



MULTNOMAH FALLS - COLUMBIA RIVER



# The PACIFIC NORTHWEST and ALASKA



*Columbia  
Gorge*



## UNION PACIFIC SYSTEM



Paradise Valley in Mount Rainier National Park, where the Flowers and the Glaciers Meet

# The Pacific Northwest

A land of allurements and mystery in the opening years of the nineteenth century—a vague, far place where unnamed watercourses bore their burdens to the blue Pacific, where vast forests grew and tremendous mountains were linked in the fellowship of unexplored ranges—such was the Oregon Country when Captain Meriwether Lewis and his comrade, William Clark, left the known for the unknown and blazed the first American trail overland to an empire. Compassed within the Oregon Country were the future states of Oregon, Washington, and Idaho, with their challenge to the spirit and hardihood of the pioneers. And the contented dwellers of the East laughed at the folly of those valiant men and women who took the western trail and set the frontier of civilization by another sea.

The mystery is gone—but the allurements remain. The great Pacific Northwest, now firmly and indispensably fixed in the economic weld of the nation, and bound to the East by steel, is not only a land of high scenic beauty, progress, and plenty, but one of perennial opportunity. Within its boundaries are grouped majestic mountains, lakes, rivers, cataracts, canyons, primeval forests, fjords, inviting glens, and picturesque resorts without number. It is a land of scenic glories, caressed by a climate whose winters are mild and whose summers are cool.

The Union Pacific System holds, with the emigrants of the Overland Trail, the honor of pioneering—for it is the pioneer road of the West, and the trail it takes is the same that the buffalo followed, the tribesmen traveled to hunt or war, and that witnessed the overland movement toward the vast territory it now serves. It thrusts through Idaho and down through the majestic gorge of the Columbia to tidewater at Portland, it reaches north through the Inland Empire and northward again from Portland to the busy harbors of Tacoma and Seattle—a modern transportation service that admirably attests the vigor and stability of the old Oregon Country.

Those who visit the western wonderland for the first time, who stand beneath the forest giants that were aged when Captain Gray turned his ship's prow up the Columbia, who glimpse the snowy ranges rising above the evergreen forests, who see the salmon leap from swift mountain water, are thereafter thralls to the spell of the most marvelous out-of-doors in all America. Within the hour, they may leave its busy cities and penetrate the unchanged wilderness where human emotion falters before the craftsmanship of Omnipotence.

Historically, the Oregon Country, comprising the Pacific Northwest, is an epic in the annals of America. It was Captain Gray, Yankee skipper of a Yankee ship, who discovered the Columbia River in 1792, setting at rest the controversy that affirmed and denied the existence of the mighty stream. President Thomas

Jefferson sent Lewis and Clark to explore that unknown land "where rolls the Oregon." They journeyed overland through the hunting grounds of wild tribes, and won their way to the Pacific. And they were Americans who cast the die for America at Champoege, in 1843, and by the establishment of an American provisional government made certain the nationality of the new empire.

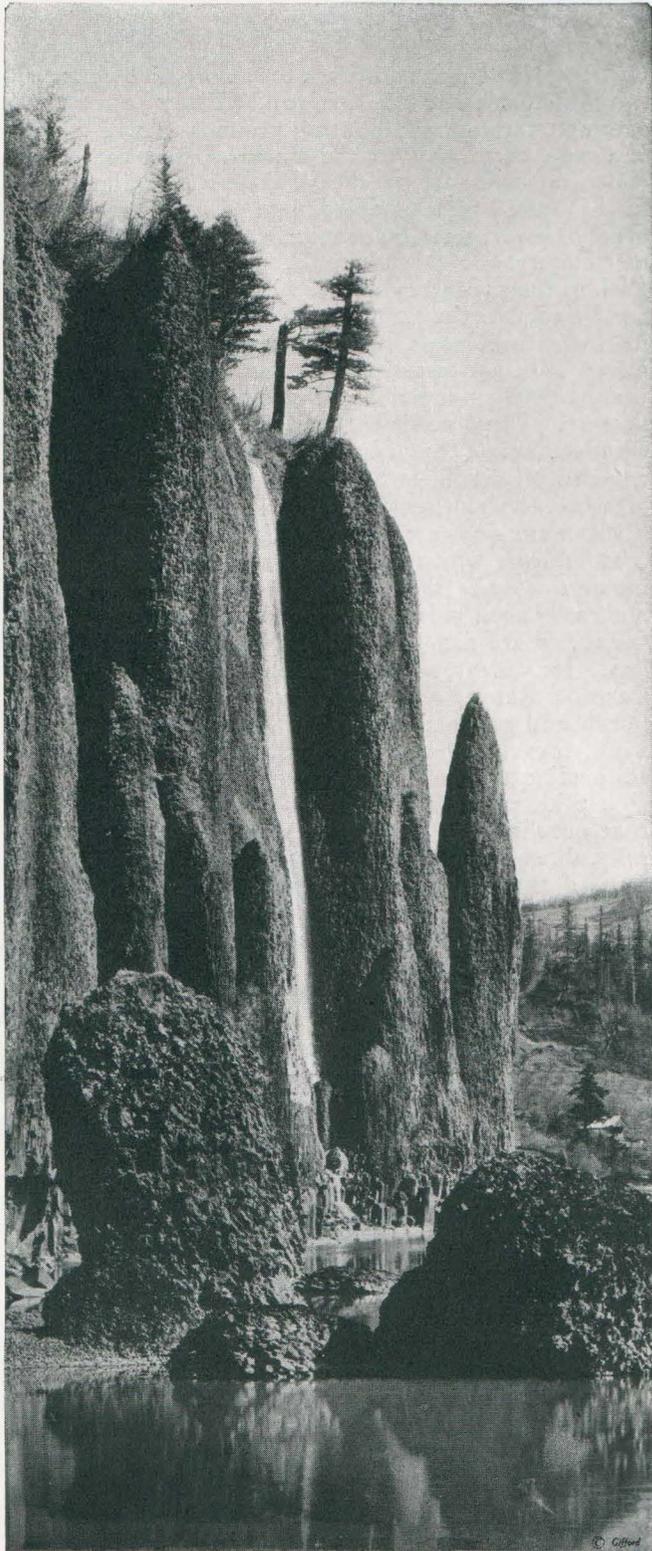
Less than a century ago the wilderness ruled. Today the Pacific Northwest holds its broad cultivated acres, its varied industries, its treasures of homes and commerce with the assurance of youth—of achievement that, mighty as it has been, is yet at the threshold of destiny. The diversity of its scenery and resources, the equable, invigorating climate, have made, and will continue to invoke the strongest appeal to the traveler for pleasure, the homeseeker, and the manufacturer.

Its waterways are mighty avenues of commerce that communicate with the marts of the world. Its glacial mountain peaks are the most dignified, picturesque, and easily accessible of any on the continent. Its forest fastnesses are deep, mysterious, and oftentimes pathless. Its valleys, particularly on the ocean side of the Cascade Range, are charming visions of green and purple and gold, set in frames of Nature's rugged handiwork, revealing fertile pastures, farms, and orchards. Its leading cities rank in commercial importance and civic pride with the big cities of the nation, and possess that peculiar type of frontier vigor which keeps them fully abreast of the march of progress. The architecture of their splendid business blocks is up-to-date, and their hotels compare with the best anywhere for imposing and artistic design and luxurious equipment.

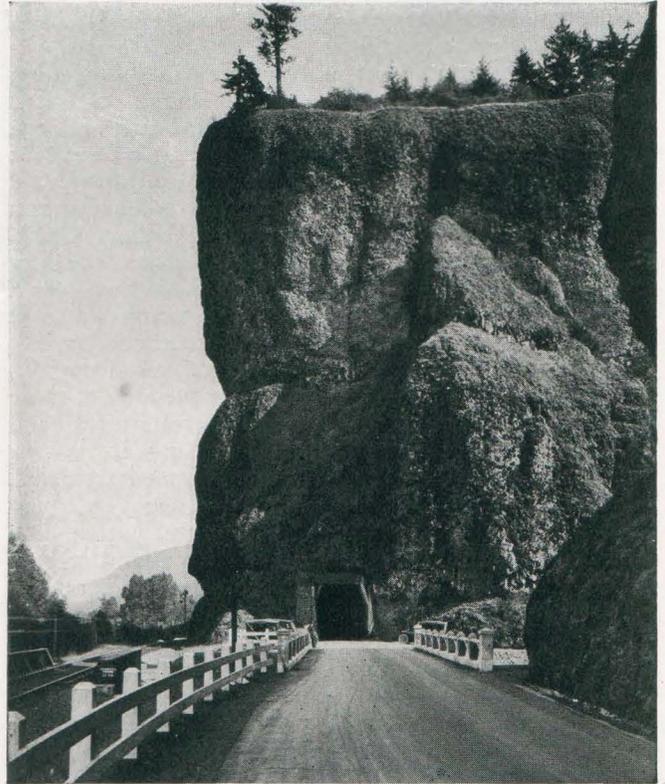
The passion for good roads has produced the famous Columbia River Highway, unique among national roads and ranking high among the greatest thoroughfares on earth. In like manner, the roads to and in Mount Rainier National Park, and others ramifying in every direction from all the large cities of the Northwest, are models of hard-surface construction, easy grades, and attractive settings.

Geographically the Pacific Northwest is divided into two distinct sections by the Cascade Range which extends north and south across Oregon and Washington. West thereof to the ocean, comprising about one-third of the entire domain, the atmosphere is genial, soft, and moisture-laden, the result of the warm ocean winds striking the cold mountain barrier and rebounding in condensed form. The result is a phenomenally clear and pure atmosphere, with all nature clothed in rich, unchanging green. The western section is divided into the Puget Sound and the Columbia River regions.

Its delightful spring-summer season, which begins, say, in April and ends in October, may have a temperature fluctuating between sixty and eighty-five degrees. For forty to fifty days during July and August, there is



Cape Horn, Columbia River



Oneonta Bluff, Columbia River Highway

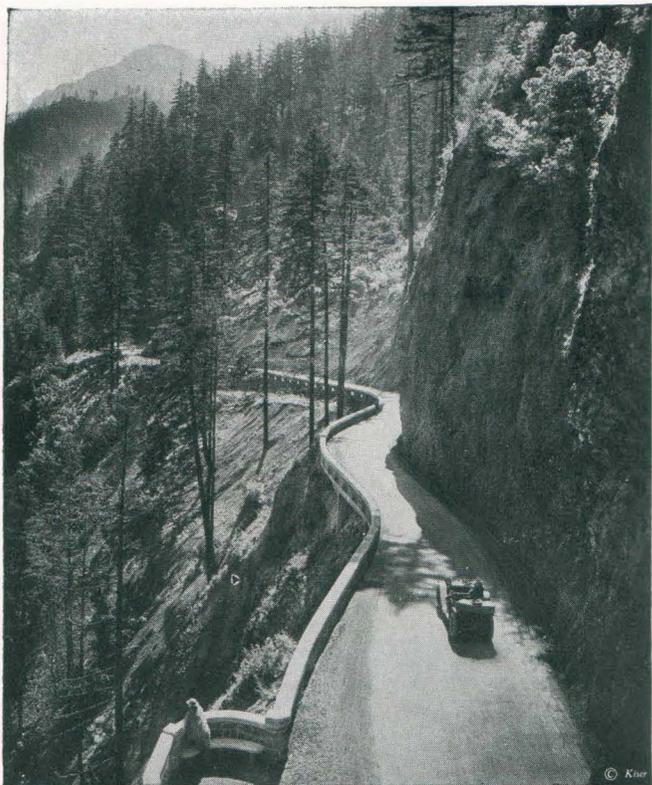
almost no rainfall, yet occasional fogs and dews completely dispel any tendency to drouth.

And its summer climate is the climax of its lure. Every hour in the twenty-four is pleasant, comfortable, and refreshing. The supreme delight of living in the Pacific Northwest is to be out in the open, when every breath brings new life and renewed vigor. East of the mountains, throughout the Inland Empire, the air is much dryer and the rainfall is less frequent.

### THE MOUNTAINS OF OREGON AND WASHINGTON

Those enamored of life in the open find in the mountains of Oregon and Washington the realization of their dreams.

From Crater Lake, northward, the rugged Cascade Range becomes, at least superficially, the continuance of the Sierra Nevada, and unites in a colossal chain the conspicuous peaks of Mounts McLoughlin, Thielson, Diamond Peak, the Three Sisters, Mount Washington, Three-Fingered Jack, Mount Jefferson, and Mount Hood. North of Mount Hood the Columbia River cuts squarely through the mountain barricade. The Washington section of the chain includes the well-known peaks of Mounts Adams, St. Helens, Rainier,



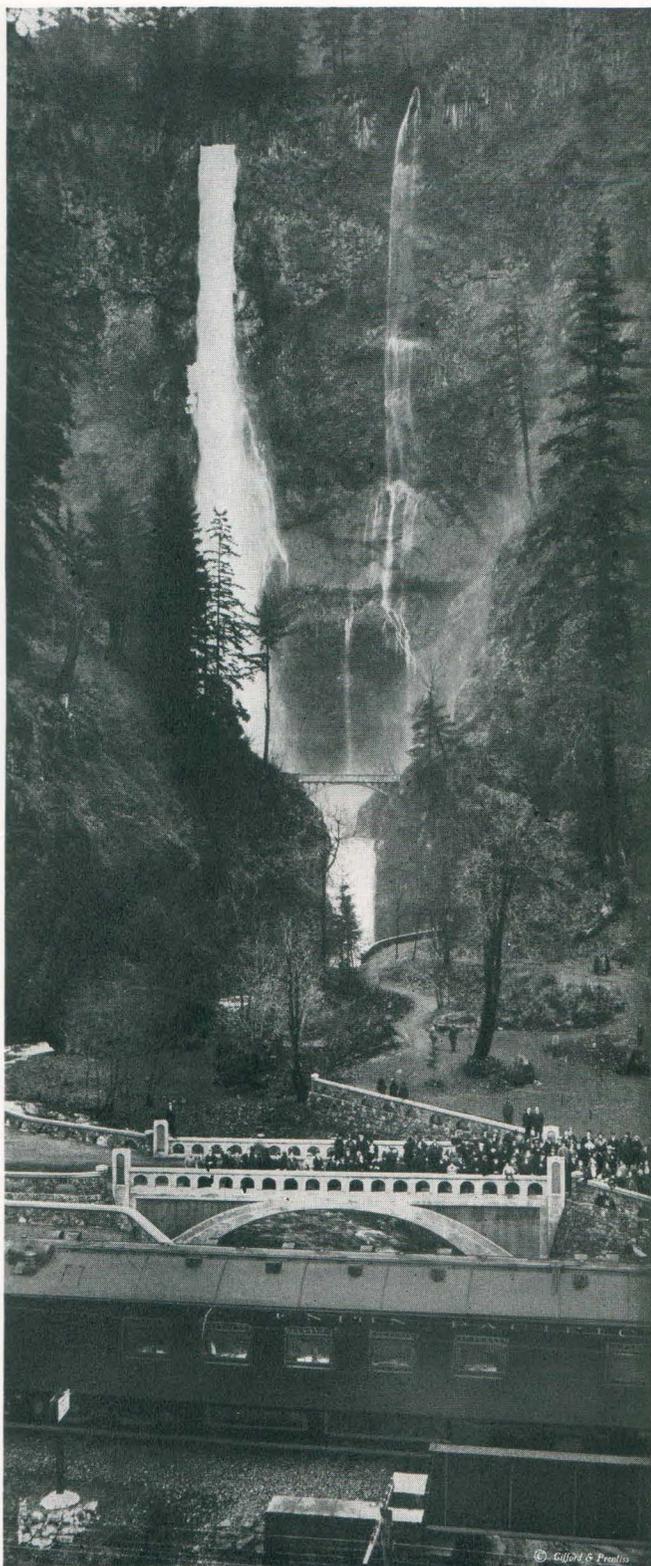
Columbia River Highway, near Eagle Creek

Stuart, Glacier, Baker, and Shuksan. Hundreds of lesser peaks, from 5,000 to 9,000 feet high, are likewise linked together.

