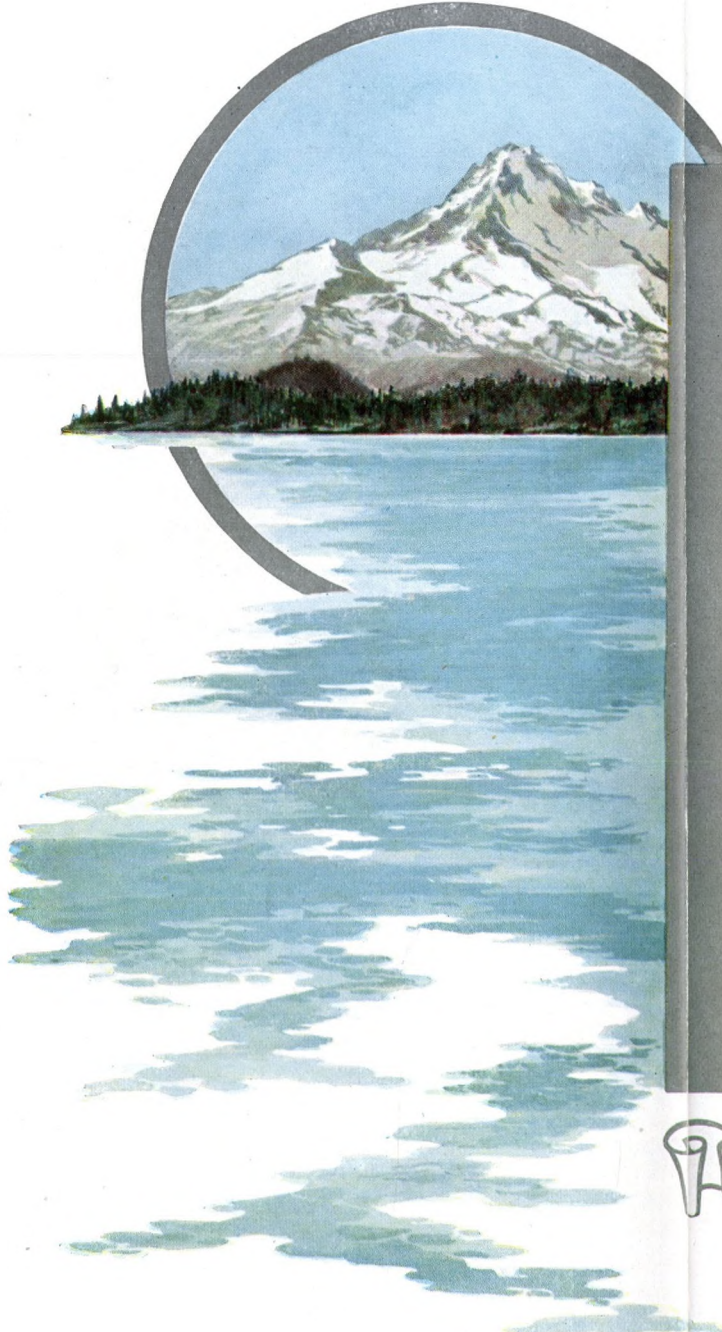




MULTNOMAH FALLS—
ON THE COLUMBIA RIVER





THE SCENIC
COLUMBIA RIVER
ROUTE
TO THE GREAT
PACIFIC
NORTHWEST

UNION PACIFIC
SYSTEM

*Standard Route
of the West*





Omaha, Nebraska, with business district in foreground. Union Pacific Building, shown in upper right-hand corner, has Greater Floor Space than any other Structure in the City

The Pacific Northwest and the Route Thereto

THE Pacific Northwest is Nature's Landscape Garden and the beauty spot of the American continent. Within its boundaries are grouped majestic mountains, lakes, rivers, brooks, canyons, cataracts, groves, glens, and picturesque resorts, without counterpart. All of the West is interesting, while the Northwest is fascinating, inspiring, educating, and appealing. This western land begins where the waters of the Missouri caress the eastern confines of the State of Nebraska, and it ends where the waves of the Pacific gently lave the shores of Oregon and Washington. Through this

panorama of grand delight, this romantically entrancing region, one may journey in comfort and feast the eye on natural beauties. This is the trip worth while. Its taking means a vacation well spent—an outing to be remembered.

The Scenic Columbia River Route gives the traveler better opportunity to see the wonders of this remarkable region than any other route. It leads across continental divides, follows the windings of great watercourses, traverses canyons, penetrates forests, skirts inland seas, and carries the sightseer to localities of indescribable and abiding charm.



Kansas City, Missouri, Passenger Terminal is worthy, both architecturally and in capacity, of this busy city of more than 250,000 inhabitants

Reached by the Union Pacific System

The Columbia River Route is a part of the Union Pacific System, which is composed of the Union Pacific Railroad, the Oregon Short Line, and the Oregon-Washington Railroad & Navigation Company. These, together with its connections—the Southern Pacific Company and the San Pedro, Los Angeles & Salt Lake Railroad Company—spread out in fan shape to provide a comprehensive service to the whole of the Pacific coast and the rich territory intervening.

Leaving the East, with Chicago or St. Louis as a starting-point, the traveler may proceed either via Omaha or via Kansas City. Through trains

from Chicago go by way of Omaha; those from St. Louis, by way of Kansas City—both without change. The lines converge at Cheyenne. From Granger the Oregon Short Line trains run west and north into Idaho, Montana, and Oregon. From Huntington the Oregon-Washington Railroad & Navigation Company's trains extend the service to Portland, Tacoma, Seattle, Spokane, and western Idaho. Central Oregon is reached by branch lines from the Columbia River Route. Other branches extend to the Yellowstone National Park, and through the great irrigation areas of Yakima Valley and Umatilla. This is the direct line to the North Pacific Coast. In the following paragraphs no

THE SCENIC COLUMBIA RIVER ROUTE



Denver—Resting at the Foot of the Rockies, this city has become Famed as a Health Resort. Its Commercial Life is Strong and Growing Constantly

one unit will be spoken of individually, but when reference is made to any section of the route it will be designated as the Union Pacific System. Connecting lines at Granger, Ogden, Salt Lake, and Portland render all the thickly settled western part of the continent, from Los Angeles on the south to Seattle on the north, easily accessible.

Provisions for Safety of Travelers

The Union Pacific was the first to penetrate the country west of the Missouri, and was the path-finder of railways to the West and Northwest. It follows a route once beset with danger from hostile red men. This menace no longer exists, and the

railroad management has left nothing undone to render travel by rail free from danger. "Safety First" is its slogan. Automatic electric block signals have been installed, at a cost of millions of dollars, to protect the traveling public. Three-fourths of the Union Pacific main line is double tracked. Every employe of the operating department is chosen with especial reference to the place he fills. Good schedules are maintained, without excessive speed. This is made possible by superior road-bed, cut-offs, and grade and curve elimination. The record for safe transportation of passengers made by the Union Pacific System is a prime factor in inducing travel over its lines.



