of the Government's great power-navigation projects on the Columbia River, it was completed in 1938. Bonneville Dam contributes 518,400 kilowatts to the Power Pool.



Along Columbia River near Hood, Washington

BEACON ROCK

Elevation 840 feet high—three times as high as a 15 story building—a massive basaltic rock named by Lewis and Clark in 1805. It was the guide of voyagers on the river for more than a hundred years and of the Indians for centuries. Figures prominently in Indian legend.

St. Peter's Dome, 2000 feet high—on the Oregon side. The mountains on both sides of the river are from 2000 to 5000 feet high.

SKAMANIA, WASHINGTON

Elevation, 51 feet

An Indian word meaning "swift water".

Across the river may be seen several beautiful waterfalls—"eleven in eleven miles". Horsetail Falls (208 feet high); Multnomah Falls (620 feet high)—second highest in the United States (Niagara is 164 feet high), named for an Indian tribe; Wah-kee-Nah—a series of cascades; and Latourell Falls (224 feet high) are the most prominent.

CAPE HORN TUNNEL

Tunnel No. 1—2,381 feet in length—the second longest on the SP&S Main line passes through the Western rampart of the mountains—a promontory sheer to the water.

The name was already in use as early as 1825 and was given because of the difficulty in navigating the river at this point.

Across the river in Oregon is Rooster Rock—a formation at the water's edge, while 725 feet above is Crown Point where the scenic Columbia River Highway circles the \$100,000 Vista House Memorial to Oregon Pioneers.

WASHOUGAL, WASHINGTON

Population, 1,577—Elevation, 48 feet

The name is an Indian word meaning "rushing water", referring to the Washougal River which here empties into the Columbia.

Here are located large woolen mills where the fleeces of Washington and Oregon are turned into finest woolen goods for shipment to all parts of the world.

CAMAS, WASHINGTON

Population, 4,725—Elevation, 48 feet

Originally named LaCamas—a name taken from a favorite food of the Western Indians, *Camassia esculenta*, a specie related to the hyacinth.

Here is located one of the largest pulp and paper mills in the world.



Portland, with Mount Hood in the distance

VANCOUVER, WASHINGTON

Population, 41,449—Elevation, 46 feet

The oldest town in the State of Washington and largest city on the Columbia River—the fourth largest in the State—was named for the great English explorer, Capt. George Vancouver. To the right as we enter from the East are the grounds and buildings of Vancouver Barracks of the United States Army. The old Fort Vancouver was established by the Hudson Bay Company in 1824 with Dr. John McLoughlin in charge. In 1846 jurisdiction of the United States was recognized by treaty. Here Generals Grant and Sheridan were stationed before the Civil War and General George Marshall more recently.

To the left are the famed Kaiser Shipyards which were largely responsible for tripling the Vancouver population to 60,000 people during World War II. The first major aluminum plant in the West was located here and is still in full operation. Lumber mills, plywood plants, fresh fruit and vegetable canneries are among the major industries.

On the bank of the river to the right of the train as it starts across the Columbia River may be seen the SP&S Railway grain elevator, the largest west of the Missouri River—recently enlarged to a capacity of 5,250,000 bushels.

PORTLAND, OREGON

Population, 373,628—Elevation, 32 feet

Portland, "City of Roses", is the 29th largest city in the nation. It is the leading wheat and flour exporting port on the Pacific Coast and one of the chief lumber manufacturing cities of the world. It is one of the great distribution centers of the west as well as an important agricultural region and is also the financial hub of the surrounding territory. It is served by five railroads which make it an important rail transportation center.

Portland parks are a source of great pride to the city, as is the remarkable fresh water harbor responsible for the significance of the city as an ocean port. The annual June Rose Festival is renowned.

The famous Columbia River Highway, for which the people of Portland and Multnomah County are responsible, is a marvelous piece of road engineering in a region of striking beauty. It is a masterpiece among scenic roads.

Beautiful homes are especially evident in this city, the climate, the fine water, the surrounding resort region and the commercial advantages of the city making it a place where people like to live and own their homes.

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