Near the Pacific Coast, extending north and south, is the lower Oregon Coast Range. A range of greater height is the Olympic Range, between the Pacific Ocean and Puget Sound, in Washington, paralleling the Strait of Juan de Fuca. The Blue and Willowa mountains are in the eastern part of Oregon, while the Siskiyou lift their jagged peaks in the southwest.

At the higher elevations occur glaciers, vast snow-fields, and stretches of barren rock. Below is the flowery mountain-meadow region, dotted with thousands of lakes, whence issue the streams which contribute to the navigable rivers of the valleys. Below the mountain-meadows and subalpine parks are found the vast forests of fir, spruce, cedar, and pine which make the Northwest the wonderful timber-producing center of the world.

Exceptional views may be obtained from the higher peaks of the Cascades. The far-flung stretches of ice, snow, rock, meadows, and timber, once seen, never can be forgotten. The glades, covered with mountain flowers, the crystal-clear lakes, reflecting the frowning mountain cliffs which protect them, the brooks, hastening seaward, the cataracts plunging from them—all enhance the beauty of the picture.



Multnomah Falls, Seen from Union Pacific Trains



Hood River Valley and Mount Hood

The remaining high mountains of the two states are parts of the national forests, managed by the Government with an intention of making them playgrounds for the people. Government forest-rangers maintain 8,500 miles of mountain trails in Oregon and Washington, opening them each season and keeping them properly marked, so that the public can use them.

Nowhere will the sportsman and angler find more abundant and alluring opportunities. The mountain streams and lakes of the Pacific Northwest are alive with gamy trout of every known species, replenished by state enterprise, and the wilds are the haunts of all kinds of game. Wise regulations prevail, but there is ample latitude to satisfy the most ardent enthusiast.

### OCEAN BEACHES OF THE NORTHWEST

Vacation time to many means a sojourn at the seashore, a daily dip in the surf, and a sun-bath on the warm, dry sand. The northwestern shore of the continent has many resorts where increased numbers go each year.

Among the more prominent ocean beaches are Molips, Sunset, Pacific, Westport, Cohasset, Nahcotta, Breakers, Long Beach, Seaview, in Washington; Gearhart, Seaside, Cannon Beach, Neah-kah-nie, Manzanita, Garibaldi, Bayocean, Netarts, Newport, Sunset, and

Bandon, in Oregon. There is surf bathing for the grown-ups, shallow wading pools for the little folk, natatoriums where the salt water is heated, and private baths. The sun-baths and the warm sands appeal to many.

Other outdoor attractions are boating, fishing, hunting, hiking, journeys by horseback or auto into the wilds of the surrounding country or along miles of level beach. Modern hotels, lodging houses, family hotels, restaurants, private boarding houses, cottages, and tents, cater to visitors. In the way of sports and amusements there are the board walks and concessions, bowling alleys, tennis courts, dancing pavilions, roller skating rinks, and photoplay theaters.

The beaches enumerated are easy of access and are served by train and boat. During the season special trains are frequently operated. The trip to the mouth of the Columbia may, in part, consist of a one hundred-mile voyage from Portland to Astoria or Megler by river steamers, and thence by rail to the resorts on the Oregon or Washington coast.

### OREGON

Oregon, 96,699 square miles in area and the state which has preserved the original name of the great Northwest, shares in the diversity of climate and in-



Portland and Mount Hood

dustry created by the Cascades. Its altitudes vary from sea-level along the coast to the 11,225-foot summit of the Cascades. Its vacation pleasures are as diverse. One may spend the day along a trout stream, on the golf links, beside the sea, or above the clouds—snowballing on the crest of Mount Hood.

To the traveler in quest of fine scenery, the territory of the Union Pacific System in Oregon is full of interest. The Blue and Wallowa Mountains in Eastern Oregon are separated from the Sawtooth Range of the Rocky Mountains by the Snake River which has cut a deep and remarkably picturesque gorge located half way between Huntington, Oregon, and Lewiston, Idaho. These mountains are of great height. Their snow fields provide an abundance of water for irrigating the valley.

Here was the home of Chief Joseph, the Nez Perce, who was called "the Red Napoleon" because he outclassed his pursuers in the war of 1877.

The Gorge of the Columbia, where the waters of the giant stream glide between eternal buttresses carved from the mountains—and where, so Indian legend declares, "the Bridge of the Gods" once spanned the river; the dalles, turbulent, unfathomed torrents of the Columbia pouring through the grooved basalt in narrow channels; the matchless waterfalls along its course; the pyramid of Mount Hood, commanding the long parade of the Cascades; the serpentine canyon of

the Deschutes River—these are ineradicable memories to the beholder.

Less than one-fifth of the tillable land of Oregon is under cultivation—yet where the plow has been driven, crops and orchards grow that have set new standards the world over. Though a bountiful dower of timber and minerals lends industrial impetus to Oregon, the true wealth rests in its soil. Agriculture maintains a varied array of manufactures and guarantees the steady increase of industrial enterprises.

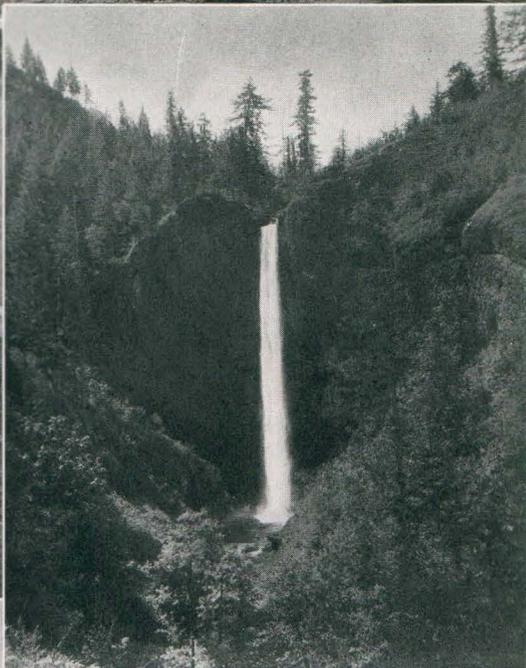
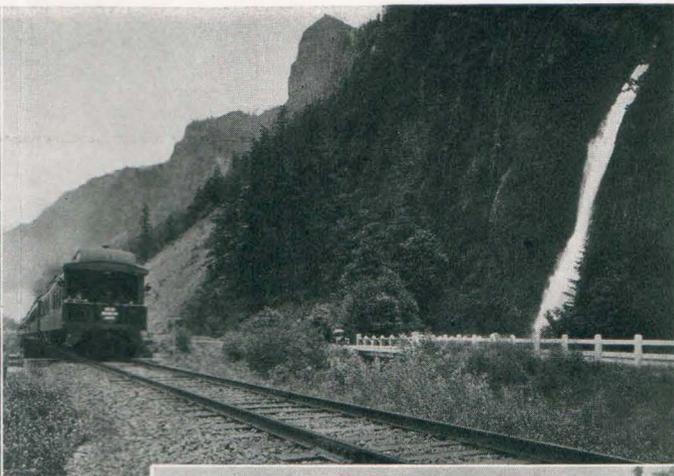
The annual rainfall in Oregon varies from ten to one hundred and twenty inches, and this variance affords scope for agricultural specialization. West of the Cascades the winters are open and in any month of the year the plow cleaves the deep, rich, gray, or black loam. Eastward the soil is of volcanic origin, disintegrated to high fertility. Under irrigation it grows record crops of grain, alfalfa, grasses, fruits and vegetables. The homeseeker, with but a tithe of the effort that pioneers expended, may enter and possess a bountiful share in the heritage of the state.

## WASHINGTON

Washington, the outpost state of the nation, at the northwest corner of the United States, contains 69,180 square miles, and is comparable to Oregon in scenery, climate, opportunity, and resources. Here, too, the



© A. M. Prouty



© Fred. H. Koser



Highway and Union Pacific Main Line, Shepperds Dell  
The Castle—near Hood River  
Pierce Creek Viaduct and Mt. Hamilton

15

Horsetail Falls, from the Oregon-Washington Limited  
Latourelle Falls  
Oregon-Washington Limited, Passing Pillars of Hercules

16

Scenes along the Columbia River Highway

Cascade range splits a commonwealth into two zones of plenty, differing in climate and product, but alike in prosperous progress. Conditions of rainfall and tillage are identical with those prevailing in the same sections of Oregon, though the industrial development of the state has enlisted almost three-fourths of its population in pursuits other than agriculture. And the call of Washington to the homeseeker of the East, to those in quest of a land where vacation is ever near, is the persuasive, eloquent call of the great Northwest.

Lumbering was the dominant industry of Washington for many years, but development along agricultural lines has made the soil the principal resource. Though this is true, agricultural opportunity is yet at the outset, for half of the arable land is either undeveloped or producing but a small portion of the possible crop. Where the lumberman has cleared the forest there are broad expanses of cut-over lands awaiting settlement. There are valleys pleasantly situated, ideal for community life, where the soil awaits but irrigation to bring it into prodigal bearing. Conservative surveys disclose more than 20,000,000 acres of undeveloped land capable of producing profitable crops.

Washington farmers practically monopolize one new and widening market—that of Alaska. In the north country their produce, including beef, pork, poultry, butter, and eggs, finds ready sale and guaranteed prices.

Dairying is an attractive industry, though the general scope of Washington's agriculture ranges from great herds of live stock to perfect apples, and the heavy production of small fruits and berries.

As the Puget Sound cities are the centers of manufacturing and shipping, so are they the focal points for tourists who seek The Mountain—Mount Rainier, which, rising in stately dignity from the level plain to an altitude of 14,408 feet, is one of the most inspiring peaks on the continent. It is fifty-six miles southeast of Tacoma, and ninety-six miles from Seattle—by splendid roads—and forms the central majesty of Mount Rainier National Park.

Puget Sound, rich in fisheries and supremely picturesque, gives ocean ports to its cities, and furnishes as well a perfect salt water playground—where pleasure crafts dart through the island channels, and beautiful homes beckon across miles of tranquil water. And between the sound and the sea is the fastness of the Olympic Mountains—teeming with great trout, big game, and vacation adventure.

## IDAHO

What has been said of Oregon and Washington is equally applicable to Idaho, third in the sisterhood of northwestern states served by the Union Pacific System. Here, too, the fertility of the valleys, of the rich bench lands, establishes new standards of agriculture and makes possible the wide variety of products—grains, potatoes, grasses and garden produce, set beside sleek dairy herds, and orchards of apples, pears, prunes,

apricots and cherries, with thousands of acres of small fruits and strawberries.

In southern Idaho irrigation sponsored by the Government is found at its best. The Boise and Twin Falls projects, for example, are among the most successful the government has developed anywhere. The result is abundant crops with certainty almost incredible to the average resident of the middle West.

The cut-over lands of northern Idaho should appeal to the farmer of moderate means who wishes to leave the costly farms of the East and middle West for a "place of his own" where moderate capital, backed by willingness to work, will win an enviable home and income. Dairying thrives in such localities, as do swine and poultry raising and bee culture.

Though her sister states are rich and productive in metals, Idaho is foremost of the three in mining industry, and calls to prospector and mining expert for further development of her treasure.

From Shoshone Falls and Bear Lake in the south, to Lakes Coeur d'Alene and Pend Oreille in the north, Idaho has a wealth of wild and rugged scenery. The south central region includes ranges of sharp, lofty peaks and many streams leaping with fish. The entire eastern boundary is composed of chains of towering mountains. Many of the finest scenic regions lie at some distance from the railroad, a fact that, to many, gives them additional attractiveness.

## ALASKA, THE GREAT NORTHLAND

After the Pacific Northwest comes Alaska—the land of red-blooded adventure—of the midnight sun and northern lights—the home of glaciers hundreds of feet high, miles wide, and many miles long—mountains rising sheer out of the water, their everlasting snow-crowned peaks piercing the clouds—lakes of wondrous beauty nestling in the mountains. In summer, it is a land of flowers and sunshine—mighty rivers and tumbling cascades, rushing torrents, rapids, and canyons—a land whose shores are indented by fjords rivaling those of Norway, and whose streams teem with salmon, grayling and trout. It is the home of the big game—moose, caribou, bear, mountain sheep, and mountain goat. And, too, it is the home of the totem pole, the Indian, and the Eskimo.

The voyage to Alaska and trips through the interior can be made in complete comfort. Steamers sail regularly from Seattle and Vancouver to the principal Alaskan ports.

## COLUMBIA RIVER ROUTE TO THE GREAT NORTHWEST

The Union Pacific System's line to the Pacific Northwest is nationally known as "The Scenic Columbia River Route," since it follows that mighty waterway for upward of two hundred miles.

Leading over the broad fertile plains of Nebraska and Kansas, crossing the Rocky Mountains, threading



Astoria, Oregon—East End, Looking West

a trail down through the Snake River Valley, piercing the fastnesses of the Blue Mountains in eastern Oregon, and carving a safe passageway between the water's edge of the Columbia and the mighty buttresses which flank its shores, it reveals to the passenger a variety of car-window scenery in which the pastoral, picturesque, wild, rugged, and grand are delightfully blended into panoramas of unceasing interest.

This great national highway leads to the West through two main gateways: Omaha, the principal avenue of traffic from Chicago and the East, and Kansas City, receiving most of the flow from St. Louis and the Southeast. These avenues converge at Cheyenne, and at Granger the line to Portland diverges from that to San Francisco. Famous attractions such as Denver, Rocky Mountain National (Estes) Park, Salt Lake City, the Great Salt Lake, and Yellowstone National Park add interest to the journey.

The real Northwest begins on the lower slopes on the western side of the Rocky Mountains. Pocatello, Idaho, may be regarded as a milepost on this memorable journey. It is there that passengers for the Yellowstone and Butte, Montana, alight from overland trains for side-trips to either of those points. Southward this line leads to Ogden and Salt Lake City, through picturesque Bear River Canyon.

Continuing westward through a region of southern Idaho, nationally famous because of its sudden conversion to one of the most fertile agricultural sections in the West as the result of irrigation, the line follows the general trend of the tortuous Snake River to the Oregon boundary, and crosses and recrosses that noted stream several times.

At Nampa a branch line extends eastward twenty miles to Boise, the capital of Idaho. Most of this section of Idaho is under irrigation and is an example of how a wilderness may be transformed into a blossoming garden by artificially supplementing the rainfall during the growing season.

At Huntington the journey begins to reach into the heart of the great Northwest. The Powder River Valley, with Baker as its municipal nerve center, is the first Oregon milepost. Then follows a climb over a spur of the Blue Mountains into Grande Ronde Valley, where the city of La Grande presides commercially. Some nine miles east of that point a large building is noted at the base of a rocky bluff on the south. This is the celebrated Hot Lake Sanatorium, widely renowned as a health resort, and with hot mineral springs of one hundred and ninety-six degrees temperature.

From La Grande a branch line leads northward through the fertile Grande Ronde and Wallowa valleys to Joseph. This is the route to picturesque Wallowa



Tacoma—Mt. Rainier in Background

Lake, high up in the Wallowa Mountains where an attractive summer resort stands. Westward from La Grande another spur of the Blue Mountains is traversed. Then the rails lead down into the Umatilla country, through a large reservation of the Umatilla Indians and one of the finest wheat districts of the Inland Empire, of which it forms a part.