The Garden of the Gods is just one of the interesting tourist points easily reached from Colorado Springs

Out Where the West Begins

Scenic beauties begin to multiply as the line of road leads upward from the Missouri River to the mountain ranges of Colorado. As the landscape broadens, and earth and sky join in the distance, where a commingling of snowy heights and fleecy clouds forms the horizon, a feeling of exhilaration comes to the traveler. He drinks in the fragrant breeze, redolent of the pine and the fir. The warmest day of the summer is tempered by cooling zephyrs from snow-covered peaks. The health-giving air of Colorado has brought it a greater and more enduring fame than its mines of gold and its treasures of silver. Health is man's best asset and

his most valuable heritage. Here, where the air is pure and where life-renewing waters abound, where every landscape brings added joy, and contentment reigns, there is continued increase of tourist travel. For the hardy there is mountain-climbing, big game in the mountain fastnesses, and the zest of taking gamy fish from turbulent waters. For those who seek rest and recreation there are walks and drives amid quiet and cheerful surroundings and delightful companionship of relative or friend. For the invalid there is a well-spring of health. The traveler to the West should take advantage of the privilege to stop over at Denver.

**Creature Comforts
for Tourists**

Tourist travel and the demand for modern hotels have led to the erection of hostleries where every convenience of the great caravansary of the city may be had. The wants of all are looked after and met. The most exacting can be accommodated, while those content with more modest service will find places to their liking.

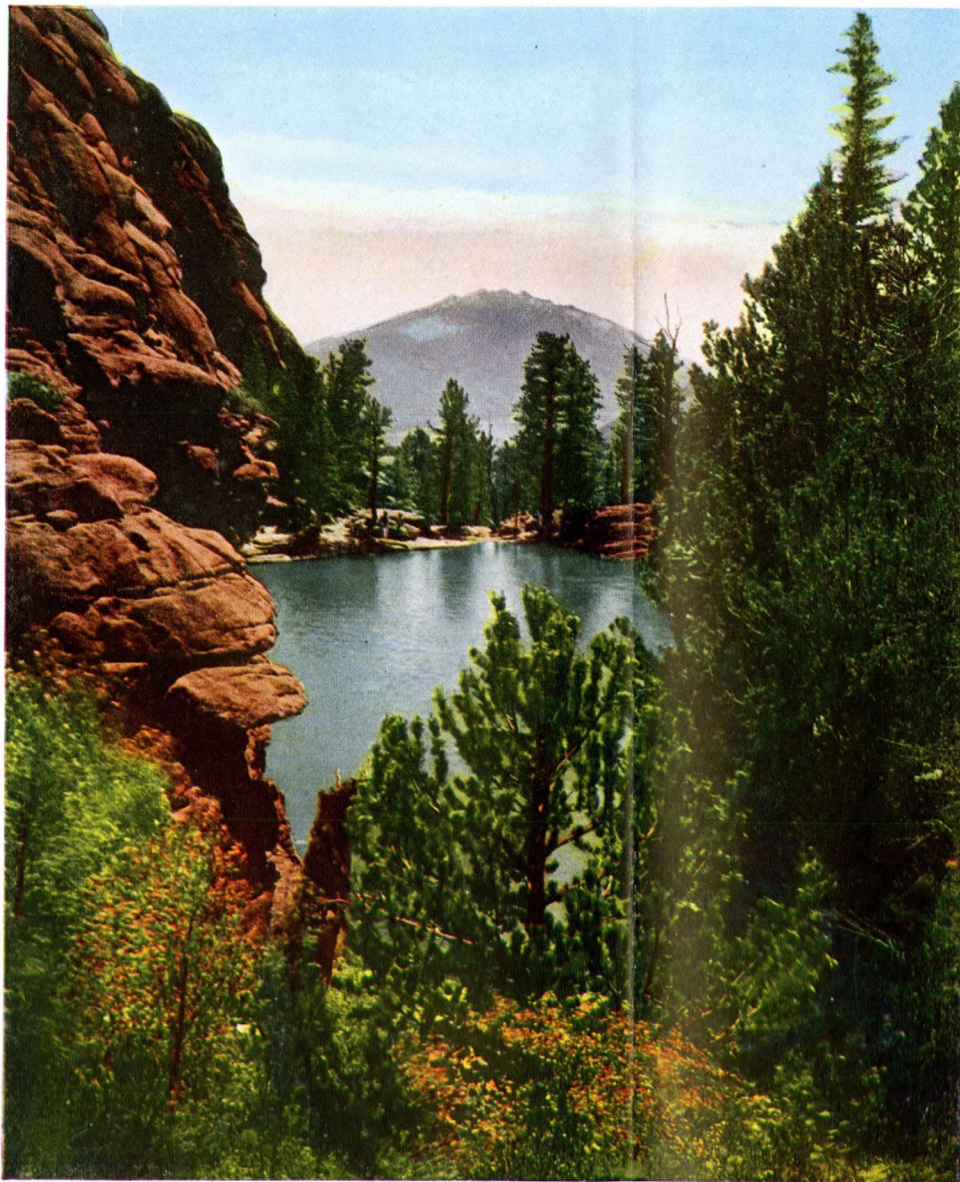
With Denver as a starting-point, the tourist in Colorado has his choice of many interesting places to visit. Estes Park, seventy miles northwest of the city, is reached by the Union Pacific to Fort Collins, and thence a distance of forty miles by auto through Big Thompson Canyon. Daily connections are made. The park is a natural amphitheater covering 100,000 acres at the foot of Long's Peak. A circle of snowy peaks surrounds Long's Peak, which presents almost every problem in difficulty of ascent, with a view of surpassing beauty from the summit. The lesser peaks attract the novice, and there is variety of sport on the mountainside and glacier. Game is abundant, and the streams are stocked with fish. The automobile highways in the park are splendid examples of road-building.

Cherokee Park is another picturesque Colorado resort, 110 miles north of Denver and close to the



100,000 acres of rugged mountain scenery with every sort of amusement known to out-of-doors is found in beautiful Estes Park

Wyoming line. It is reached by the Union Pacific from Denver via Cheyenne to Hermosa, from where daily automobile service to the park, a distance of eighteen miles, is maintained. Hermosa is on the main line of the Union Pacific, thirty-eight miles west of Cheyenne. The Park has an



Gem Lake, one of the most beautiful bodies of water in Estes Park, Colorado

average altitude of 7,000 feet. It is surrounded by snow-covered peaks, and is densely wooded to the timberline. Big game is to be found, and trout-fishing is good. Horseback riding over the trails is a favorite pastime. Riding and driving horses are for hire. The buildings, with exterior

showing logs, are in harmony with the surroundings. There is a large hotel and numerous cottages, well furnished and electric-lighted. Reasonable rates prevail. (Beautifully illustrated booklet, "Colorado for the Tourist," will be furnished free upon application.)

Lair of the Big Horn and Grizzly

Proceeding westward into Wyoming, the country varies in character but little. The altitude increases. Additional snowpeaks dot the horizon. Rugged mountain ranges, tree-covered in part, call to memory the home of the big horn, the lair of the grizzly, the feeding-ground of elk and deer, and the clear, rushing streams from which real mountain trout may be taken. Wyoming is the home of big game. It attracts hunters from many lands. It is one of few localities in which mountain sheep, highly prized as trophies of the chase, are to be found. The hunting-grounds are some distance from the railroad, and camping-privileges are enjoyed. Camp equipage and competent guides are to be had in Cheyenne and other cities. (Descriptive booklet, "Hunting in Colorado and Wyoming," describing big-game sections and game laws, sent upon application to any Union Pacific System representative.)

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Toll Gate Rock, Green River, Wyoming, representative of a large number of similar rock formations located in this vicinity

Utah and Great Salt Lake

Utah is entered through Echo Canyon, which leads presently into Weber Canyon. The erosion of ages—the action of glacial ice and the washing of torrent—has left a mark in the fantastic formation of rock. Towering turret and spire, deep embrasure, and shapes resembling man and animal, are seen. There is fascination and awe in the weird spot. Tradition of the red man lends interest to the locality. It had its terrors for pioneers, even as it has its allurements for the lover of nature's sculptural designs in the rugged outlines of the chasm. Weber Canyon leads to where now stands the thriving city of Ogden.

Ogden will attract. Ogden Canyon will delight. It affords opportunity for a most enjoyable ride through a deep mountain gorge: high, rocky walls, with covering of pine tree and other foliage and flowers; mountain brooks flowing to the river that courses to the Great Salt Lake near by, and added glories as the canyon widens into a valley where pretty homes mark the landscape, and where orchard, meadow, and cultivated field are found. Rustic inns, where rest is assured and genuine comforts await weary travelers, tend to make this a place where a visit of brief duration will be gratifying and a prolonged stay will bring no regret save that of thought of leaving. There are



Devil's Gate, Weber Canyon, Utah. Here the Rocks have been cleft by Titanic Force, as if Mysterious Power Sought Entrance to Abysmal Earth Depths. The Rock Colors are Gorgeous

good automobile roads leading from Ogden to many places where a visit will prove pleasant.

In the Zion of Mormonism

An hour's ride by rail from Ogden lands the traveler in Salt Lake City. Historic interest attaches to its founding. In 1847 Brigham Young and one hundred and seventeen followers located here. They established the Zion of Mormonism in this valley bordering the Dead Sea of America. The number of inhabitants has increased to nearly 100,000. The Mormon Temple, erected at a cost of \$4,000,000, is used for special ceremonies. It is a magnificent edifice. For other services, wor-

shippers gather in Assembly Hall or in the Tabernacle. The latter contains one of the greatest of the world's organs. The front towers of this organ are forty-eight feet high. There are 110 stops and accessories, and over 5,000 pipes, capable of thousands of tonal varieties. Frequent recitals are given, and large audiences are invariably present.

Great Salt Lake, seventy miles long by thirty miles in width, is sixteen miles west of the city. Its waters contain 26 per cent salt and are very buoyant. The beach resorts are among the interesting places to visit.

A scenic high line leads from Salt Lake City to Bingham, where one of the great copper deposits

of the world is being mined and treated. Southwest of the city, amid the peaks of the Wasatch Range, there is a succession of interesting sights. Here are mountains which rise sheer from the floor of the valley, without the customary foot-hills. There are cataracts, waterfalls, and some unusual scenic attractions. An interesting side trip may be made to Bear River and Cache Valley.

Idaho's Impelling Attractions

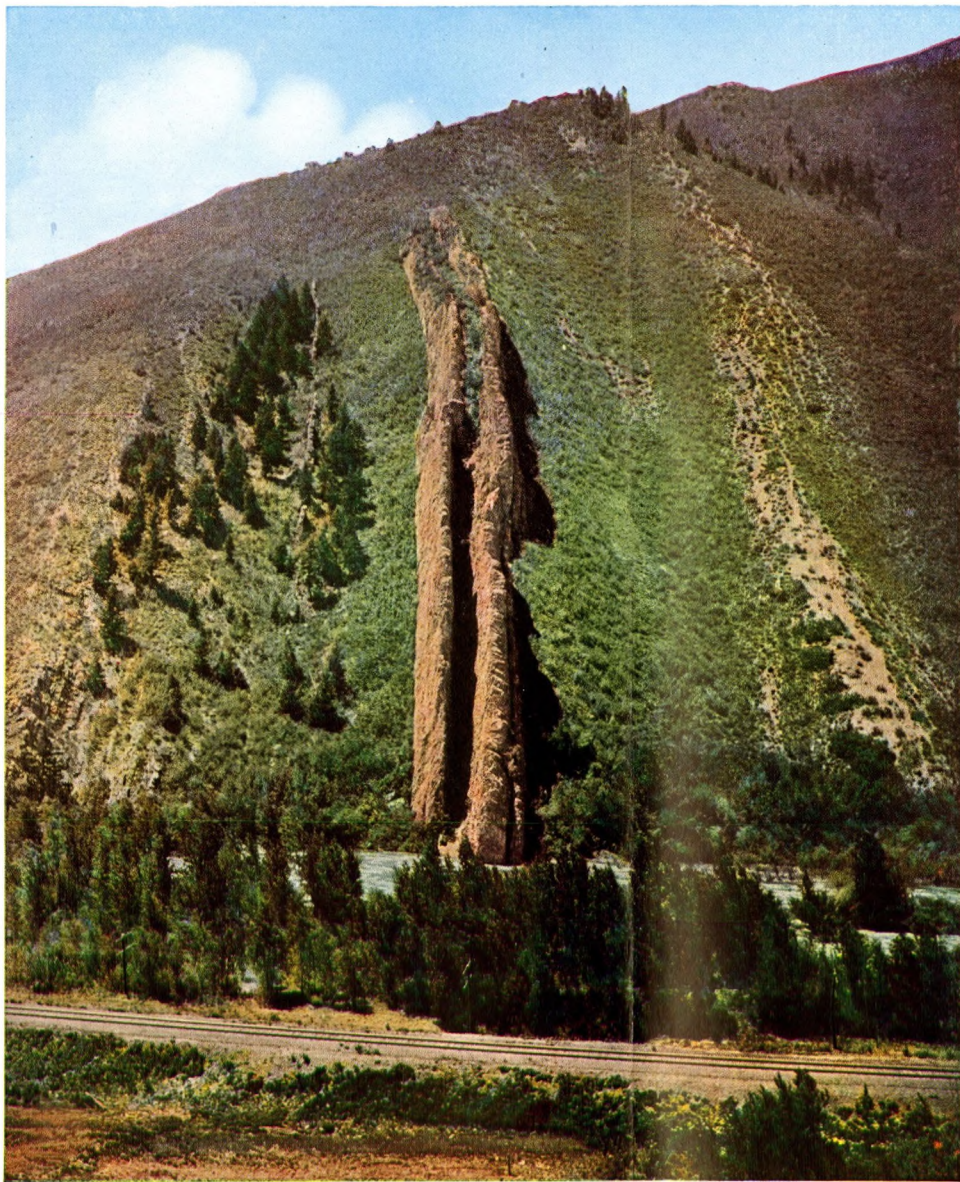
Leaving Salt Lake and traveling via Ogden, the ride to Pocatello and westward into the Snake River Valley will transport the traveler into another region where there are sights of unusual interest. Just a limited number will be referred to here. The reader will please bear in mind that no time limit is placed on journeyings in the West. In any one state traversed by the Union Pacific System there is enough to occupy one's time indefinitely in sight-seeing. It is intended herein to mention the more prominent features. In speaking of Idaho, a world traveler said recently: "I have scaled the Alps and sailed the crystal waters of the lakes of Switzerland; climbed through the hot ashes of the crater's rim and viewed the mighty power of grim Vesuvius; looked on the fertile valley of the Nile, with its great monuments of a departed race—yet



Pulpit Rock, in Echo Canyon, Utah. As you sweep by it on the Union Pacific you can almost imagine a Prehistoric Figure standing against the Blue Sky, addressing his Tribal Brethren

these are not more wonderful than the scenic wonders of this state."

Similar statements are made by other globe-girdlers in comparing foreign lands with what they viewed in the West and Northwest, and their verdict is invariably in favor of American scenery.