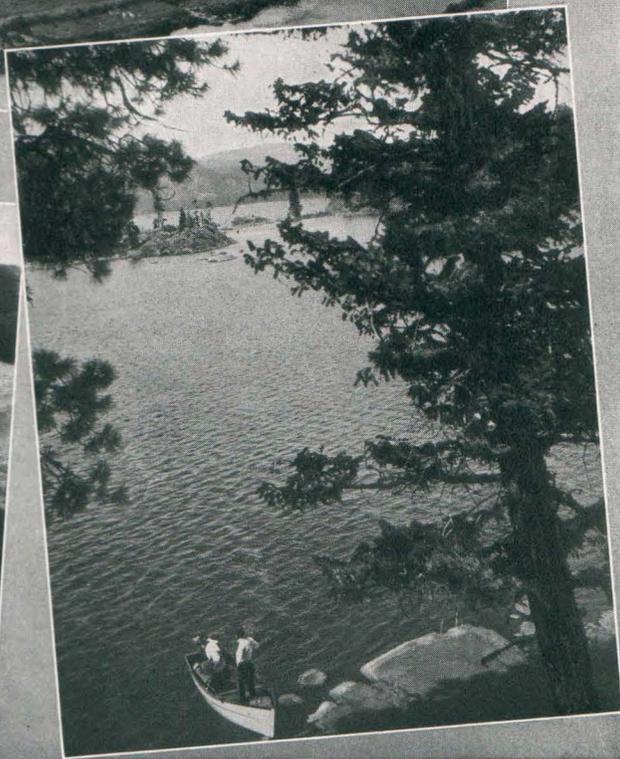
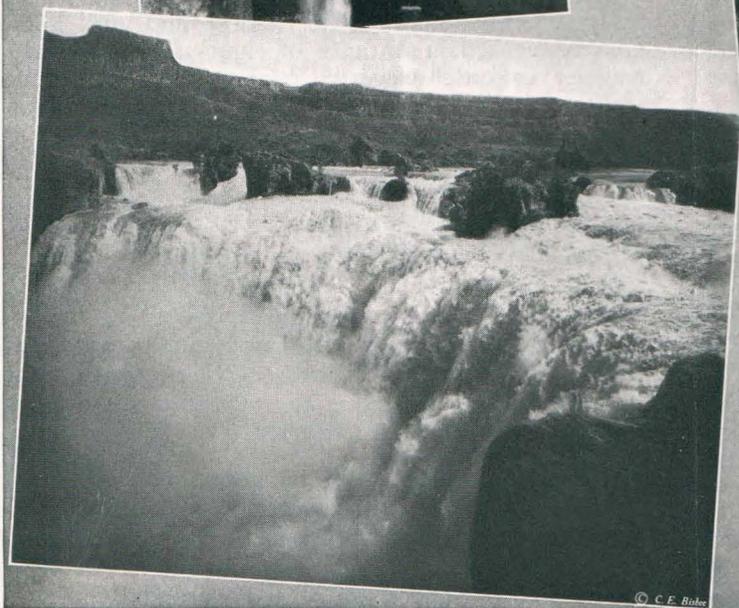
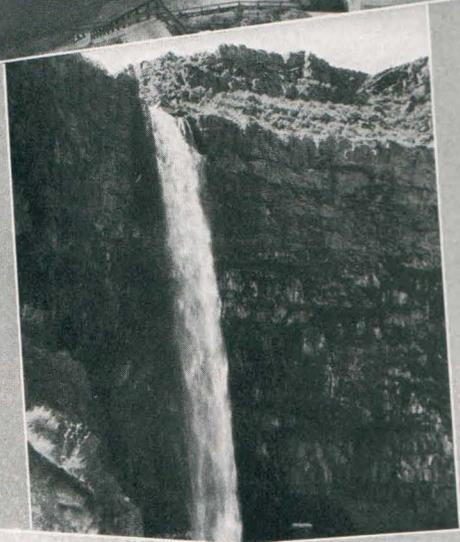
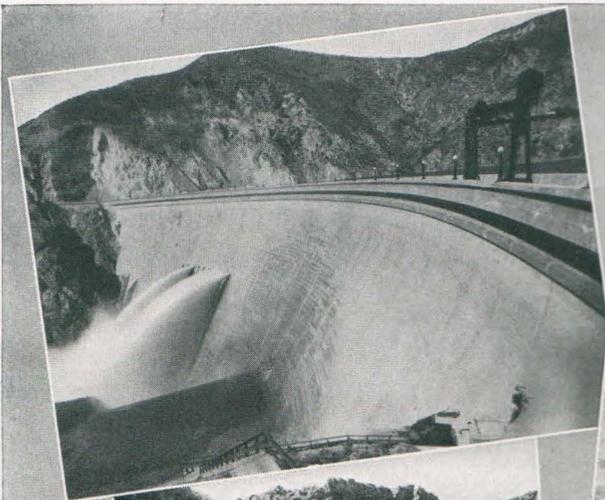
From Pendleton, the home of the famous "Round-up," a branch line leads northwest through the Inland Empire to Spokane. An attractive, populous city on this route is Walla Walla, one of the oldest settlements in the Northwest. Thence a branch leads westward through the Yakima Valley to Yakima, in a rich irrigated farming district. Lewiston, Moscow, and the noted Coeur d'Alene mining district, in Idaho, are reached by branches from the line to Spokane.

The famous Columbia River begins to engage the attention at Messner, and for the next five or six hours affords scenes of absorbing interest. At Heppner Junction, Arlington, Biggs, and Sherman, branch lines lead southward into the heart of Oregon. Just west of the junction point at Sherman, car-window spectators may observe the Celilo canal, built by the government to promote water traffic around the falls of that name, at a cost of five million dollars.

The thriving city of The Dalles, one of the pioneer settlements in the Northwest, on the old emigrant trail, is a place of much interest. Here the line enters the celebrated Columbia River Gorge, and until Portland is reached, a distance of eighty-four miles, the traveler is afforded successive panoramas of the sublime scenery described in other chapters of this publication.

From Portland the System Lines have double-track facilities northward to Puget Sound, terminating at the great seaport, Seattle. At Centralia a branch line extends to Grays Harbor, Aberdeen, and Hoquiam, through a marvelously wealthy section of timber and agricultural country. At Chambers Prairie a short branch line leads to Olympia, the capital of Washington, at the head of Puget Sound. From this point to Tacoma the line follows an arm of Puget Sound that reveals a stretch of marine and mountain scenery unexcelled for picturesque beauty.

Portland is the point of embarkation for the luxurious service of the San Francisco & Portland Steamship Company to San Francisco. From Portland, also, one may journey as far southward as inclination prompts over "The Road of a Thousand Wonders," the Shasta route of the Southern Pacific Lines.



Arrowrock Dam, Boise  
In Perrine Coulee, Snake River Canyon  
Shoshone Falls, Idaho  
23

Twin Falls of the Snake River  
The Gooseneck, Arrowrock Highway  
Payette Lake, Idaho  
24

## ALONG THE UNION PACIFIC IN IDAHO

On a trip to the Pacific Northwest and Alaska, there is much interesting territory that offers more than ordinary inducements for stopovers and recreational outings. Idaho, particularly the sections tributary to the through line of the Union Pacific System, is rich in scenic features, in natural hot springs with bathing resorts, and has several fresh water lakes where bathing is popular; aside from cool sight-seeing and rest-spots, it affords unsurpassed fishing and hunting.

One hundred and fifteen miles beyond Granger, is Montpelier, Idaho, whence beautiful Bear Lake, a fresh water body thirty miles long by from five to seven miles wide is reached; it is partly in Idaho and partly in Utah, at an elevation of 5,924 feet. Along its shores are numerous summer resorts, including Fish Haven, Bear Lake Hot Springs, La Kota, and Ideal Beach. These resorts provide excellent accommodations for summer visitors, and have both indoor warm water and outdoor bathing facilities. Boating, fishing, and dancing are among the many other diversions provided. Reservations at any of the resorts may be arranged through Oregon Short Line agents at Montpelier, or Paris, Idaho.

Soda Springs is the next point of interest. It is an old and nationally known mineral springs health resort, with thirty springs in the vicinity. The formations built up by the mineral water suggest the non-spouting springs of Yellowstone Park. There are a number of extinct volcanic craters near Soda Springs.

The first exclusively hot springs resort reached by the west-bound traveler to the Pacific Northwest is Lava Hot Springs. The bathing facilities there are partly under private control and partly state owned, the various pools and facilities catering to both pleasure and health bathing. These include a modern sanatorium with physicians and nurses in constant attendance. There are three public pools, providing outdoor bathing in summer and indoor bathing in winter. The curative powers of the Lava Springs waters are considered to be of special benefit in such ailments as kidney troubles, asthma, rheumatism, eczema, and other skin diseases.

Lava Hot Springs village and resort are in a charming scenic setting on the banks of the Port Neuf River. They are ideally located for several days' stopover, and afford the Pacific Coast traveler an excellent way of breaking the journey, whether by rail or highway.

At Pocatello, the through traveler is at the Idaho gateway to Yellowstone National Park. The tour of the Park, using either camps or hotels, may be made in five days, and after its completion reservation may be made at West Yellowstone station in a through sleeper which operates without change to Portland, the charming Pacific Northwest metropolis. Publications covering Yellowstone Park tours in detail may be obtained from any Union Pacific System representative listed on pages 63 and 64.

Minidoka, Idaho, fifty-nine miles west of Pocatello, is the diverging point for the Twin Falls branch of the Union Pacific System which operates into one of the most charming agricultural and scenic sections of the West. On a one-day side-trip, leaving Minidoka in the morning after breakfast on the diner, and returning in time to board the through train there in the evening, the transcontinental traveler will find much to enjoy in the pastoral charm of the agricultural areas and in the inspiring spectacle of the great cataracts, the wonderful Blue Lakes sunken farm beneath the high lava cliffs of the Snake River Gorge, and the thrilling gorge itself. Of the cataracts, Shoshone and Twin Falls are already world famous. The former is higher than Niagara, taking a plunge of two hundred and twelve feet, and the primitive grandeur of its setting gives an irresistible force to its appeal.

The traveler on the Twin Falls branch will be strangely surprised on leaving the relatively undeveloped section surrounding Minidoka, to emerge shortly into a landscape that might well rival the fabled Garden of the Hesperides in high fertility. The magic of irrigation is here demonstrated to the fullest extent, and the marvel of it may be better appreciated when it is known that sixteen years ago this wonderful section was similar to that which now surrounds Minidoka and other undeveloped stretches on the main line.

The principal municipality of the Twin Falls tract is Twin Falls, the oldest and largest city, with a population of 8,324. There are other important communities including Burley and Buhl on the south side of the Snake, and Jerome, Wendell, and Paul on the north side,

but Twin Falls, because it is centrally and conveniently situated, is the natural starting point for the scenic features of the section.

Automobiles may be chartered for a tour of several hours, which includes an inspection of near-by scenic attractions. A two-mile run brings the traveler to Rim Rock, at the southern edge of the Snake River Gorge. Eastward and northward two miles is Shoshone Falls, and a short drive down a good dugway from the upper rim brings him to the brink of the great cataract, where a stairway, constructed down a crevice in the sheer cliffs, leads to the foot of the falls.

Resuming the tour southward and eastward for six miles, after an hour spent around Shoshone Falls, the new Hansen highway suspension bridge, connecting the north and south brinks of the gorge, is reached. This is the highest bridge of its kind in America, three hundred and forty-five feet above the river bottom and six hundred and eighty-eight feet long. Standing midway on it, one is afforded a commanding view up and down the great gorge, which loses itself in the purpling distance.

The return trip to the city through the village of Kimberly, past a million-dollar sugar factory and the gigantic crusher plant which grinds the lava rock used to construct the hard-surface roads in this section, brings the visitor back to his train or hotel after a tour of forty spectacular miles.

Blue Lakes farm is about three miles from the city of Twin Falls and is conveniently reached by good roads, the approach from either canyon brink being by a graduated dugway to the river level. The farm derives its name from the deep, enchanting blue of the waters of numerous small spring lakes scattered over its area; various species of trout may be clearly seen swimming in the cool waters. If one be properly vouched for by "a friend at court," the privilege of fishing in these lakes may be enjoyed. The farm, situated directly beside the Snake River, with sheer lava cliffs towering high on either side, is one of the most remarkable agricultural tracts in the West.

If the traveler is going westward to the Pacific Coast, the late afternoon train from Twin Falls affords the best connection with the through train at Minidoka. If traveling eastward, he may remain over night, taking the first morning train for direct through connection to eastern points.

From Shoshone, forty-nine miles west of Minidoka, one may journey up the Ketchum branch through the charming Wood River country to Hailey and Ketchum, with the Hailey, Clarendon, and Guyer Hot Springs resorts adjacent. The town of Hailey is near beautiful Wood River, and provides possibilities for days or weeks of restful sojourn.

At Nampa, side-trip may be made to Boise, the capital and largest city of Idaho. Boise, delightfully situated in a valley famed for its fruit growing, is essentially a "home" city, provides first-class hotel facilities, and merits a stopover of several days. Much of its heat is obtained from natural hot springs, which also supply the Natatorium, one of the finest bathing pools in the West.

From Boise, one may visit the great Arrowrock Dam and Reservoir by automobile over a splendid scenic highway completed last year. Arrowrock Dam, the highest in the world, was built by the Government at a cost of \$4,600,000. It is of concrete construction, and measures three hundred and fifty-four feet from bedrock to the driveway which surmounts its crest from canyon rim to canyon rim. There are twenty-two openings in the dam, each fifty-four inches wide, and placed in two tiers of eleven each. The upper openings are one hundred and fifty feet above the river bed, and when the water passes through them, it roars down in a great cascade which displays a hundred rainbows in the mist it produces. The lower openings are sixty-two feet from the river bed. All of these tubes together can discharge twenty thousand cubic feet of water per second. Two hundred and seventy thousand acres of land in the Boise Valley owe their high productivity to this vast undertaking, the consummation of which necessitated the building by the Government of a twenty-two mile railroad which was dismantled after the completion of the dam. Arrowrock Dam and Reservoir are well worth a visit from the passing traveler. The little side-trip from Nampa and Boise will afford one of the most pleasant incidents of the itinerary, and the round trip, including an hour or more at the dam, can be easily and comfortably made in less than four hours.



Portland Home and Rose Garden

Lake Washington, Seattle  
Sacajawea Monument, Portland

Pines, Northeastern Washington

For the traveler who has three or four extra days at command, a trip to Payette Lakes is recommended. From Nampa, a branch of the Union Pacific System winds through a canyon down which tumble the white waters of the Payette River, past pine and fir clad hills, through restful green fields to one of Idaho's most appealing mountain resorts. Here are two lakes, cold and crystal clear, joined by a narrow strip of water which gives them the form of a somewhat distorted figure eight. There are only thirty-five miles of shore line at Payette Lakes, but each mile unfolds distinctive beauty. On every hand, towering giants of the forest stand sentinel almost at the water's edge. In the distance, through vistas in the timber, may be seen the white-crowned summits of rugged peaks. There is sport at Payette Lakes for every taste—canoeing, motor boating, fishing, and golfing. The visitor will know again the tingle of red blood that comes with a plunge in the cool, clear waters in the early morning, and as the afternoon glow fades behind the hills, he will breathe the fragrance of the pines and drift into restful slumber. The trip from Boise to Payette Lakes by rail requires seven hours in each direction.

### THE COLUMBIA RIVER REGION

The charm of the Columbia River Valley is in the majesty and variety of its scenery. For one hundred miles east of Portland, and westward for more than one hundred miles to the Pacific, the course of the mighty stream unfolds vistas of lofty mountains, noble cliffs, boundless forests, green valleys flourishing with fields and orchards, rugged gorges, riotous cascades, and waterfalls of matchless beauty. Excellent hunting and fishing may be enjoyed.

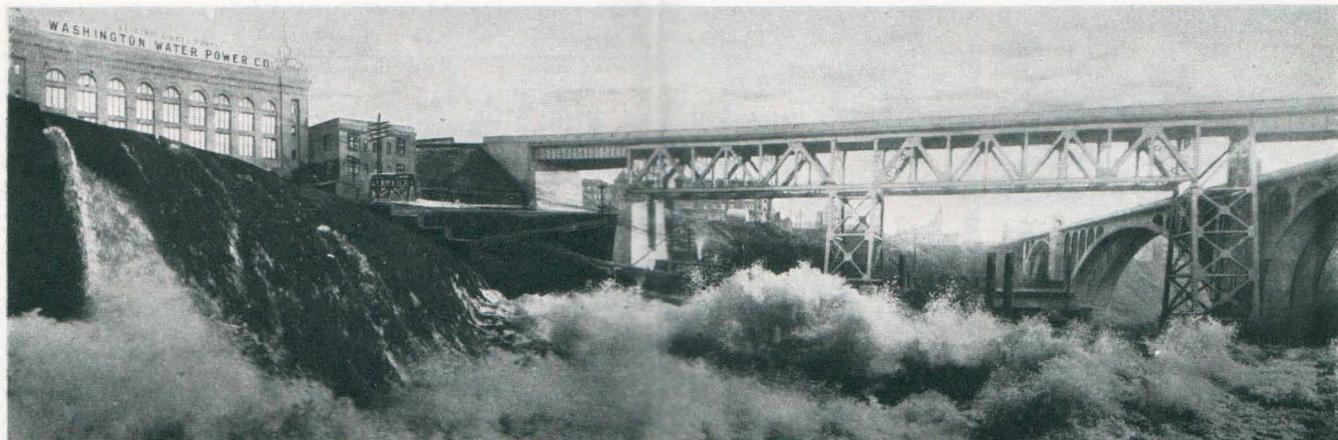
The mighty Columbia embraces a tributary country of fully two hundred and fifty thousand square miles. From the viewpoint of the tourist, that portion of the Northwest related most intimately to it extends from the Pacific Ocean inward two hundred miles or more. The river forms the boundary line between Oregon and Washington. In the building of the marvelous West, Nature conceived a series

of heroic designs. How well she succeeded let the tourist decide, as he wanders in awe and delight up and down her mighty cathedrals. She has sent a resistless river directly through a range of towering mountains and produced a sculptured gorge whose grandeur must be seen to be appreciated. The entire region is, in reality, an immense mountain park through which an imperial river rolls ceaselessly to the sea, plucking lacy columns of falling water from precipices whose backgrounds are the ice-tipped giants of the Cascades.