Devil's Slide in Utah. Parallel Gray Barriers rise to a sheer height of 40 feet—Mystifying in its Age-old origin, Fascinating in its Strange Formation

Idaho has one of the noted cataracts of the hemisphere. Shoshone Falls are greater in every way than Niagara. The waters of Snake River fall sheer 210 feet into a gorge which measures 950 feet from cliff to cliff. The view of the falls is one of extraordinary beauty. From a swift-flowing

stream, the river is turned into spray. Its lace-like appearance, in which intricate patterns are ever being woven in the loom of falling waters, has an indefinable charm, and memory of the warp and woof and scintillating tracery will accompany recollection of the roar of the waters—which the red man called the "Voice of Manitou"—the harmony of the surroundings, and the majesty of it all.

There is an incomprehensible immensity of power in Shoshone Falls, but thought of commercialism is banished when in the presence of a sight so grand in its greatness and so impressive in its resistless force.

In the Sawtooth Mountains the icy waters yield a distinct species of fish, strange animals and birds are found, and Alpine flora greets the eyes.

The scenic splendor and grandeur of the Tetons can be appreciated only when seen. The peaks are known as the "Guardian Sentinels of the Great Snake River." They rear aloft to an altitude of 14,600 feet.

Idaho has lakes more inviting than Killarney, Como, or Geneva, and a jaunt over the Union Pacific System into this storehouse of some of nature's best handiwork will prove a gratifying revelation to those who like masterpieces unspoiled by the vandal hand of man.



A placid lake in Ogden Canyon, Utah, reached by electric line from the city of Ogden

Yellowstone National Park

A few hours' ride from Pocatello lands the traveler at the western portal of Yellowstone National Park. This is the Wonderland of the Continent, set apart in perpetuity for the enjoyment of the people. It embraces so much that is awe-inspiring, it contains such an array of curious phenomena, it presents so many unique features, and offers so infinite a variety of attractions, that it has become noted throughout the world.

No pen can fully describe, no artist accurately depict, the park as it is. It requires the natural setting and the inspiration of the surroundings to appreciate it.

The geysers sending streams of scalding water high into the air; the Yellowstone River leaping from a dizzy height into the deepening abyss; the lake with its islands and steamers; the snow-clad peaks bordering the grottoes; the cones, the springs, the murmurings and rumblings, the clouds of steam, the sighing of the wind amidst the pines, the great caravansaries with every modern device for comfort, the camping-out places, the magnificent highways, the rustic bridges, and the watchful care of the attendants, render the park an ideal place to visit.

It is pre-eminently a pleasure ground. Its hotels, highways, water craft, land conveyances,



Here is a rare Water Delight. Those who cannot Swim are Able to Enjoy a Delightful Float in the Rejuvenating Waters of Great Salt Lake, Utah. The Saltair Pavilion and Bathing Beach are Shown Above

outdoor sports, and indoor amusements were all planned with but one object in view—that of catering to the comfort and providing for the entertainment of the visitor. The tourist is conveyed from the train in a stage-coach to a hotel where every want is met. Coaches and other conveyances carry the tourists by easy stages to different points of interest. Everything is arranged for. Guides describe the passing country and the formations. At noon time luncheon waits in a hotel conveniently near some attractive spot. After an afternoon of sight-seeing, the traveler is returned to the hotel with its home comforts. Music enlivens the dinner hour and tempts those

who dance to join the throng in the ball-rooms. Reading-, writing-, and lounging-rooms are found.

The park is under the control of the government. Troops are stationed there during the tourist season. Stage schedules and fares and hotel rates are under government regulation. The park season is June 15 to September 15.

Covered coaches and surreys meet all Oregon Short Line trains at Yellowstone, the park entrance. Stop-over privileges are allowed at any park hotel, without additional stage charge, so that the visit may be prolonged to suit the visitor. Many avail themselves of the privilege of the lengthened stay. Tourists are advised to familiarize themselves with

THE SCENIC COLUMBIA RIVER ROUTE



Salt Lake City, Utah—one of the Most Beautiful Cities in the World. Here Mercantile Institutions, Educational Centers, Art and Music Flourish. It is a Famed Health Resort—its Amusements are Numerous. The Giant Mormon Temple and the Magnificent Hotel Utah, the city's prides, are shown above

the park regulations. (Publication, "Yellowstone National Park," sent on request.)

In the Treasure State

Montana, in addition to having a part of Yellowstone National Park within its borders, has other places that will appeal to the tourist. It has lakes, rivers, and creeks which teem with fish; big game and little game; mountain resorts, hot springs, cascades, and inviting spots in which to spend a vacation. It has some of the famous gold, silver, and copper mines of the continent, and en route to Butte the Union Pacific System borders placer grounds from which millions have been

taken. From the depot at Butte may be seen the shaft-houses in every direction. Thousands of the inhabitants of the city spend a goodly portion of their time far beneath the earth's surface, and one of the educating and enjoyable features of a visit to this city is the trip down a shaft to where men work displacing the rich mineral-bearing rock.

Montana is noted for its delightful summers and for its most enjoyable climate. It is fast growing in favor with the traveling public.

Through Eastern Oregon

Following a tour of the Yellowstone National Park and the trip through Montana, a return is

TO THE GREAT PACIFIC NORTHWEST



Great Salt Lake sleeping in the silver moonlight. You cross its expanse over the Great Salt Lake Cut-off, saving a Detour of forty-three miles

made to Pocatello and the journey westward resumed. From Huntington, two miles west of the Snake River, it is two hours' ride to Baker—a prosperous city of some 6,700 inhabitants, and a point from which interesting side trips may be made by rail into the John Day Valley, or by auto or other conveyance to Eagle and Pine Valleys, or to mountain or river resorts. The Powder River Valley is broad and undulating, with a border of great mountain ranges.

Baker County is rich in rugged peaks and wild, uninhabited, and yet picturesque regions. The Blue Mountains of eastern Oregon present many features similar to the Alps. There are precipitous

heights unscaled, great canyons unexplored, glacier and crevasse which inspire and thrill.

Healing Waters of the Grande Ronde

The Grande Ronde Valley is entered soon after leaving Baker. Hot Lake is first to attract. From the base of an eminence some six or seven hundred feet in height there is a constant flow of water of the exceedingly high temperature of 196 degrees. For many years this was the sanatorium of the red men, and the fame of the healing waters was first made known by the aborigines. In later years the springs came into possession of the whites, and today a great institution is conducted there. It is

THE SCENIC COLUMBIA RIVER ROUTE



TO THE GREAT PACIFIC NORTHWEST



STON R. R. & NAVIGATION CO.), CONNECTING SOUTHERN PACIFIC LINES AND S. P. L. A. & S. L. R. R. CO.



Bear River Canyon, Utah. A ragged, twisted tear through herculean rocks of variegated coloring. Angry, swirling waters hurl themselves along its way

popular because of wonderful cures effected, and it is growing in favor as a place in which to rest from business cares. Amusements are provided indoors and on the golf links and tennis courts, and there are rides and drives to many places of interest.

In the Wallowa Country

From the busy little city of La Grande, nine miles west of Hot Lake, a branch line leads into a region of infinite charm. This is the Wallowa country. Wallowa Lake Park consists of 160 acres of pine forest, where tents are fitted up for the accommodation of visitors. The elevation is 4,500 feet. The air is pure and exhilarating, and

the surroundings are inspiring. There are mountain lakes where boating is enjoyable, and water sports are a feature of the outing. Trails lead to mountain peak and to a torrent in the heights. It is an ideal spot for camping out, and has recently been chosen as the site of the summer school of one of Oregon's leading educational institutions. To those who do not care to enter into serious matters, to pursue studies along geological or other lines, or those who have traveled far and wide in many lands, a post-graduate course in the school of outdoor delight in the Wallowa country will be helpful. A diploma of renewed health and greater admiration for the wonders of nature's



Here Man has Chained the Elemental Force of Nature. Terrific Power is developed from the Seething Waters by the Power Plant at American Falls, Idaho

handiwork are assured by a stay in the pines bordering the mountain lake.

Round-Up an Unusual Sight

With the arrival of the autumn comes the carnival of the men and women of the great stock ranges of the Northwest. This is an annual event at Pendleton. The Round-Up is known wherever literature is read or pictures of daring feats enjoyed. Cowboysports of every description—races, games, and other amusements—are a part of each day's program. Here is an Oregon city whose population increases from less than 5,000 to more than 50,000 in a fortnight.

In the Vale of Many Waters

Northwest of Pendleton, and forty-seven miles' ride by rail, lies the historic city of Walla Walla. It is reached through fields of waving green or golden grain, and orchards of blossoming beauty or ripened fruits, in season. "Walla Walla" means "many waters," and living streams flow through the valley. Verdure is everywhere. Civilization has worked wonders in this locality where hostile red men had their stronghold. Great educational institutions have succeeded the powwows of medicine men; cultivated fields mark the spot where a fort was built, and a prosperous city occupies the site of the former tepees of the Indians. Bordering



Payette Lake Outlet, Idaho. Its Placid Face reflects the Green of the Firs on its Shores, blended with the Blue of Mirrored Skies

the city are places where hunting, fishing, and camping out may be enjoyed. There are many miles of good roads for automobiles.

Spokane's Varied Attractions

Another point of interest in eastern Washington is the city of Spokane. In population the city has long since passed the 100,000 mark. The Spokane River courses through the city, and the falls within the corporate limits have a fascination for the on-looker as well as a commercial value.

The city has many places of unusual interest and an environment of succeeding wonders and delights. There is a natural stadium on the river

bank, seating 10,000 people. Indian Canyon, one of the fifty-two municipal parks, is a weird and entrancing place. This was the tribal home of the Spokane Indians for generations. Fifty lakes—one of them (Lake Pen d'Oreille) is among the largest fresh-water lakes in the United States—lie within one hundred miles of Spokane. There are mountains of rugged grandeur to be climbed, streams to be fished, and game of many kinds.

Nearing the Columbia River

From Pendleton the road westward leads through the Umatilla country, where irrigation is working wonders, and where towns are springing



Behold a Veritable Land of Enchantment! Yellowstone National Park! The Poet's Tongue Grows Mute—the Human Artist Acknowledges the Mastery of the First and Eternal Artist. Great Falls of the Yellowstone

up, and orchards, meadows, and grain fields are in evidence. For nearly 300 miles the Columbia River forms the boundary line between Oregon and Washington, and for fully two-thirds of the distance the unsurpassed scenery may be viewed from car windows. Proceeding down the river, there are outlined in the distance the snowy peaks of the Cascade Range.

The River That Never Changes

The line into central Oregon follows the windings of a turbulent stream for a hundred miles through a rocky canyon. This is the Deschutes Railroad, built along the banks of the Deschutes

River. This stream issues from the base of a snow-covered peak in the Cascade Range, about 150 miles south of its confluence with the Columbia. It emerges from the mountain as a river, and it foams and dashes all its way to where it is lost in the larger stream. Streams flow into it and streams are diverted from it, yet the melting snows and the rains do not increase its volume, nor does the diversion of its waters lessen its flow. It is "The River that Never Changes." It contains many fish, and along its upper reaches it has some attractive scenery.

There are numerous mountain peaks near its source. These are easily reached from Redmond

or Bend. Lava Butte, near the latter place, is a gigantic deposit of volcanic rock and a genuine curiosity.

Celilo Falls and Canal

The river narrows at Celilo, ninety-seven miles east of Portland, and for miles it wends its way through jutting rocks of basalt. These are insuperable obstacles to navigation. Long since a Portage Railroad, fourteen miles in length, was built on the south bank of the river, and all merchandise transported from steamers at Big Eddy to steamers plying above the falls. The government is now constructing a canal at this point. This is to be completed in 1915 and will permit navigation of the Columbia and Snake Rivers to Lewiston, Idaho — a distance of 450 miles. The highest of the falls in the rapids is thirty feet. At one point a railroad bridge spans the river, the piers resting on natural stone foundations. The rapids are a favorite fishing resort of the Indians, who spear salmon from the rocks.