Nature made this wonderland easy of access and, in this respect, man has greatly improved her approaches. The founders of the Overland Trail first followed the river's passageway to the sea; then the Union Pacific System spiked its boulevard of steel along her shores from Wallula to Portland; now a splendid motor highway adds another channel for the traveler. Moreover, the stream is navigable for three hundred miles.

**Portland.** Portland, on the finest fresh water harbor on the Pacific Coast, and with a forty-foot channel to the sea, is the center of the Columbia River region. Within its wide range of vision is a magnificent combination of forest, stream, and mountain. The Willamette River, dotted with tree-decked islands, sweeps gloriously through the heart of the city. Almost every street is shaded by trees. Nature's wild tangle of blossoming things of a generation since has given way to paved streets and homes, massive blocks of skyscrapers, churches, schools, libraries, the clang and whirl of industry, and the activities of its 260,000 inhabitants.

It is a conservative and wealthy metropolis, the Queen of the Oregon Country, whose fertile fields, tremendous forests, factories, shipyards, power plants, mills, and quarries unnumbered are yielding rich returns. Portland is the chief lumber manufacturing city in the world, the principal wheat port of the Pacific Coast, and a great wool and meat-packing center. It is also the foremost banking center of the Pacific Northwest. Ships from all nations come into her harbor. There is an abundance of hydro-electric power at her gates.



Views of Spokane From Residence District

Union Pacific Tracks Over Spokane Falls, Spokane  
Lancaster's Camp  
Columbia Gorge

Beauty Bay, Lake Coeur d'Alene,  
near Spokane

Portland is known world-wide as the Rose City. Its climate and soil lend themselves singularly well to the cultivation of rose-gardens, and one can see finer specimens in a walk about the city than in any hothouse on earth. Nearly every avenue in the residence district is bordered by masses of blossoms, and porches and houses by the hundred are unbroken embankments of roses. Portland's annual Rose Festival, usually the first week in June, has become an event of national renown.

Though essentially a city of homes, Portland does not lack in abundance that fine spirit of hospitality which is so appealing to the stranger. It has a splendid auditorium and magnificent hotels and apartment houses. There are twenty-one public parks and playgrounds and excellent street car and interurban service.

**Portland to the Sea.** The ride, by rail or steamer, from Portland to Astoria, near the mouth of the Columbia, is one of great charm. Astoria, the oldest settlement in the Pacific Northwest, is a thriving city with an immense salmon industry and extensive shipyards. After crossing the Columbia by boat from Astoria, a line of the Union Pacific System may be taken to the attractive beach resorts extending from Ilwaco to Nahcotta, on the Washington coast.

**Good Roads.** It should be remembered that there are good roads everywhere hereabouts. The roads leading from Portland to other parts of the state are not only numerous, but they are exceptionally well built and maintained. As a matter of fact, Oregon is at the forefront in its schemes for modern road construction and contemplates immediate and large expenditures in road building.

**The Columbia River Highway.** Undisputedly supreme in the nation's list of scenic roads is the Columbia River Highway. It may now be traveled from the shores of the Pacific, near Astoria, at the mouth of the Columbia, eastward to Portland, thence onward through the Cascade Range, a total distance of 337 miles; the roadway is twenty-four feet wide, with a bitulithic surface, and its steepest grade does not exceed five per cent. Eventually the highway

will be extended eastward to the Idaho boundary. Its hard-surface pavement (one hundred and seventy-five miles in length), easy grades, and curves protected by parapets of stone and concrete, and its artistic bridges of concrete, the product of expert engineering, remove all sense of fear as one rides or drives around vertical cliffs, or across deep canyons where it was necessary, when the engineers were making the surveys, to suspend them by ropes over rocky promontories in order to align the grades. Its construction commenced in 1913 and the official opening of the first stretch completed took place in July, 1915.

The highway enters the gorge of the Columbia at the western gateway, far above the river. Crown Point, a huge monolith more than seven hundred feet high, around whose crest the highway runs in a majestic curve that describes three-fourths of a circle, is the pronounced feature of the landscape. On its summit a unique memorial structure of stone and concrete, dedicated to the pioneers of Oregon, serves the public as a place for observation, shelter, and comfort. The tracks of the Union Pacific System wind around this impressive promontory and, in fact, parallel the entire highway from Portland through the Cascades.

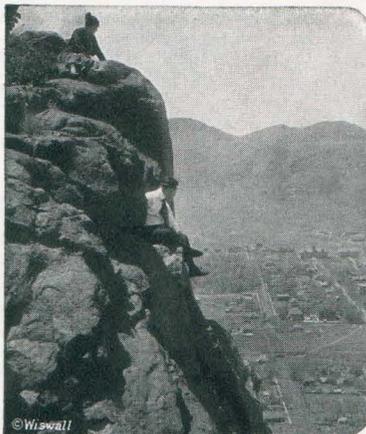
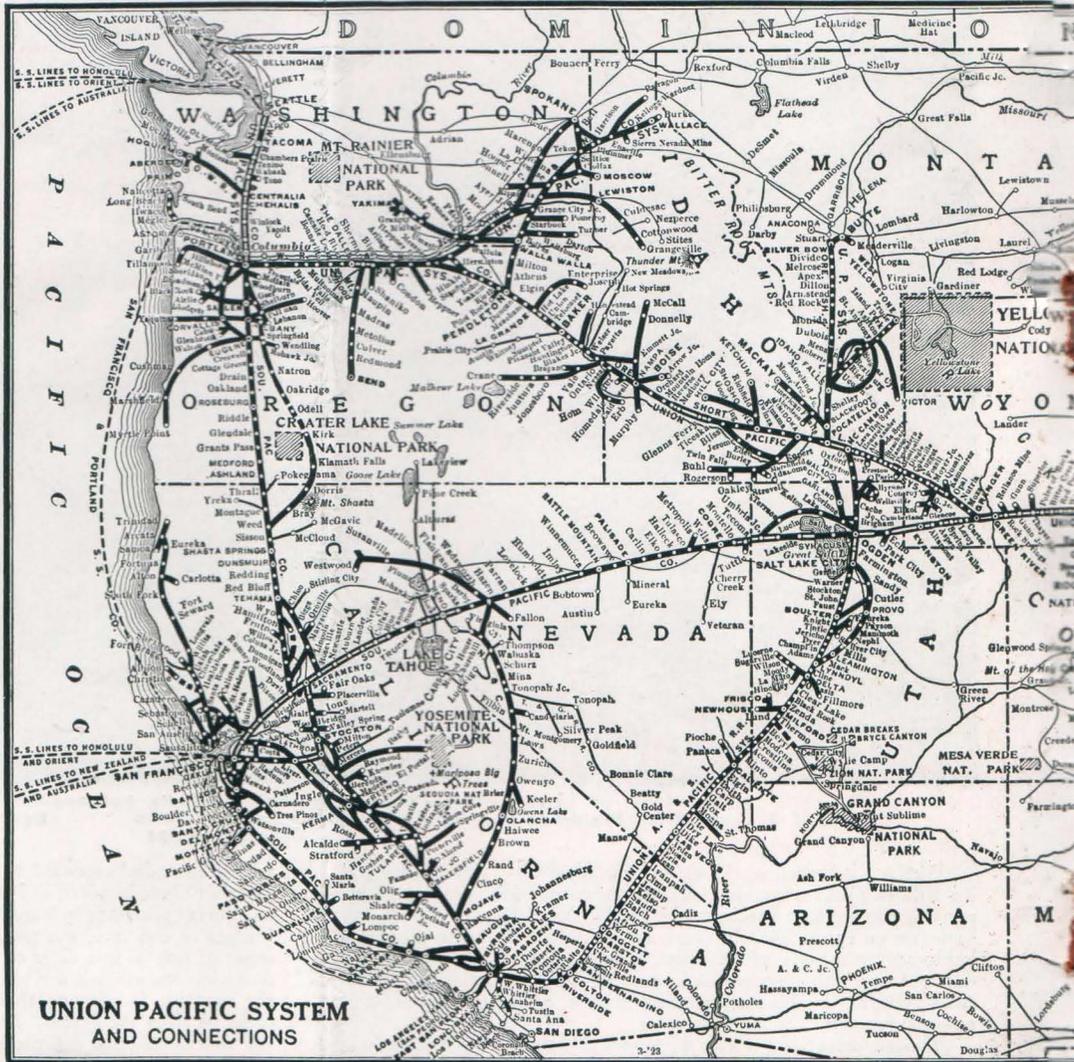
**Waterfalls of Exquisite Beauty.** Within the next few miles, nearly a dozen waterfalls of national renown command the observer's admiration. Among them are Latourelle, Mist, Bridal Veil, Wahkeena, and Horsetail. Most celebrated of all is the enchanting Multnomah, falling daintily nearly seven hundred feet and earning the proud distinction of being the second highest waterfall in the nation. Its waters first leap six hundred feet into a circular basin, which quickly send them for another plunge of seventy feet, whence they cascade downward to the Columbia. Union Pacific trains go directly past the foot of the falls.

Onward through the gorge, which is sculptured into massive palisades of columnar basalt, is found a wild profusion of beauty. Colors of the greatest brilliancy flash at every turn. The rocks are



Long's Peak and Glacier Gorge  
Rocky Mountain National Park

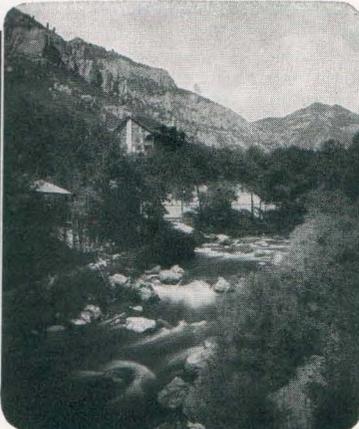
In Rocky Mountain National (Estes) Park is the finest grouping of mountain scenery to be found on the continent. It may be seen on an automobile tour from Denver en route to the Pacific Northwest.



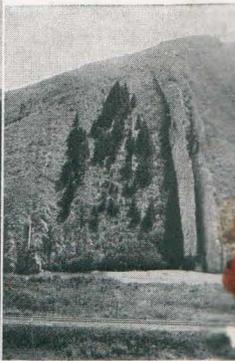
Castle Rock, Denver Mountain Parks



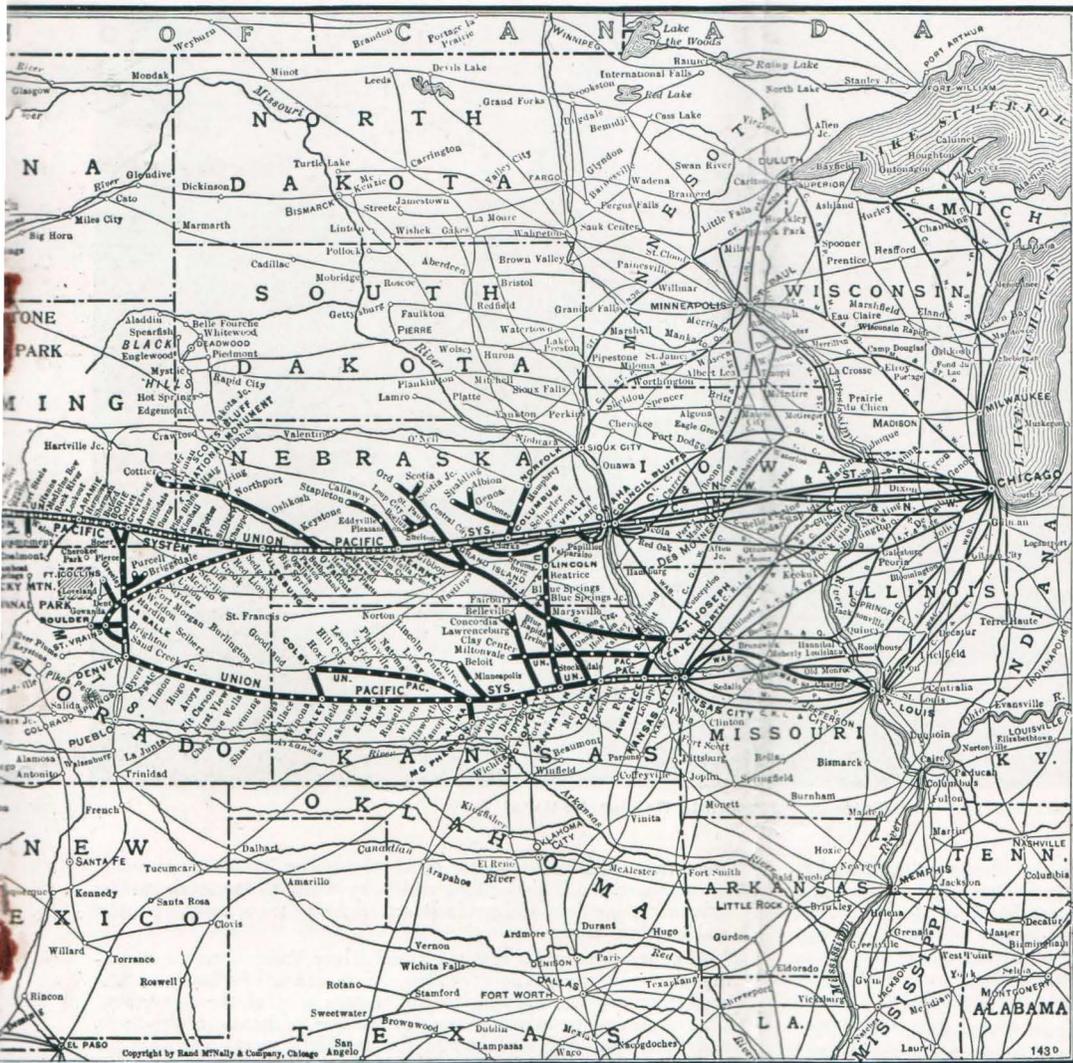
Weber Canyon, Utah



The Hermitage, Ogden Canyon



Devil's Slide, Wyo



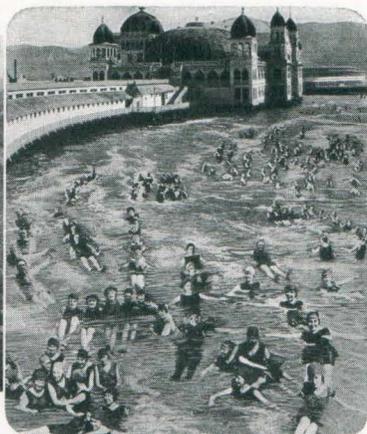
Old Faithful Geyser  
Yellowstone National Park

Nowhere else in the world may be found such a variety of Nature's phenomena as in Yellowstone National Park. How to visit Yellowstone and Salt Lake City en route to the Pacific Northwest is described on pages 57-58.