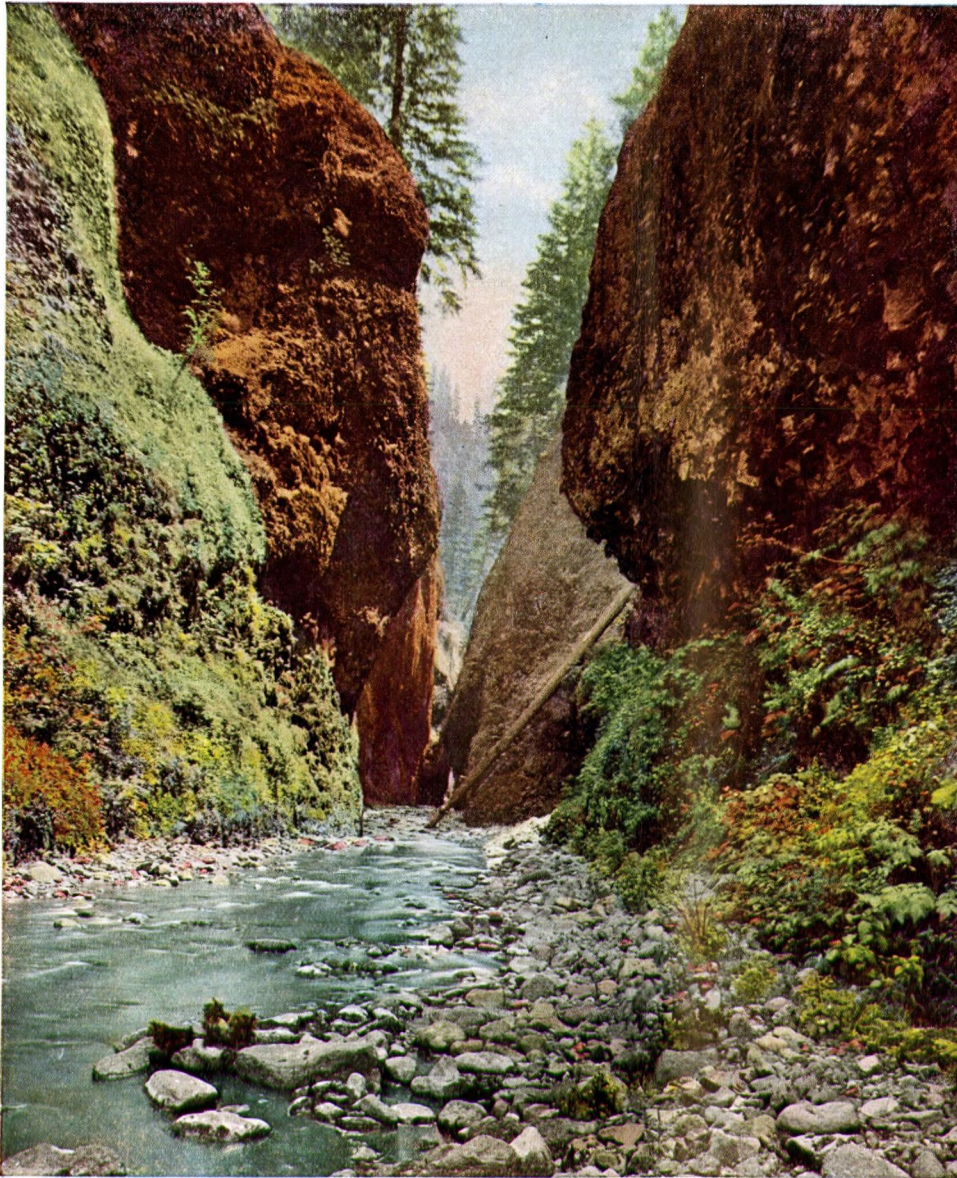
In a Land of Unsurpassed Beauty

The city of The Dalles, eighty-six miles east of Portland, is one of the older Oregon settlements. It was a strategic point during the days of Indian warfare, and at one time was the headquarters of Ulysses S. Grant, who had command of the



First a Deep-Throated Ominous Rumbling. Then an Angry Roar and "Old Faithful" Geyser Belches Forth his Fury of Water and Vapor, 150 feet in the Air. This Occurs once every Hour and Lasts Four Minutes

soldiers stationed there. The fort buildings are for the most part fallen into decay. A busy city of some 8,000 inhabitants is now here. It has all the modern improvements and has tributary to it some of the famous fruit-producing lands of the Northwest. Trips by auto or on horseback and



Oneonta Gorge, Columbia River, Oregon—a spot of Idyllic Beauty

by river are made from The Dalles, and there are many delightful spots within easy reach.

The river scenery of real worth on the journey westward begins here. In the distance may be seen the rugged mountains and cliffs rising sheer from the river bank. The island first seen is known

as Memaloose Island—an Indian burial place. A marble shaft marks the resting-place of "Vic" Trevitt, pioneer and friend of the red man. As the train proceeds, the walls become more precipitous; the foliage increases in density; the river widens and narrows; the sand-dunes disappear.

Fifteen miles west of The Dalles is the town of Mosier, one of the settlements owing their origin to the fruit-growing industry. There are numerous orchards here.

Hood River Valley

Next comes Hood River, famed throughout the world for the excellence of its fruits. The city of Hood River is substantially built on an eminence near the railroad. The beauties of the location had much to do with bringing to Oregon the men and women who call Hood River Valley their home. They live close to scenic beauties unsurpassed in attractiveness, and they enjoy life to the full.

Mountain-Climbing Enjoyable

It is a matter of little difficulty, and does not require much time, to gain the summit of one of the grand mountains of the Northwest. From the city of Hood River an automobile highway leads to the base and part way up the side of Mount Hood. The road leads along the banks of Hood River and through a



Celilo Falls, Oregon—Roaring Waters, Hurting over Dark-faced Rocks to a Seething Caldron below

heavily timbered region. Just above the timberline, and anchored to the rocks, is a hostelry, where good cheer awaits. Under conduct of experienced guides, the journey skyward is begun. There are some steep places and some few rough spots, but these are forgotten when the goal is reached and the grand panorama of mountain, lake, forest, river, valley, plain, and city and hamlet is spread before the vision. Four great snow-capped peaks are in sight, and the windings of the river are visible for immense distances. Mammoth glacier and yawning crevasses of the mountain are close by to excite admiration and compel awe. It is a place to linger, but the guide admonishes return.

The climbers are led to a snow bank that it took hours to master. The descent is more simple. One just toboggans homeward, and in a short time the party is again assembled around a cozy fireplace in Cloud Cap Inn, four miles from the summit, which has an elevation of 11,225 feet.

From Mount Hood may be seen Mount Adams, sixty miles to the north, 12,410 feet high; Mount Rainier, 150 miles distant, 14,440 feet in height; and Mount St. Helens, close by and rearing aloft 9,750 feet. If time is taken, and Elliott Glacier and the other points of interest on the mountain are visited, there will be a more interesting story to tell.



Canal at The Dalles, Columbia River, Oregon. Here the Deep Blue Waters wend their way through brown masses of Lava Beds

Cascades and Bridge of the Gods

Twenty miles west of Hood River navigation is once more impeded. Here the material which once formed the Bridge of the Gods has fallen into the stream. Balch's publication tells of the legendary structure, and Indian tradition also recites how the massive bridge crumbled. A government-built canal permits the passage of boats past these obstructions. On the north bank is the site of the first railway along the Columbia. This was the beginning of the O.-W. R. R. & N. Company's lines. The road was four miles long, the ties and rails were of wood, there was one flat car, and the motive power was a mule.

The gorge at this point has some magnificent scenery. Cascade Locks is one of the favorite stopping-places. The protruding rocks churn the river into spray, and the rapids extend down the river for a mile or more.

Historical and Scenic Spots

For miles the river is bordered with beauty spots, hallowed with memories of historic happenings and garbed in a splendor all their own.

CASTLE ROCK is a monster circular formation on the north shore. It was formerly a lookout station of the Indian. It is 1,146 feet high, and until 1901 its summit had not been scaled by white men.

THE SCENIC COLUMBIA RIVER ROUTE



City of Portland, Oregon, "The City of Roses." One of the Cities we as a nation are proud of. Throughout all time shall the Majestic, Snow-Crowned Mount Hood look down upon it in Immutable Silence

ST. PETER'S DOME is next. This is a high rock pinnacle of fantastic shape, surmounting a base of basalt. It rises sheer some 2,500 feet on the south bank of the river.

ONEONTA GORGE is a deep and rugged canyon with moss-covered, fern-bedecked walls.

BONNEVILLE GROVES are the property of the O.-W. R. R. & N. Co. There is every accommodation for the pleasureseeker. The dancing pavilion, refreshment booths, band stand, ball grounds, tennis courts, seats, swings, shady nooks, and well-kept grounds make the resort popular with all. Near by is the State Fish Hatchery, where millions

of the finny tribe are liberated annually to populate the various streams and lakes of Oregon.

MULTNOMAH FALLS is the largest of the many waterfalls of the Columbia River Gorge. A huge volume of water falls from the brink of a cliff 840 feet into a rocky basin, and thence sixty feet to the floor of the valley. The pretty environment of tree-clad hillsides, with its ferns and flowers, the rhythmic murmur of the waters, the rainbows in the spray, and the majesty of the surroundings render this a place without an equal from a scenic standpoint. There are other and lesser falls, all pretty in their way and all worth visiting.



Mount Hood is visited each year by mountain-climbing clubs whose members find in the "American Alps" all that they seek in mountain-scaling problems

THE PILLARS OF HERCULES, ROOSTER ROCK, WIND MOUNTAIN, THE SUBMERGED FOREST, the fish wheels in the river, the little coves, and the streams flowing into the river, are additional attractions.

Summer Capital of Outdoors

Portland has much to commend it to the visitor. It has a river frontage, a background of mountains, and an environment of unusual attractiveness. It offers to the tourist his choice of travel by steam, trolley, automobile, or water craft to many places within a few hours' journey. A day in the wilds may have an evening finale of comedy or

tragedy by the best talent obtainable in the theatrical world.

Within half an hour's ride from the business center of the city is Council Crest, where the visitor may stand on an eminence from which five snow-crowned mountain peaks are visible; from where he can follow the windings of the Willamette and the Columbia Rivers, and where a panorama of city, hamlet, orchard, meadow, forest, and plain is opened to his view. At his feet is a busy, bustling metropolis, the arteries of its commerce bordered by homes surrounded by greensward and adorned with foliage and flowers. Roses grow everywhere. The parkings are bowers of

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Spokane Falls, Spokane, Washington—an Impressive Sight, and of Priceless Value as a Power Producer for the City

bloom, the hedges a multicolored mass of fragrant bushes. Roses climb over trellises, cover the arbors, wave in front of the windows, and nod a welcome in the breeze.

The climate is enjoyable. The days are conducive to outings, and the nights are refreshingly cool. Even in winter the lawns are green and flowers abloom.

Portland is the starting-point for resorts in the mountains and along the rivers, and for journeys inland. It is the western terminus of transcontinental railroads and the place from which one journeys by rail or steamer to California. It is the summer capital of the Land of Outdoors in the

Pacific Northwest. The adjacent beaches have their charms and draw many, while the city itself yearly grows in favor as a summer resort.

Puget Sound Cities and Environment

On the Puget Sound Route — Portland to Tacoma and Seattle—the line of road crosses the Willamette and Columbia Rivers, following the banks of the latter stream thirty-eight miles. Vancouver, just across the Columbia, was founded more than a century ago by Dr. John McLaughlin. It has a population of more than 10,000 and is the headquarters of the Department of the Columbia.



The City of Tacoma, lying almost in the shadow of Mt. Rainier-Tacoma, is well equipped and ideally situated as a center for sight-seeing

Ocean-going vessels ply on the lower river between the sea and Portland. Union Pacific System river steamers take care of tourist travel to North Beach, near the mouth of the river, where summer visitors from near and far congregate during the season. There is a stretch of sand at North Beach twenty miles long and from 200 to 400 feet wide, according to the state of the tide. Every manner of amusement incident to coast resorts is found here. There are pretty walks to North Head, Fort Canby, and the cranberry marshes on the peninsula.

At Centralia a branch line leads to Grays Harbor. Here there is bay or ocean fishing, and the

whaling station and great timber-manufacturing plants are interesting to visit.

Tacoma

Is the first Puget Sound city reached. The city itself is commandingly situated. It affords trips by land or sea to Mount Rainier-Tacoma, with its snowy heights, its glaciers and its rivers issuing therefrom, or among the islands of the sound. The waters of the sound are smooth and enjoyable, and an excellent system of highways makes automobiling a pleasure in the vicinity. The Stadium at Tacoma is one of the largest on the continent. Tacoma is a modern city and has every

facility for catering to the wants of travelers. The population is about 100,000.

Seattle

Is also on Puget Sound. Elliott Bay, so called—an indentation of the sound forming the city's water front—is being connected by canals with Lakes Union and Washington. The latter borders the city, while the former is within the corporate limits. The parks, driveways, and boulevards of Seattle and vicinity, and particularly the boulevard along the shore of Lake Washington, afford rides pleasurable to a degree that invariably prolongs a stay in the city. Then there are the trolley trips to the waterfalls and resorts, the rides on the water to many delightful islands near by, trips to Mount Rainier-Tacoma, to the Olympics, and other places less known but of great interest.

The Alaskan steamers and the shipping from the ports of the Pacific which come and go, create constant scenes of activity on the waterfront. Alaska is getting more travel each year. It has attractions out of the ordinary, and a journey there is certain to please as well as enlighten.

What a Great Railway System Provides

But limited mention can be made in any one



Rising cone-shaped and colored like Massed Amethysts, Sapphires and Rubies are the Pillars of Hercules, on the banks of the Columbia in Oregon

publication of what is worth seeing, and worth crossing continents to see, along the lines of the Union Pacific System. The system traverses an empire filled with natural beauties. Its scenic worth cannot be fully told. It is barely outlined here, with a view to aiding those who journey



Seattle, the metropolis of the Pacific Northwest, is typical of the hustling, rapidly growing, wonder-working cities of the awakening West

forth in search of localities where they may feast upon the bounties of nature. The West is a land of constant surprises in the generous exuberance of its offerings to those who love the open and who enjoy the riches of scenic wonders. The Pacific Northwest is the Paradise of the pleasure-

points may return via San Francisco and thence to Ogden, or they may continue southward to Los Angeles, and return over the southern route to Ogden, passing through Salt Lake City en route.

What we may call the "complete Pacific coast

seekers. Good things abound. The Union Pacific System has had an important part in the development of this country of magnificent distances and immeasurable wealth of enjoyment. Grand indeed are the sights and scenes incident to a ride over its lines and in the country adjacent. An outing in the West and the Pacific Northwest means larger view of life, better knowledge of the home land, and increased desire for good things.

Making the Most of the Trip

It does not fall to everyone often to repeat the wonderful journey to America's Pacific coast. Therefore it behooves the traveler to the Pacific Northwest to travel as widely as he may while in this region. To this end the Union Pacific System at every point lends itself. Wise planning of the itinerary of return will make it possible to see a great portion of what is to be seen without much retracing of one's steps.

Passengers direct to North Pacific Coast



The sawmills of the Pacific Northwest turn out millions of dollars' worth of lumber every year

loop" will involve making either Portland or Los Angeles one's first objective; then traveling through the whole of Oregon and California, with side trips as desired, and returning by the most direct course to Granger or Ogden and the East.

How to Obtain Further Information

Those contemplating a trip to the West or Northwest, or those seeking a place to spend a profitable vacation, may obtain authentic information relative to the various districts reached via the Union Pacific by addressing any representative whose name appears on the following pages.

A few of the popular vacation places reached directly via the Union Pacific System and connections are: Estes Park, Colorado; Cherokee Park, Colorado; Ogden Canyon, Utah; Yellowstone National Park; Yosemite National Park; Big Tree Groves, California; Lake Tahoe region, California; the Pacific Northwest; Crater Lake National Park.

Several publications have been issued dealing principally with the Panama-Pacific International Exposition to be held in San Francisco, and the Panama-California Exposition, at San Diego, in 1915.