ON THE WAY



Slot Canyon, Utah



Saltair Beach, near Salt Lake City



Mormon Temple, Salt Lake City



Bear River Canyon, Utah



Paradise Inn and Tatoosh Range, Mt. Rainier National Park

mantled with the moss of centuries, and the foliage and wild flowers attain a most luxuriant growth. Sheperds Dell, Oneonta Gorge, a remarkable cleft in the canyon wall, Beacon Rock, St. Peters Dome, Tanner Creek, Eagle Creek, the fabled Bridge of the Gods, and Mitchell Point, penetrated by a five-windowed rock tunnel surpassing in odd design and engineering skill the famous Axenstrasse of Switzerland—are among the conspicuous features of the Columbia Gorge.

**Lancaster's—in the Gorge of the Columbia.** On either side of the Columbia at a point half way between Bonneville and Eagle Creek, the shore abutments of the legendary or real Bridge of the Gods tower into the heavens—eternal sentinels watching the world go by after having engaged in a terrific prehistoric struggle.

This is the divide in the Cascade Range. Here nature is in its wildest, most beautiful expression. Stately trees and underbrush add their touches of springtime greenery to the picture.

Over this scene Samuel Lancaster, highway engineer, is trying to write his personality as he expressed it in fashioning the great Columbia River Highway. The seventy-two acre tract adjoins the State Fish Hatchery and the picnic grounds at Bonneville on the west. The Columbia Gorge Park of the Oregon National Forest, embracing 14,000 acres, stretches away to snow-capped peaks on the south and east, while to the north the grounds overlook the majestic Columbia, commanding a marvelous panoramic view that is not surpassed.

This delightful summer camp in the heart of the mountains, yet easily accessible by river, highway and train, is always the spot for seeing the most beautiful nature pictures in the gorge.

Students and scholars, botanists and geologists will find this a paradise. Fossil trees and plant life abound, and the flora of this day is exquisite. Artists and writers will find here a rich field for endeavor where music of many waterfalls, and mountains in spring robes of many hues greens charm throughout long summer days.

Each tent house is a home with electric lights, pure spring water and all conveniences. Excellent meals in a rustic dining room among

great trees. Perfect quiet for those who prefer it for rest or work; amusements of all kinds; foot and pony trails to mountain peaks; swimming, boating, Columbia River Highway trips, campfire songs and bedtime stories.

Twenty-three miles east the Hood River Valley forms a charming scene with the little city of Hood River, center of a famous apple-producing district, nestling at the eastern foot of the mountains. This charming town is surrounded by fine orchards, berry fields, and flower gardens; and just in the outskirts, westward, near the highway, is the beautiful Columbia Gorge tourist hotel.

**Mounts Hood, St. Helens, and Adams.** One of the most noteworthy and captivating characteristics of the Columbia River region is the cyclorama of mountains. From almost any point in and about Portland, the range forms the predominating feature of the entire landscape, and numerous hills and eminences surround the city.

Just across the Columbia, in Washington, tower Mount St. Helens and Mount Adams. The first has a transcendent beauty—a perfect, pure white cone of nearly ten thousand feet that almost seems to be an artificial monument to some king or god of the ancients. Adams is more massive in structure, standing 12,307 feet above sea level; and whether seen from Portland or from the Yakima Valley in the Inland Empire, it is a most conspicuous landmark.

Near Mount Adams is Trout Lake, a quiet mountain resort. About Trout Lake and Mount Adams are glaciers, ice caves, and mountain streams; the mountain can easily be climbed from Trout Lake.

This entire region, on both sides of the Columbia, is not surpassed in the United States for its scenic variety and grandeur. Roads and trails lead to alluring haunts—lakes, promontories, valleys, trout streams, parks, and camping spots, all more or less conveniently near Portland and reached by train, river steamers or roadway.



Lake Crescent, Olympic Mountains

At the head of the Hood River Valley and dominating every created thing, looms Mount Hood, the most noted of the galaxy of Oregon's crowned pinnacles, 11,225 feet in altitude. It is declared by experienced mountain climbers to be one of the easiest to ascend of all the Nation's icy summits. Though not as high as Rainier, it lacks nothing of mountaineering thrill and adventure.

Convenient half-way rendezvous which break the severity of the trip are Mount Hood Lodge and Cloud Cap Inn on the north side, and Government Camp on the south, all easily reached from Portland in five or six hours; the two first named, by rail and highway, through the town of Hood River; the last by auto only. Of all the peaks of this immediate region, Hood is the most fascinating.

**East of the Cascade Range.** There is not the same scenic glory east of the Cascade Range that so emphasizes that portion west of it, though it does not lack certain phases of industrial interest. At the dalles of the Columbia the river curves gently and the palisades of basalt narrow until there is a width of but little more than a hundred feet for the passage of the mighty stream, which leaps, rushes, and seethes in a series of furious rapids, whirlpools and falls. Celilo Canal is a recent \$5,000,000 Government enterprise, which, in connection with the Cascade Locks, opens the Columbia River to commerce around the Columbia Cascades and Celilo Falls, with points north of Wallula, Washington, and up the Snake River to Lewiston, Idaho.

The Deschutes River Canyon is parallel to and eroded along the eastern edge of the Cascade Range, forming a stupendous gorge to the junction of the stream with the Columbia River. The river descends more than 3,500 feet in one hundred and fifty miles, and grotesquely carved and curiously tinted rock walls rise 1,500 feet above its waters. It is a worth-while trip, particularly for lovers of fishing.

The Cascade Range, as viewed from the eastern side, is very different from the outlook at Portland. From about Madras, Red-

mond, Prineville and Bend it accentuates one's love of the mountains. And this eastern section—a land of wide spaces, big and little ranches, irrigated areas, volcanic flows, timbered slopes—is one of keen interest aside from the scenic attractions of the Cascades.

From Bend a good road extends through the timbered stretches along the eastern side of the mountain range to Crater Lake National Park, and Klamath Falls, near the Oregon-California line—also to the charmingly picturesque mountain lakes Paulina, Davis, Waldo, Odell, Crescent and Diamond, ideal camping resorts on the very ridge of the Cascade Mountains and famous for trout fishing. Klamath Falls is the eastern gateway to Crater Lake National Park.

**Pendleton, Oregon,** is an enterprising modern city which holds, in September each year, a noted frontier festival called "The Round-up." The program is made up of races, roping, bucking horse contests, "bulldogging" steers, and many other equestrian feats of thrilling interest, aimed to revive and perpetuate the fading romance of the "Wild West." This is a community celebration and always draws a large attendance.

At Hot Lake is a large sanatorium built over a huge spring of water heated by nature to one hundred and ninety-six degrees Fahrenheit, gushing out of the mountain-side, nine miles east of LaGrande, Oregon.

High up in the Wallowa Mountains in northeastern Oregon is Wallowa Lake, amid the most picturesque surroundings. Near its southern shore is a plateau shaded by mountain pines, in the midst of which is a pretty resort. Farther back are forests and cataracts and lakes and crags and peaks, where a whole summer may be spent exploring the wildest of rugged mountain haunts.

**Western Oregon.** Western Oregon's appeal to the tourist is a scenic one—through its mountains, forests, rivers, valleys, and the ocean with its fine beaches. Its agricultural and industrial importance likewise make it a homeseeker's paradise.



Ocean Steamers Loading at Tacoma's One-Mile Long Wheat Warehouse

Western Oregon is all of that section of the state lying west of the Cascade Range. Its outstanding features are the three valleys of the Willamette, Umpqua, and Rogue rivers. The first, about equal in size to the Connecticut, is larger than the other two combined, but all possess rare and peculiar charms.

This territory lies south of, and is primarily tributary to Portland. Visits from that city to the Oregon beach resorts, Newport, Sunset, Coos Bay and Bandon, take one through the entire Willamette Valley, while a trip to Crater Lake or the Oregon Caves includes the other two. The thrifty inland cities constituting the chief urban life of these valleys are Salem—the State capital, Albany, Corvallis, and Eugene, in the Willamette; the two latter, respectively, are seats of the Oregon Agricultural College and the State University. Roseburg is the metropolis of the Umpqua Valley, and Medford and Ashland share the honors in the Rogue River Valley. Ashland has distinction as an American spa.

Grants Pass is the gateway to the Oregon Caves, a National Monument in the Siskiyou Mountains, familiarly known as the Marble Halls of Oregon, thirty-seven miles distant and an interesting and very grotesque example of natural architecture.

**Crater Lake National Park.** In the midst of the Cascades of southern Oregon is Crater Lake National Park. It contains a lake of exquisite beauty whose calm blue waters rest in the crater of an extinct volcano.

Ages ago Mt. Mazama, a lofty volcano, ranked with Shasta and Rainier among the kings of the Pacific Coast peaks. Within its heart the fires must have raged with extraordinary fury, for they burned out its center, leaving but the shell of a mountain. Then came a stupendous eruption, or some similar cataclysm; the volcano exploded and its crest collapsed within its hollow base. No one witnessed this monstrous spectacle, but, to the geologists the evidence of its occur-

rence is complete. Since then the accumulating rain and snow of unnumbered centuries have been held in the wrecked crater, forming a lake five miles across and two thousand feet deep.

Crater Lake, born in the ruin of a volcano, is the bluest and deepest of lakes, and when its water is dipped up it is crystal clear. Its glorious colors range from brilliant ultramarine to turquoise and light jade blue. The lake has no outlet. An atmosphere of mystery broods over its lovely surface, and its lava walls, two thousand feet high, suggest unearthly forms. One of these, Wizard Island, is a crater within a crater, while against the western shore a craggy islet called the Phantom Ship appears and disappears in the shifting light. Indian legends declare the lake to be the dwelling place of demons.

When discovered, Crater Lake contained no fish, but it is now well stocked with rainbow trout, noted for their fighting qualities. There are plenty of rowboats and launches for hire.

The Park may be approached either from Medford, its gateway on the west side, or Klamath Falls, on the east, and the auto stages operating daily reach the summit before dinner, where a warm welcome awaits visitors in the big Lodge occupying an imposing site near the edge of the rim on the south. The season lasts from July 1st to September 30th.

In addition to the Lodge, tent and camp accommodations are available and every comfort is provided for visits of any duration.

### THE PUGET SOUND REGION

The Puget Sound territory embraces the extreme northwestern corner of the United States and the extreme southwestern corner of Canada. It confines itself to the State of Washington and the Province of British Columbia. It can be traveled easily from end to end within the space of twenty-four hours but the more leisurely tourist can spend an entire season within it and not exhaust its wonders.



Panorama of Crater Lake National Park



Vancouver Waterfront

Puget Sound itself is an unusual and mysterious body of water. It is of the ocean and yet not a part of it. From the Pacific at Cape Flattery, the Strait of Juan de Fuca extends well in toward the mainland and there joins the large body of water composed of innumerable bays, arms, and channels that Captain George Vancouver discovered, named and mapped late in the eighteenth century. Vancouver, however, gave the name Puget Sound, after one of his lieutenants, only to the estuary in the neighborhood of Olympia and Tacoma. It is now generally applied to the entire body of water from the vicinity of Victoria and Vancouver, B. C., to its extreme southern shore.

This region is farther north than Quebec, almost as far north as Labrador. Yet in winter the average temperature in the Puget Sound district is forty degrees Fahrenheit, and only half a dozen times a year will the mercury fall, for a few hours, as low as the freezing point. It is warm in winter, cool in summer, tempered by the equable Japan current. There is not much rain in summer and the days are cloudless. The temperature in midday rarely reaches eighty-five degrees; a day so warm is considered hot. The nights are cool, the mornings fresh and spring-like. The air is balmy. This is the climate for frazzled nerves. And this is the country for summer travel. Mosquitoes and insect pests are almost unknown.

Here scenery meets you more than half way. It displays its charms in full view of the main highways and the big cities where all may see them. One can stand on the top of any hill in Seattle or Tacoma and enjoy a view of snow-white Mt. Baker in the north, Mt. Rainier and its glaciers in the southeast, the snow dappled Cascade Range on the east, and the white-crested Olympics on the west, and between the city and the Olympics lies the beautiful Sound with its myriad islands.

The mountain section of the Puget Sound region may justly claim some of the most impressive mountain scenery on the globe. Nowhere

in America are there more perpetually snow-clad peaks than here, and Mt. Rainier, Mt. Baker, and the Cascade and Olympic ranges are in a class by themselves.

The traveler by train, excursion boat or motor car may view many of the scenic glories of the Puget Sound country, both mountain and marine panoramas, without effort on his part, but for the energetic sightseer there are nooks and crannies to explore, forest fastnesses, waterfalls, rippling streams, bays and pools where trout hide; and a day's tramp through the woods or a climb up the mountains brings rewards undreamed of by the casual visitor. There is water everywhere. Aside from the long fingers of the Sound that thrust themselves in and out, here and there, the whole countryside is shot through with lakes—lakes by the hundreds, waterfalls galore—not commercialized, but just as they always were—wild, grand, sublime. And trees, big ones, by the million! The hugest of huge firs, spruces and cedars can be found within the limits of any city on the Sound. There are a trillion feet of timber in this country untouched by axe or saw.

The Pacific is readily accessible by both train and auto. From Olympia, due west by auto across the Olympia Peninsula over first-class roads, the ocean lies about seventy miles away. Here are broad beaches—Moclips and Pacific—hotels, and bathing. Another route to the ocean, and much longer, runs from Olympia, northwest, skirting the eastern and northern edges of the Olympic Peninsula, over fine roads ending one hundred and fifty miles or more away at Mora on the sea.

The Union Pacific System trains from Puget Sound cities to the ocean at Grays Harbor wind through a region of tremendous interest.

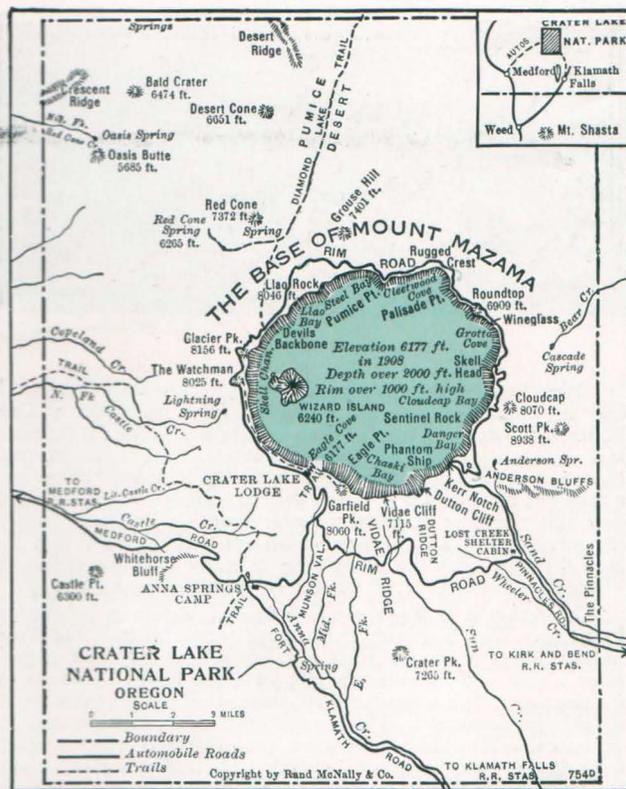
In this region many of the most striking panoramas include views of the Pacific and the Sound, combined in one picture. The resplendent Olympics and Mount Rainier; the Sound, with its islands and its inlets; the streams and fields and forests; Lakes Sutherland and



View of Seattle from the Harbor



The Phantom Ship, Crater Lake National Park



Crescent up near the Juan de Fuca Strait; Hood Canal (which, by the way, isn't a canal at all, but a long, rather narrow tranquil arm of the Sound)—all are of absorbing interest to the traveler.

The Olympic Peninsula is wild, rough, and bewildering. Parts of it have never been explored. Big game lurks in its fastnesses. Indian life is observable here and there. If Puget Sound had nothing else to show, a trip around its great peninsula would quite suffice. The Olympic is a short range of mountains, comparatively, but with its streams, its game, its forests, and sharp snow-white peaks, it is intensely picturesque.

Owing to the absence of frost, it has been possible to build and maintain here, at small cost, permanent smooth-surfaced roadways of the most durable kind. Prominent among these is the Pacific Highway. In the Puget Sound territory, concrete and other smooth-surfaced roads radiate in all directions. Where they end "hard-surfaced" roads succeed them. These, too, are smooth. Travel of all kinds here is smooth and easy, whether by railroad, suburban trolley, motor-stage or private motor car.

**Tacoma.** Tacoma, on Commencement Bay, one hundred and forty-three miles north of Portland, has a fine harbor and a large maritime commerce. It is built upon high hills rising sheer from the lapping waters of the Sound, and enjoys the distinction of being a city of parks set in a vast natural park. The mountain most celebrated in American fable is in its immediate foreground, apparently in its front yard, and the rugged wall of the Olympic Range on the Olympic Peninsula is in the background. To miss seeing Tacoma would mean missing the Venice of America. Tacoma has a deep, sheltered harbor that is world famous. Its high school is one of the noted educational buildings of the West. Originally intended for a mammoth hotel, it was transformed into a most progressive school on a bluff above the Sound. Its stadium of Grecian architecture has a capacity of 30,000 and is one of the most notable features of the school. The city has enormous wheat warehouses on its big water front, ship-building

plants, modern docks, many parks, and manufactures. Adjoining Tacoma is Camp Lewis, the largest of the National Army cantonments used during the Great War. Men from Alaska, Washington, Oregon, California, Nevada, Wyoming, Utah, Idaho, and Montana were trained there.

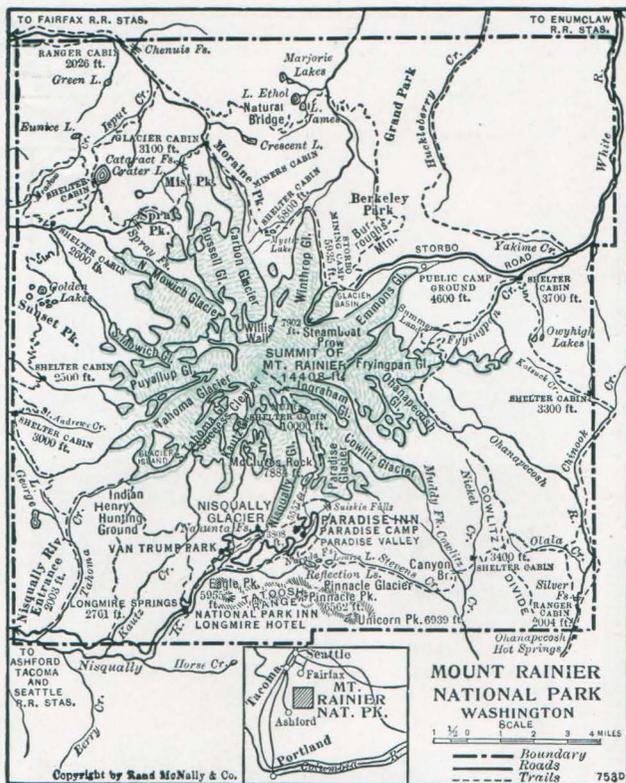
**Seattle.** The spectacular city of Seattle is the largest municipality in the Pacific Northwest and a seaport of great importance, situated on Elliott Bay, between Lake Washington and Puget Sound. It has a hilly site of marked beauty, with the snow-capped Olympics in the west and the lofty Cascades in the east. Lake Washington, twenty-two miles long and four miles wide, is connected with the Sound by an eight-mile ship canal, and with Lake Union, in the heart of the city. To its miles and miles of waterfront come ships from Alaska, South America, Australia, and all the Orient, as well as from Europe, through the Panama Canal. Practically all of the gold of Alaska and the Yukon comes to Seattle. Cheap and abundant hydro-electric power has made it the most important manufacturing city in the Pacific Northwest.

There is also under construction this year at American Lake, adjoining Tacoma, a modern United States Veterans' Hospital, the contract price for which is approximately two million dollars.

The city owns the water system, electric light and power plant and street railway, and has established municipal markets and bathing beaches. There are forty-four parks and an extensive boulevard mileage, many stately public buildings, fine churches, excellent hotels, and imposing business edifices, including a forty-two story office building. A new 650-room three million dollar hotel, financed by 4,500 citizens, will be completed in the summer of 1924.

Numerous scenic regions of high rank and endless variety along the sound and in the Cascades may be reached from Seattle; it is also the principal gateway to Alaska.

Fine passenger liners ply between Seattle and the Orient. There is also direct passenger service to Hawaii.



Forest Road, Mt. Rainier National Park

The Seattle Chamber of Commerce has established a Tourist Bureau at 702 Third Avenue for the purpose of greeting tourists, arranging tours for them, and giving them general information regarding the Puget Sound Region.

**Other Cities on the Sound.** Farther north are the thriving cities of Everett and Bellingham, the latter the gateway to Mount Baker, and both commercially important. Across the Sound directly west of Seattle, and only a short ferry trip distant, is Bremerton, the site of the Government's Puget Sound Navy Yard.

About seventy miles to the south of Seattle lies Olympia, the capital of Washington. It is the gateway to the Olympic Peninsula and the ocean and is situated at the southern extremity of Puget Sound. It is known as the Pearl of the Puget Sound, and is an attractive city, with handsome state government buildings, lumber and knitting mills, and oyster canneries.

**Mount Rainier National Park.** Monarch of all the mighty peaks of the Cascades is Mount Rainier, one of the noblest and most imposing mountains on the globe. Like all the higher summits of the range, from Shasta to Baker, it was once a fire mountain, with a complete cone like that of Fujiyama in Japan, and its crater rose 2,000 feet above the present crest. Some prehistoric eruption, vaguely preserved in Indian tradition, blew away its top, and with this last epic act of violence the giant volcano fell asleep. Nevertheless, jets of steam still penetrate the ice and snow near the summit and hot springs flow at its foot. The veneration felt by the Indians is known by the name they have given it: "The Mountain that was God." Throughout the northwest its supremacy is indicated when it is simply called "the Mountain."

Rainier is a towering giant nearly three miles high (14,408 feet), and its shattered crater presents the appearance of a triple summit. The upper half is glistening white with snow and ice; the lower slopes display the purplish-black of dense forests of conifers; between the

ice and the pines is a belt of wild flowers, a band of variegated, beautiful color, fifty miles in extent. The mountain rises approximately 11,000 feet above its immediate base, which covers one hundred square miles of territory.

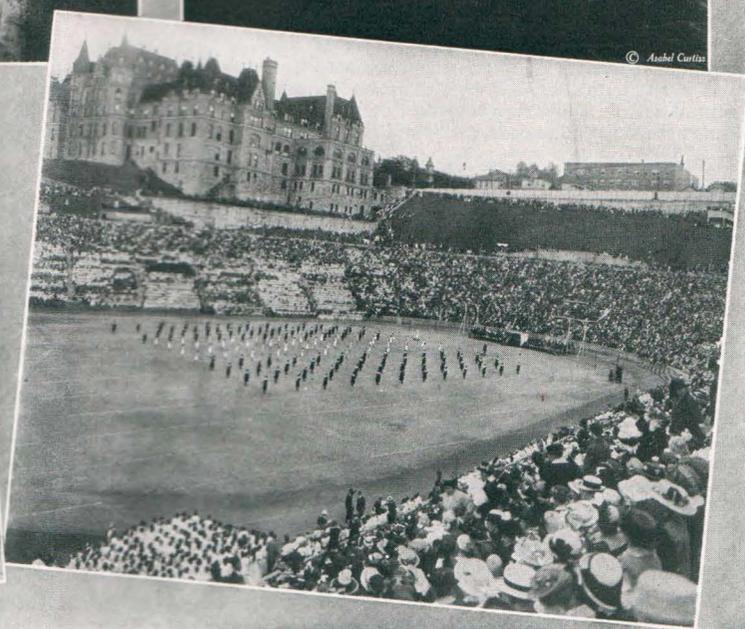
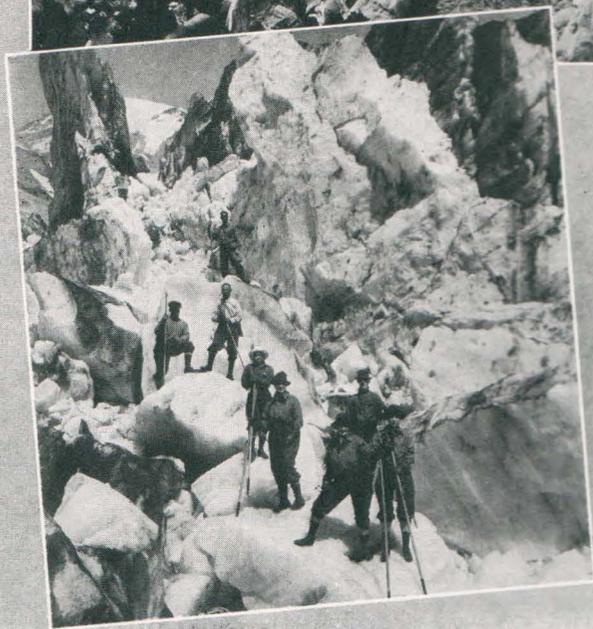
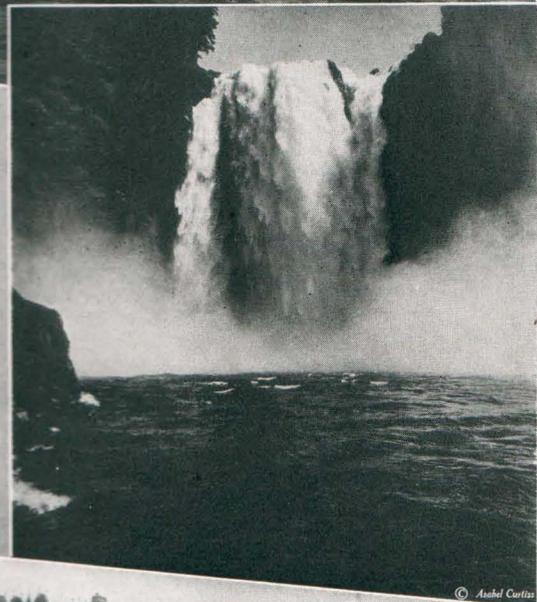
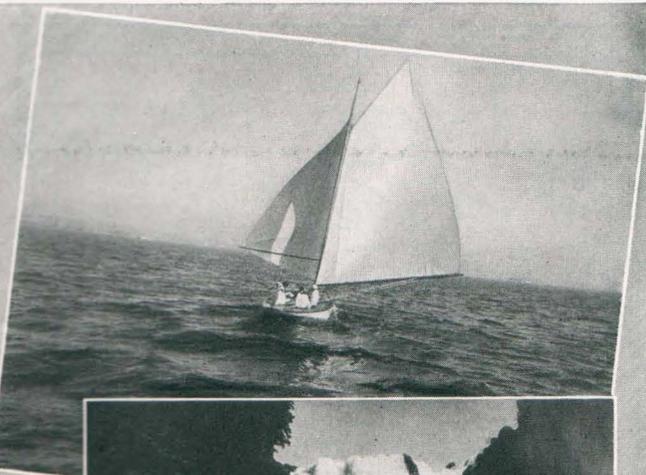
Mount Rainier has a system of glaciers unequalled in size and majesty elsewhere in the United States—in fact, one of the largest in the world. Twenty-eight glaciers hold it in their icy grip, resistless rivers of ice carving the vast flanks of the mountain. Nisqually Glacier, though not the largest, is the easiest of access, its frigid lower fingers reaching to the gardens of wild flowers.

Mount Rainier National Park, about eighteen miles square, was created in 1899. It has hotels that furnish excellent accommodations at reasonable prices regulated by the Government, in addition to tent quarters at lower rates; these are National Park Inn, at Longmire Springs, and Paradise Inn and Camp, in Paradise Valley. Good roads lead into the Park, and there are many trails.

Mountain climbing of unlimited variety is the prime attraction; this ranges from comparatively easy peaks in the Tatoosh Mountains to the climax afforded by "the Mountain" itself. The thrilling ascent to the summit of Mount Rainier should not be attempted without a guide. Winter sports may be enjoyed all summer, and snow equipment may be procured from the hotels. There are miles of trails for hiking and horseback riding. The forest and wild-flower gardens (there are three hundred and sixty-five varieties of wild flowers on the mountain) are among the finest in the land.

The lower altitudes are covered densely with fir, cedar, hemlock, maple, alder, cottonwood, and spruce. In the natural "parks," such as Spray, St. Andrews, Paradise, Summer Land, and Indian Henry's Hunting Ground, may be found the most wonderful gardens of wild flowers; among them are Indian paint-brushes, monkey flowers, red heather, valerian, saxifrage, avalanche lilies, lupine, mertensia, violets, pentstemon, potentilla, buttercups, dandelions, phlox and asters. The Park is a refuge for wild life.

*Saw grouse here*



Elliott Glacier, Mt. Hood  
Beach, Stanley Park, Vancouver  
Nisqually Glacier, Mt. Rainier

Yachting on Elliott Bay, Seattle  
Snoqualmie Falls, near Seattle  
High School and Stadium, Tacoma

Mount Rainier National Park is forty miles southeast of Tacoma and sixty-five miles southeast of Seattle, as the crow flies. It may be reached from Tacoma or Seattle by rail to Ashford, thence by regular automobile service six miles to the entrance, or by automobile all the way.

The season is June 15th to September 15th.

**Tacoma and Seattle to Victoria and Vancouver.** Every Puget Sound city may be made a headquarters for a number of attractive side-trips. From Portland and Tacoma there is excellent train service via Union Pacific System to Seattle where connections are made with rail and steamship lines to Victoria and Vancouver, B. C. There is much picturesque scenery in the northwestern part of Washington, both along the Sound, and in the Cascades, where Mt. Baker is the most striking summit.

**Victoria, British Columbia.** Victoria, the capital of British Columbia, has a charming site on the southeastern end of Vancouver Island, overlooking the Strait of Juan de Fuca. It enjoys the balmy climate caused by the Japan current, which often permits roses and fresh strawberries at Christmas.

A bit of England on the shores of the Pacific, Victoria is a city of attractive residences, gardens, and parks, and also has an enterprising business district with imposing buildings, and draws a rich commerce in mineral and agricultural products. The Parliament buildings rank among the most stately government edifices in America, and the Government Museum is worthy of a visit.

An interesting attraction for tourists is the Dominion Government Observatory on Little Saanich Mountain, about seven miles from the city. It has one of the largest telescopes of its class in the world and its site ranks among the best for astronomical observations on the American continent. The observatory is open to visitors and is reached by an excellent road from all hotels.

Both of these cities have splendid tourist hotels.

From Victoria, delightful excursions may be made into the interior of Vancouver Island either by motor, or by the railway which extends to Lake Cowichan and northward to Nanimo and Courtenay. The Malahat Drive is a smooth and picturesque automobile highway. There are good hotels at Shawnigan Lake and Qualicum Beach, and a pleasant chalet inn at Cameron Lake; there is a golf course at Qualicum Beach and Mt. Arrowsmith offers an attractive climb. Lively fishing is to be had in the Campbell River, near by. Extensive forests of Douglas fir add to the charm of the trips on Vancouver Island. The voyage from Vancouver to Victoria, across the island-dotted Sound, discloses many scenic beauties.

During the past year several new ferry routes, in addition to the present excellent steamship service, have been operated to Victoria and Vancouver Island.

Both Victoria and Vancouver are ports of embarkation for Alaska, China, Japan, Australasia, the Philippines, and other trans-Pacific destinations.

**Vancouver, British Columbia.** Vancouver, the commercial center and largest city of British Columbia, has been likened to Liverpool. Its excellent harbor, fully sheltered and also completely land-locked, was discovered by Captain Vancouver in 1792. It is a well lighted, progressive modern city with a plentiful supply of excellent water.

Vancouver is the center of the financial operations of the western seaboard of Canada and the headquarters for mining and lumbering activities. It is naturally a very important port through which most of Canada's oriental business is carried. The most picturesque city in the Pacific Northwest. It faces a majestic range of mountains, snow-tipped all the year; two conspicuous peaks resembling crouching lions are silhouetted against the sky and form "The Lion's Gate."

A mild climate throughout the year makes outdoor recreation perennially attractive; there are exceptional facilities for all kinds of water sports. Sailing is one of the popular pastimes, and Burrard Inlet, English Bay, and North Arm are attractive cruising grounds. Vancouver has a fine yacht club. There are a number of well-kept golf links and tennis courts. Good roads and inviting boulevards make motoring a pleasure. The city has many bathing beaches and

parks; among the later, Stanley Park, one of the largest natural parks in the world and famous for its majestic groves of mammoth firs, is situated on a promontory at the harbor entrance.

**Prince Rupert, B. C.** Prince Rupert, with its fine harbor, near the mouth of the Skeena River, some thirty miles due south of the southernmost boundry of Alaska, is the northernmost gateway to that vast land. Steamers cruise northward to Anyox and to Alaskan ports through the inside passage, as well as southward to Vancouver, Victoria, Seattle, and beyond. An interesting trip is that to Anyox, on the Portland Canal, which divides Alaska from Canada. Prince Rupert is the headquarters for the fishermen who operate on the immense halibut banks of the west coast and also for much commercial salmon fishing. The methods employed by the fleets in the catching of fish and in the packing at the immense storage plants is of rare interest to visitors.

A large portion of the business section is carved out of solid rock, and the very nature of its situation gives almost every house a picturesque and "individual" site. It is surrounded by wonderful scenery and strange Indian villages, all displaying their tribal totem poles.

**British Columbia.** British Columbia contains vast regions of the greatest picturesque beauty, lying mainly along the Rocky Mountains. A noted mountaineer has described these regions as fifty Switzerlands thrown into one. It is a land of peaks, glaciers, rugged precipices, graceful waterfalls, foaming torrents, deep gorges and lakes of sapphire and emerald, set between pine-clad mountains.

These playgrounds may be reached from Seattle, by way of Vancouver. Experienced guides and outfitters accompany tourists in their trail-hitting and mountain-climbing, and resort hotels and well-conducted camps provide food and shelter. There are hundreds of miles of carriage roads, fine automobile roads, and pony trails innumerable, by which points of interest may be reached.

These sections of the Rockies are not only of great scenic and scientific interest, but they are a favorite haunt of hunters and fishermen. Here in the wilderness, back from the railroad, roam the grizzly bear (one of the prizes most coveted by the hunter), elk, moose, white-tailed deer, black bear, mountain goats, mountain sheep, caribou, marten, beaver and otter.

Lakes and mountain streams have been well stocked by nature with game fish, including every known variety of trout. Among these are the cutthroat, lake, brook, Dolly Varden, and bull trout. Fly fishing, one of the favorite sports of the fisherman, is excellent. Another fine fish in this region is the Rocky Mountain whitefish. Farther down toward the Pacific, the Fraser and Skeena rivers are famous for their splendid salmon fishing.

The lake district of southern British Columbia, which may be reached conveniently from Spokane, contains a number of long, narrow lakes of marked scenic beauty, lying between the individual ranges of the Rockies. Among the most famous are Lake Windermere, the source of the Columbia River, Kootenay Lake, Arrow Lakes, and Okanagan Lakes. These offer vacation places of great charm, where aquatic sports and fishing may be enjoyed to fullest extent. On several of the lakes steamer service is maintained and on the shores of all of them are numerous attractive resorts.

## THE INLAND EMPIRE

Spokane is the center of attractiveness and its environs have an array of appealing resorts nestling among the many lakes that are found here and there sparkling on the green landscape, and for 50 miles in every direction the visitor will find numerous resorts which afford boating, swimming and fishing. The Inland Empire is rich in historic interests and the landscape is most attractive. Vacations may be spent at the lively lake resorts near by or at more remote places in the forests, glens or mountain peaks. There is excellent fishing to be had within short distances—both trout and bass.

**Spokane.** The metropolis of the Inland Empire is the city of Spokane with more than one hundred thousand population. It is modern in construction, ideal in location and has excellent hotels. There is much to charm the visitor and to make a prolonged stay enjoyable. A mighty river flows through its center—falls are frequent



A Shipping and Logging Scene, Puget Sound, Seattle

and the white spray covers the huge power houses where nearly 200,000 electric h. p. has been developed. The grandeur of these falls still remain even though there is a temporary diversion of a part of the stream. From the great river to the center of the city is but a short ride to any one of the 43 parks which comprise 933 beautiful acres. The public spirited citizens have planned and perfected places of amusement for not only the children but the adults as well and these parks are noteworthy contributions to pleasure and comfort.

Mt. Spokane, the highest peak in eastern Washington, is 33 miles northwest of Spokane and a good highway leads to the summit. Two hours after leaving your hotel you find yourself on the eminence where a panoramic view of a part of Washington, Idaho and the Canadian Rockies in British Columbia is afforded. The Mt. Spokane road, newly improved, is wide and smooth, bordered on either side by tall pines and firs and occasionally small springs bubbling forth the purest of cold mountain water.

**Recreation Resorts near Spokane.** Newman Lake—among wooded hills, is fourteen miles in circumference and twenty-one miles from the city. Bass, perch and trout, together with boating, bathing and good accommodations are available.

Hayden Lake—Here the mountain and forest scenery is strikingly picturesque and there are good hotels. The lake is well stocked with trout, and bass are plentiful. Wild game is found in the near-by mountains. Golf is played on one of the prettiest eighteen-hole courses to be found in the West. The greens vary from one hundred and seventy-five to over six hundred yards apart, and the course is extensively wooded. Tennis courts and croquet grounds are located on the lawns facing the lake.

Pend Oreille River and Box Canyon—At Newport, Washington, reached after passing through the orchards, gardens and forest of Spokane Valley, and touching Twin Lakes and Spirit Lake. The road

passes a primitive village of Kalispell Indians and a network of creeks and mountain lakes that abound in trout.

Lake Pend Oreille—The lake is fifty miles northeast of Spokane, and is fifty miles long, with a shore line of three hundred and seventy miles. It is one of the largest bodies of fresh water, exclusive of the Great Lakes, in the United States. The mountains rise abruptly on all sides of the lake. Large catches of trout and other game fish are made.

The Shadowy St. Joe—The St. Joe River is one of the highest navigable streams in the country. Almost currentless, the wonderful reflections have given birth to the title, "Forty Miles of Shadows." A sixty-mile trip by rail and steam to Coeur d'Alene Lake and thence to St. Joe takes one to a hunter's and fisherman's paradise.

Lake Coeur d'Alene—Lake Coeur d'Alene in Idaho, thirty-four miles from Spokane, and the city of the same name are enjoyable places to visit. They are in a famous mining district, surrounded by picturesque mountain scenery. Boating, bathing, hunting, and fishing are among the attractions.

Priest Lake—This lake, in the heart of a great forest reserve and reached by auto stage, is eighty miles from Spokane.

Twin Lake—Twin Lake, thirty-six miles from Spokane, affords excellent fishing and boating.

Spirit Lake—"The Gem of the Mountain Lakes," an hour and a half ride from Spokane, is a popular resort. It touches the base of Mount Spokane.

Liberty Lake—Spokane's most popular resort, possessing varied forms of entertainment and a fine sandy beach, is sixteen miles from city by fine motor road or interurban electric.

Heyburn Park, Idaho—Heyburn Park is a State park, situated on the southwest bank of the beautiful Lake Coeur d'Alene, easily reached by Union Pacific trains. It is in a national forest reserve and offers good hunting, fishing and boating.



The Harbor and Business District of Victoria, B. C., from Parliament Grounds

The places here enumerated do not include all regions of interest in the Inland Empire. They refer only to recreational attractions. Many other places not named, such as Yakima and Walla Walla, have their individual charms of legend and scene, and may be reached by the train service of the Union Pacific System.

### ALASKA

The glamour of romance still clings to Alaska. Its history began with Vitus Bering, who, under the Russian flag, reached Alaska, or Russian America, in 1741. His explorations were followed by many others, among them those of Captain Cook, Vancouver, and another Russian, Baranoff; their names have been perpetuated in Bering Sea and Straits, Baranoff Island on which Sitka is located, Cook Inlet, Mount Cook, and Mount Vancouver in the St. Elias Alps of Alaska, the city of Vancouver, and Vancouver Island. Next came the founding of Kodiak, Sitka, St. Michael, Wrangell, and other Russian-American Fur Company settlements. The early navigators were followed by the intrepid explorers of the interior, including Dall and Lieutenant Schwatka, and then came the hardy prospectors.

In the summer of 1897 there arrived at Seattle the steamship "Portland," carrying returning miners with a million dollars of gold-dust from the Klondike. The news was flashed over the wires to the remotest corners of the world. In an incredibly short time there began the greatest gold rush probably ever known. And so, through the discovery of gold in the Klondike, Alaska became known as it would not have been for years.

Before the rush to the Klondike was over the engineers and workmen had begun, at Skagway, the construction of the first railway in Alaska, to connect the Pacific with the Yukon River and make practical travel by train and steamer from Skagway to St. Michael.

One of these, running from Seward, has since been taken over by the United States Government and was opened for operation as far as Fairbanks in February, 1922. Since then a branch line has been added

to a point thirty-one miles farther north. Another Government line starts inland at Anchorage, connecting with the line from Seward, and a third line runs from Cordova to the famous Kennicott Copper Mines, one hundred and ninety-six miles in the interior.

Alaska is the last American frontier. It is the land of gold, of the midnight sun, and the northern lights, of giant mountains far exceeding in bulk and height any that stand within the United States proper, of entrancing fjords, mighty rivers, roaring rapids, tumultuous waterfalls, deep, rugged canyons, geysers, volcanoes and glaciers. It is the land of big game—moose, bear, caribou, big-horn sheep and mountain goats; a land whose lakes teem with trout, grayling and salmon. It is the home of the seal, the walrus, the totem and the Eskimo. Strangely enough, it is also a land of beautiful flowers and ideal summer weather. No region in North America offers more to the tourist than does Alaska.

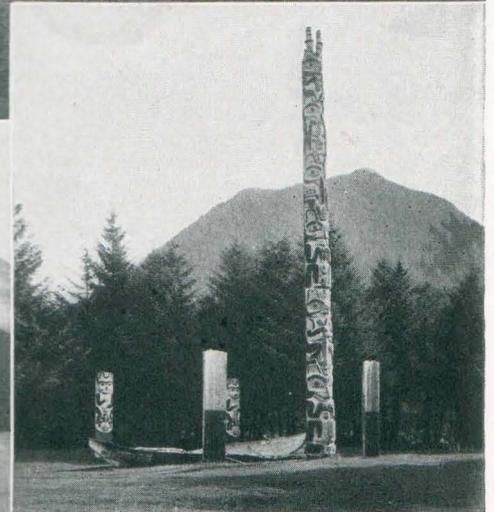
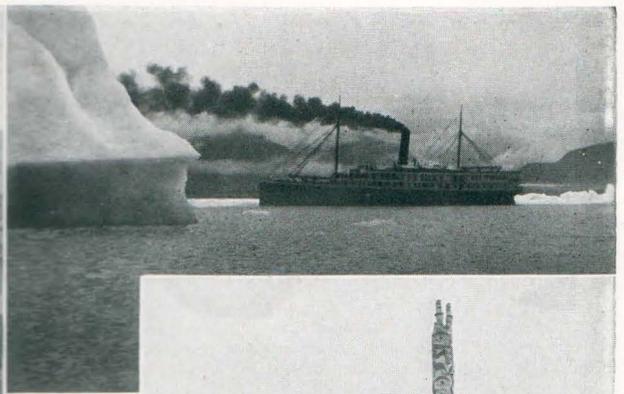
The glaciers of Alaska are world famous. The great Taku Glacier, near Skagway, which may be seen from the deck of the steamer, contains more ice than all of the glaciers of Europe combined. Muir, Bering, and Davidson are celebrated ice rivers. Malaspina, west of the port of Yakutat, is the largest glacier on earth.

Among the great mountains of Alaska the most prominent are: Mt. St. Elias, probably the most picturesque peak in North America; Mt. Wrangell, a lofty active volcano; and Mt. McKinley, higher than any other mountain in the possession of the United States. Over 20,000 feet in elevation, it is completely covered with ice and snow; one of its glaciers is thirty-nine miles long.

The voyage to Alaska and the journey through the interior may be made in complete comfort. Two American steamship lines have regular sailings between Seattle and Skagway, with intermediate stops on the southeastern coast of Alaska; and also sailings to Cordova, Valdez, Seward, Anchorage, Kodiak, and Nome. The best time to make the trip is between June 10th and September 10th.



Skagway, Alaska  
On the C. R. & N. W. Ry. from Cordova



Muir Glacier, Alaska  
Totem Poles, Sitka



Warm clothing is needed, not because Arctic weather will be faced, but because the voyager will often remain on deck at night, to view the scenery. A steamer rug and stout shoes are necessary.

The principal ports of Alaska have good hotels.

**The Enchanting "Inside Passage."** The most popular voyage to Alaska is that through the "Inside Passage" to Skagway, a trip of extraordinary charm. Stops en route are made at Ketchikan, sometimes at Metlakatla, Wrangell, Petersburg, beautiful Taku Glacier, a mile long and from two hundred to three hundred feet high, Juneau, the capital, the Treadwell Mine, and Fort William H. Seward, and, on the return, at Sitka by at least one of the boats. Some of these boats do not visit Taku Glacier.

From Seattle to Skagway, the entire thousand miles is sheltered from the open sea by the long archipelago that stretches from Puget Sound to the Lynn Canal; the voyage requires four days. And every mile is an ever-changing panorama of snow-crowned peaks, green islands, here and there immense glaciers, and occasionally a cascade rushing down the mountain side into the sea.

For practically the entire distance the boat passes over smooth water through narrow passages, often so contracted that they appear more like gorges. They are all of inexpressible beauty.

At Juneau, the capital, the houses are built on the mountain side, and Mount Juneau, at the base of which the town lies, rises out of the water 7,500 feet. Sitka, the former capital, has its old Greek Church and blockhouse, totem poles, and the old Russian graveyard.

Leaving Juneau the ship enters Lynn Canal, and were it in Norway it would be considered one of its beautiful fjords. It is sometimes called Lynn Channel, and was named by Vancouver for Lynn, his home town in England. At the head of this fjord lies Skagway, the gateway to the interior.

Skagway is where the goldseekers of 1898 began their wearisome climb over White Pass. Skagway is now noted for the beauty of its flower gardens.

At nearly all of these ports will be found the Indians, waiting for the tourists to exchange cash for baskets, moccasins, and other curios of Indian handicraft. Then there are alluring curio shops containing articles of gold, silver and ivory wrought and carved by the Indians and Eskimos.

One who desires a longer voyage than that to Skagway can steam from Seattle to Cordova, Seward or Anchorage, through the "inside passage" via Juneau, into the Gulf of Alaska and to Prince William Sound. Cordova is a railroad terminus, and by special train the Miles and Childs glaciers may be seen. The next stop is at Valdez, and sometimes Latouche, then Seward, at the head of Resurrection Bay, the terminus of the Government railroad to Fairbanks. Anchorage, in Cook Inlet, is the terminus of a branch of the other Government line. The scenery in Prince William Sound, Resurrection Bay, and Cook Inlet is of inexpressible grandeur. The trip to Anchorage and return to Seattle takes about twenty-four days.

From Seward the tourist may reach Fairbanks, the heart of interior Alaska, by Government railroad in one day, passing en route through a country rich in agricultural and mineral resources, and within a few miles of the entrance to Mt. McKinley National Park, which may be reached by horseback or on foot. The road to the park is being completed this year. If desired the tourist may return to the coast by automobile stage over the Richardson highway, which connects with the Copper River & Northwestern Railroad at Chitina for Cordova, or continues straight to the coast, connecting with steamers at Valdez.

Various ocean lines plying between Seattle and Skagway connect at the latter point with the White Pass & Yukon Route for Atlin, B. C. and Dawson, Y. T. This trip is a very restful one, and from a scenic viewpoint is equal to anything on the American continent. The round

trip from Skagway to Dawson and return via Atlin is made in approximately eleven days and costs about \$140.00, which includes berth and meals on river and lake steamers for seven days out of the eleven.

### TAKE THE UNION PACIFIC SYSTEM TO THE PACIFIC NORTHWEST

If you would enjoy your trip to the Pacific Northwest to fullest extent, select the Union Pacific—the route that offers the most satisfactory service and the most varied scenery.

Since its completion, fifty-three years ago, the Union Pacific has been pioneer and leader in every form of transportation improvement.

All of the main line between Omaha and Granger is double track.

All of the main lines are protected by automatic safety signals.

The Union Pacific road-bed is ballasted with many million tons of Sherman gravel, noted for cleanliness and resiliency.

Grades and curves have been reduced by digging deep cuts and building immense embankments, and all bridges are of durable steel and concrete.

Union Pacific trains carry the best equipment manufactured, including the latest improvements in comfort, luxury, and safety. Union Pacific dining car service is of the highest excellence, and is reasonable in price, and the table d'hote plan of ordering, recently added to the service, has still further increased the economies possible on these trains.

The Union Pacific operates fast through trains from Chicago, via Omaha, to Portland, and from St. Louis, via Kansas City and Denver, among them the Oregon-Washington Limited and the Continental Limited. Direct connections are made in Portland Union Station for Seattle, Tacoma, and British Columbia. All through tickets reading via Union Pacific System from Missouri River Gateways to points in the Pacific Northwest, Pendleton, Oregon, or beyond, will, at the option of the passenger, be honored over the direct line via Cheyenne, or via Julesburg to Denver, thence to Cheyenne. Holders of summer and all-year tourist tickets reading through from Salina, Kas., Grand Island, Neb., or east thereof via Union Pacific System to Ogden or Pocatello or beyond will be granted side-trip, Denver to Colorado Springs and return, without additional charge. Side-trip may be secured when ticket is purchased or from ticket agent of the Union Depot or Consolidated Office at Denver, Colo.

Denver, in addition to its superb mountain parks, is the gateway to scores of picturesque resort regions in the Colorado Rockies, and to the unspoiled beauty of the Colorado National Forests. It is the gateway also to Rocky Mountain National (Estes) Park, which includes the finest grouping of mountain scenery in the state. Stopovers are permitted on one-way tickets for side-trip to Rocky Mountain National Park and on round-trip tickets within limit. A visit to this great national park may easily be combined with the trip to the Pacific Northwest.

Through Wyoming and over the Continental Divide there is a

continual succession of impressive panoramas. In Echo and Weber canyons, through which the Union Pacific penetrates the Wasatch Mountains, the deep, winding gorges lie four thousand feet below the enclosing peaks.

Tickets reading via Union Pacific System from Cheyenne, Wyo., or east to points in the Pacific Northwest, McCammon, Ida., or beyond, will also, at the option of the passenger, be honored via the direct line from Granger or via Ogden and Pocatello. Side-trip to Yellowstone National Park may be quickly and conveniently made from Ogden or Pocatello.

Stopovers are permitted on one-way tickets in Ogden, Salt Lake City, and Pocatello for side-trip to Yellowstone National Park. During Yellowstone Park season a side-trip from Ogden to Salt Lake City and return will be granted without additional charge to holders of all classes of transcontinental tickets (except Homeseekers' Excursion tickets) reading Union Pacific System between Cheyenne, Wyo., or points east or south thereof, and points beyond Ogden or Salt Lake City, on which a side-trip from Ogden to West Yellowstone and return is obtained. This side-trip will also be furnished during Yellowstone Park Season on all one-way tickets reading via Union Pacific System between Cheyenne, Wyoming, or points east or south thereof, and Pocatello, Idaho, and points beyond, which are honored through Ogden and on which a side-trip from Pocatello to West Yellowstone, Mont., and return is obtained.

Holders of summer tourist or all-year tourist tickets reading Union Pacific System between Cheyenne, and points east or south thereof, and Pocatello, Idaho, and points north or west thereof, will be furnished a side-trip from Ogden to Salt Lake City and return without additional charge.

Salt Lake City is a city of marked charm and individuality, at the base of the rugged Wasatch Mountains. Perhaps the chief features of interest are the magnificent Mormon Temple and the Tabernacle (in which free recitals on the superb organ are given daily except Sunday), the Deseret Museum, and Great Salt Lake. No one should miss bathing in the unbelievably buoyant waters of the lake at Saltair Beach, fourteen miles west of the city, and reached by fast electric cars. A few miles from Ogden is Ogden Canyon, a deep, precipitous gorge in the Wasatch Mountains, connected with the city by electric car service; delicious trout and chicken dinners are served at the Hermitage, a rustic hotel in the canyon.

### TICKETS, BERTHS AND ITINERARIES

Any Union Pacific representative listed on pages 63 and 64 will gladly furnish you full information concerning routes, train service, railroad and sleeping car fares, stopover privileges and other matters pertaining to your trip. His knowledge of travel conditions may simplify some of the little problems incidental to your journey; he will make your sleeping car reservations and help you prepare an itinerary that will, at minimum cost, include a maximum of sightseeing.



In Vancouver Business District





## REPRESENTATIVES OF THE UNION PACIFIC SYSTEM

Aberdeen, Wash. ....	3-4 Union Passenger Station, K and River Streets.	W. J. LEONARD, District Freight and Passenger Agent
Astoria, Ore. ....	Union Pacific System Wharf.	G. W. ROBERTS, District Freight and Passenger Agent
Atlanta, Ga. ....	1232 Healey Building, 49 North Forsyth Street.	W. C. ELGIN, General Agent
Bend, Ore. ....	742 Brown-McCoy Building, First Avenue and Twentieth Street.	F. E. STUDEBAKER, Traveling Freight and Passenger Agent
Birmingham, Ala. ....	325 Idaho Building, Eighth and Bannock Streets.	J. H. DOUGHTY, General Agent
Boise, Idaho ....	207-8 Old South Building, 294 Washington Street.	JOEL L. PRIEST, General Agent
Boston, Mass. ....	229 Rialto Building, 4 South Main Street.	WILLARD MASSEY, General Agent
Butte, Mont. ....	Union Pacific Station.	HENRY COULAM, General Agent
Cheyenne, Wyo. ....	1421 Garland Building, 58 East Washington Street.	O. B. STAPLETON, Ticket Agent
Chicago, Ill. ....	704 Union Central Building, Fourth and Vine Streets.	GEO. R. BIERMAN, General Agent, Passenger Department
Cincinnati, Ohio ....	411 Swetland Building, 1016 Euclid Avenue.	W. H. CONNOR, General Agent
Cleveland, Ohio ....	City Ticket Office, 37 Pearl Street.	J. STANLEY ORE, District Passenger Agent
Council Bluffs, Ia. ....	909 Magnolia Building, Commerce and Akard Streets.	W. H. BENHAM, General Agent
Dallas, Texas. ....	215 Denham Building, Eighteenth and California Streets.	H. B. ELLER, City Ticket Agent
Denver, Colo. ....	606-7 Polk Building, 209 Fifth Street.	JULIAN NANCE, General Agent
Des Moines, Ia. ....	508 The Free Press Building, 127 West Lafayette Boulevard.	W. K. CUNDIFF, Assistant General Passenger Agent
Detroit, Mich. ....	532-33 Rowell Building, Tulare Street and Van Ness Avenue.	D. M. SHRECK, General Agent
Fresno, Cal. ....	805 Walnut Street.	A. R. MALCOLM, General Agent
Kansas City, Mo. ....	Union Station.	T. F. BROSAHAAN, General Agent
Leavenworth, Kan. ....	Theissen Block, 313 Main Street.	SETH C. RHODES, General Agent, Passenger Department
Lewiston, Idaho ....	City Ticket Office, 204 North Eleventh Street.	A. E. MARTENY, General Agent
Lincoln, Neb. ....	Ocean Avenue and Pine Street.	H. J. BERGER, Traveling Freight and Passenger Agent
Long Beach, Cal. ....	221 South Broadway.	D. GRANT, General Agent
Los Angeles, Cal. ....	1215 Majestic Building, 221 Grand Avenue.	B. M. SCOTT, District Passenger Agent
Milwaukee, Wis. ....	618 Metropolitan Life Building, 125 South Third Street.	J. CRUICKSHANK, General Agent, Passenger Department
Minneapolis, Minn. ....	1001 Carondelet Building, 226 Carondelet Street.	A. T. JACKSON, District Passenger Agent
New Orleans, La. ....	309-10 Stewart Building, 280 Broadway.	C. A. REDMOND, District Passenger Agent
New York, N. Y. ....	409 Henshaw Building, 433 Fourteenth Street.	E. G. CLAY, General Agent
Oakland, Cal. ....	149 Pier Avenue.	E. H. HAWLEY, General Agent
Ocean Park, Cal. ....	214 David Eccles Building, 390 Twenty-fourth Street.	D. M. REA, General Agent
Ogden, Utah. ....	Union Pacific Headquarters Building, 1416 Dodge Street.	J. B. DEFRIEST, General Agent
Omaha, Neb. ....	Maryland Hotel, 403 East Colorado Street.	I. W. CARTER, District Passenger Agent
Pasadena, Cal. ....	508 Commercial Trust Building, Fifteenth and Market Streets.	JAMES WARRACK, General Agent
Philadelphia, Pa. ....	216 Oliver Building, Smithfield Street and Sixth Avenue.	S. C. FROST, City Freight and Passenger Agent
Pittsburgh, Pa. ....	Pitcock Block, 385 1/2 Washington Street.	W. H. CHEVERS, General Agent
Portland, Ore. ....	14 Calor Street.	A. K. CURTIS, City Passenger Agent
Redlands, Cal. ....	200 Nevada State Life Building, Second and Center Streets.	F. H. ADAMS, General Agent
Reno, Nev. ....	Glenwood Mission Inn, 680 Main Street.	F. L. PEAKINS, General Agent
Riverside, Cal. ....	221 California Fruit Building, 1006 Fourth Street.	S. C. MILBOURNE, Assistant General Agent
Sacramento, Cal. ....	302 Bartlett Trust Building, Frederick Avenue and Felix Street.	JOHN D. CARTER, General Agent
St. Joseph, Mo. ....	2053 Railway Exchange Building, 611 Olive Street.	EDWARD EMERY, District Passenger Agent
St. Louis, Mo. ....	City Ticket Office, Hotel Utah.	I. E. OMER, City Passenger Agent
Salt Lake City, Utah. ....	Fourth and Plaza Streets.	W. H. FETTBONE, City Freight and Passenger Agent
San Diego, Cal. ....	City Ticket Office, 673 Market Street.	F. D. WILSON, General Agent
San Francisco, Cal. ....	521 Beacon Street.	J. P. THOMAS, General Agent
San Pedro, Cal. ....	419 Bush Street.	C. T. SLAUSON, General Agent
Santa Ana, Cal. ....	Oregon-Washington Passenger Station.	S. E. STOHR, General Freight and Passenger Agent, St. J. & G. I. Ry. Co
Seattle, Wash. ....	727 Sprague Avenue.	J. L. CARNEY, General Agent
Spokane, Wash. ....	106 South Tenth Street.	E. A. SHEWE, District Passenger Agent
Tacoma, Wash. ....	201 Canadian Pacific Building, 69 Yonge Street.	C. G. JEWETT, General Agent
Toronto, Ontario. ....	618-19 Rogers Building, 470 Granville Street.	H. A. BUCK, District Passenger Agent
Vancouver, B. C. ....	Baker Building, Main and Second Streets.	J. V. CARROLL, District Freight and Passenger Agent
Wallia Walla, Wash. ....	Oregon-Washington Passenger Station, 122 West Yakima Avenue.	C. S. BROWNE, General Agent
Yakima, Wash. ....		W. H. OLIN, Assistant General Freight and Passenger Agent
		W. S. ELLIOTT, General Agent
		W. R. SKEY, District Freight and Passenger Agent
		WM. CARRUTHERS, District Freight and Passenger Agent
		GEO. W. VAUX, General Agent
		FRANK S. ELLIOTT, General Agent
		C. F. VAN DE WATER, District Freight and Passenger Agent
		H. M. WEST, District Freight and Passenger Agent

### DEPARTMENT OF TOURS (C. & N. W. Ry.—Union Pacific System)

**A. L. CRAIG**  
General Passenger Agent  
OMAHA, NEB.

**MARIUS de BRABANT**  
Assistant Traffic Manager  
LOS ANGELES, CAL.

**D. S. SPENCER**  
General Passenger Agent  
SALT LAKE CITY, UTAH

**JOHN L. AMOS**  
Assistant Traffic Manager  
SAN FRANCISCO, CAL.

**W. S. BASINGER**  
Passenger Traffic Manager  
OMAHA, NEB.

**WM. McMURRAY**  
General Passenger Agent  
PORTLAND, ORE.

**T. C. PECK**  
General Passenger Agent  
LOS ANGELES, CAL.

**A. S. EDMONDS**  
Assistant Traffic Manager  
PORTLAND, ORE.

### Special Train Tours—2 National Parks in 2 Weeks

#### YELLOWSTONE NATIONAL PARK ROCKY MOUNTAIN NATIONAL (Estes) PARK

All expenses included at actual cost. Everything arranged in advance.

Our well informed escort and representative looks after all details on the tour—baggage, tickets, reservations, hotels, autos, etc., and leaves you free to sit back and enjoy every minute of your vacation.

Tours leave Chicago every Saturday evening during the season beginning June 16th, and also every Monday and Thursday during July and August.

Two great National Parks, Salt Lake City, Denver and scenic Colorado in two weeks!

For complete information ask C. J. Collins, Manager, Department of Tours, maintained by Chicago, Union Pacific and Northwestern Line, 148 South Clark St., Chicago, Ill.

### UNION PACIFIC SYSTEM PUBLICATIONS

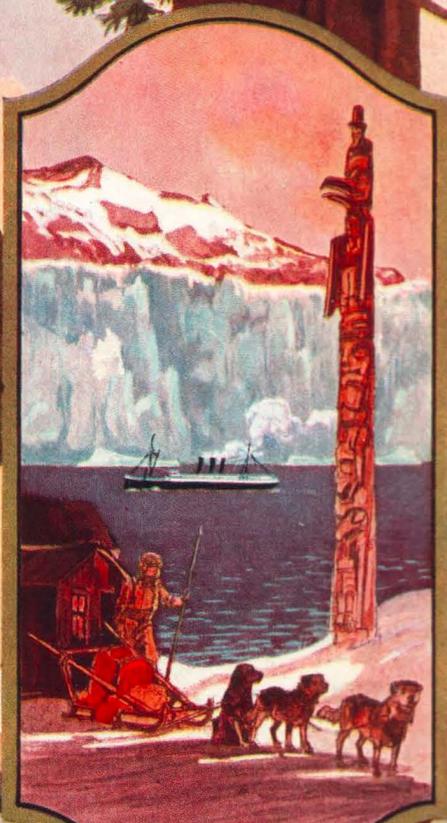
The following publications, attractively illustrated and containing useful travel information and authentic descriptions, may be obtained on application to any Union Pacific System representative listed above.

Rocky Mountain National (Estes) Park  
Colorado's Mountain Playgrounds  
California Calls You  
Sunny Southern California  
Yellowstone National Park  
Utah-Idaho Outings  
Along the Union Pacific System  
(Sights and Scenes)  
Folder Map of the United States

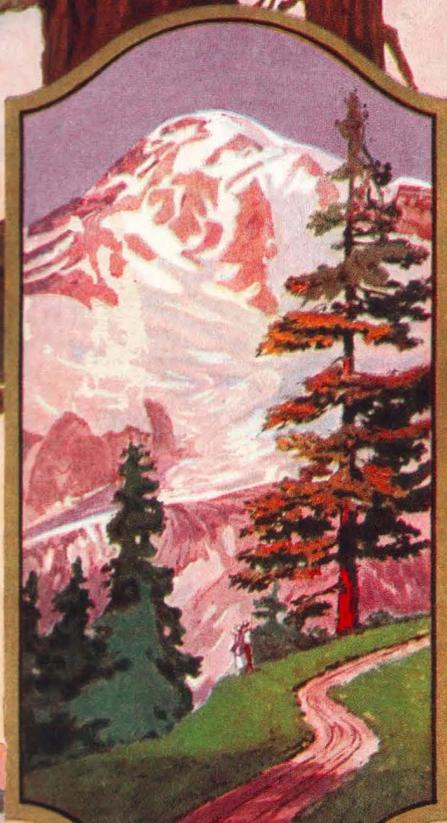


# THE PACIFIC NORTHWEST AND ALASKA

# THE PACIFIC NORTHWEST AND ALASKA



TAKU GLACIER - ALASKA



MOUNT RAINIER - PUGET SOUND REGION



**UNION PACIFIC**



**UNION PACIFIC**