INFORMATION

about the various points of interest on Union Pacific can be secured by addressing any of the following agencies of Union Pacific System:

- ABERDEEN, WASH.**—Corner Heron and I Streets
H. P. POTTER.....District Freight and Passenger Agent
- ASTORIA, ORE.**—551 Commercial Street
G. W. ROBERTS.....District Freight and Passenger Agent
- BIRMINGHAM, ALA.**—620 Woodward Building
C. M. ROLLINGS.....Traveling Passenger Agent
- BUTTE, MONT.**—2 North Main Street
E. A. SHEWE.....General Agent
- BOSTON, MASS.**—176 Washington Street
WILLARD MASSEY.....New England Freight and Pass'r Agent
- CHEYENNE, WYO.**—Depot
L. A. BRODERICK.....Ticket Agent
- CHICAGO, ILL.**—230 South Clark Street
GEO. W. VAUX.....General Agent
- CINCINNATI, OHIO**—411 Walnut Street, Union Trust Building
W. H. CONNOR.....General Agent
- CLEVELAND, OHIO**—Room 17, Taylor Arcade
W. H. BENHAM.....General Agent
- COUNCIL BLUFFS, IOWA**—520 West Broadway
WM. B. RICHARDS.....General Agent
- COUNCIL BLUFFS, IOWA**—Transfer Depot
CHAS. W. AXTELL.....Ticket Agent
- DENVER, COLO.**—935-41 Seventeenth Street
R. S. RUBLE.....Assistant General Passenger Agent
- DES MOINES, IOWA**—214 West Fifth Street
J. W. TURTLE.....Traveling Passenger Agent
- DETROIT, MICH.**—11 Fort Street, West
J. C. FERGUSON.....General Agent
- FRESNO, CAL.**—2034 Tulare Street
P. B. NORTON.....Agent, Passenger Department
- HONG KONG, CHINA**—King's Building
G. H. CORSE, Jr.....General Passenger Agent, S. F. O. R.
- KANSAS CITY, MO.**—901 Walnut Street
H. G. KAILL.....General Freight and Passenger Agent
W. H. CUNDIFF.....Assistant General Passenger Agent
- LAWRENCE, KAN.**—711 Massachusetts Street
E. E. ALEXANDER.....City Ticket Agent
- LEAVENWORTH, KAN.**—228 Delaware Street
JOS. D. HURLEY.....City Ticket Agent
- LEWISTON, IDAHO**—527 Main Street
H. L. HUDSON.....District Freight and Pass'r Agent
- LINCOLN, NEB.**—1044 O Street
E. B. SLOSSON.....General Agent
- LOS ANGELES, CAL.**—120 West Sixth Street
H. O. WILSON.....General Agent
- MILWAUKEE, WIS.**—914 Majestic Building
G. J. BUCKINGHAM.....Traveling Passenger Agent
- MINNEAPOLIS, MINN.**—25 South Third Street
H. F. CARTER.....District Passenger Agent
- NEW YORK CITY, N. Y.**—287 Broadway
J. B. DEFRIEST.....General Eastern Agent
- NORTH YAKIMA, WASH.**
C. F. VAN DE WATER.....District Freight and Pass'r Agent
- OAKLAND, CAL.**—1228 Broadway
H. V. BLASDEL.....Agent, Passenger Department
- OGDEN, UTAH**—2514 Washington Avenue
W. H. CHEVERS.....General Agent
- OLYMPIA, WASH.**—519 Main Street
J. C. PERCIVAL.....Agent
- OMAHA, NEB.**—1324 Farnam Street
L. BEINDORFF.....City Passenger and Ticket Agent
- PHILADELPHIA, PA.**—841 Chestnut Street
S. C. MILBOURNE.....General Agent
- PITTSBURGH, PA.**—539 Smithfield Street
J. E. CORFIELD.....General Agent
- PORTLAND, ORE.**—Third and Washington Streets
F. S. MCFARLAND.....City Ticket Agent
- PUEBLO, COLO.**—515 North Main Street
L. M. TUDOR.....Commercial Agent
- ST. JOSEPH, MO.**—505 Francis Street
C. T. HUMMER.....Assistant Gen'l Pass'r Agent, St. J. & G. I. Ry
- ST. LOUIS, MO.**—908 Olive Street
A. J. DUTCHER.....General Agent
- SACRAMENTO, CAL.**—804 K Street
JAMES WARRACK.....District Freight and Passenger Agent
- SALT LAKE CITY, UTAH**—Hotel Utah Building
L. J. KYES.....District Passenger Agent
- SAN FRANCISCO, CAL.**—42 Powell Street
S. F. BOOTH.....General Agent
- SAN JOSE, CAL.**—19 North First Street
F. W. ANGLER.....Agent, Passenger Department
- SEATTLE, WASH.**—716 Second Avenue
J. H. O'NEILL.....District Passenger Agent
- SPOKANE, WASH.**—601 Sprague Avenue
C. W. MOUNT.....District Freight and Passenger Agent
- TACOMA, WASH.**—1117-19 Pacific Avenue
W. CARRUTHERS.....District Freight and Passenger Agent
- TOPEKA, KAN.**—525 Kansas Avenue
F. A. LEWIS.....City Ticket Agent
- TORONTO, CANADA**—53 Yonge Street
JOHN J. ROSE.....Canadian Passenger Agent
- YOKOHAMA, JAPAN**—4 Water Street
G. H. CORSE, Jr.....General Passenger Agent, S. F. O. R.

GERRIT FORT,
Passenger Traffic Manager
Union Pacific Railroad Co.
Oregon Short Line Railroad Co.
OMAHA, NEB.

W. S. BASINGER
General Passenger Agent
Union Pacific Railroad Co.
OMAHA, NEB.

D. E. BURLEY
General Passenger Agent
Oregon Short Line Railroad Co.
SALT LAKE CITY, UTAH

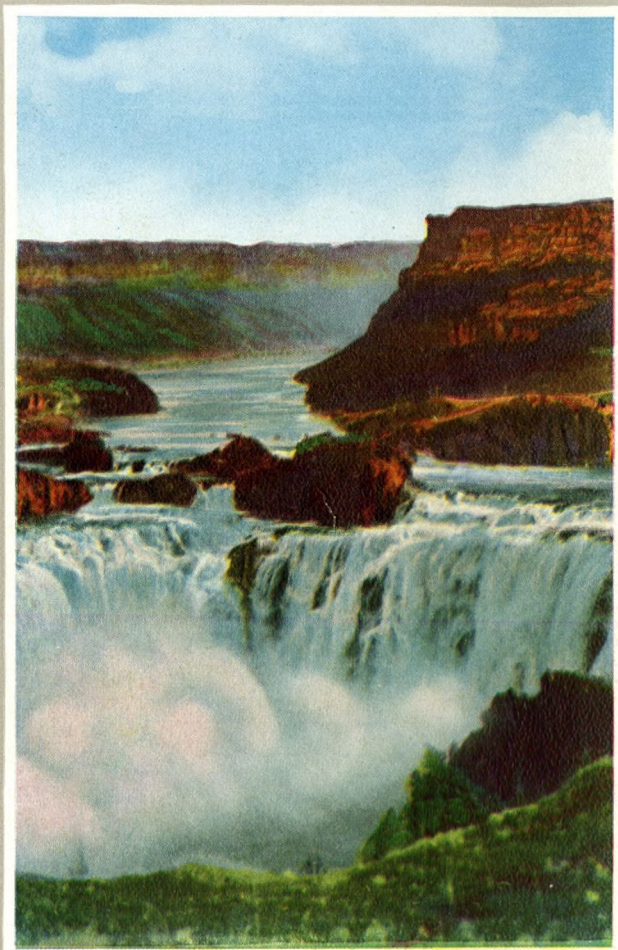
WM. McMURRAY
General Passenger Agent
Oregon-Wash. R. R. & Nav. Co.
PORTLAND, ORE.



The American Express Company Offices are General European Agencies of the Union Pacific System in the following cities:

- | | | | | | |
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| LONDON..... | { 6 Haymarket, S. W.
84 Queen St., E. C. | GENOA..... | 17 Piazza Nunziata | BREMEN..... | 8 Bahnhofstrasse |
| LIVERPOOL..... | 10 James Street | COPENHAGEN..... | 8 Holmens Kanal | HAMBURG..... | 9 Alsterdamm |
| GLASGOW..... | 3 West Nile Street | CHRISTIANIA..... | 2 Dronningens Gade | ANTWERP..... | 7 Quai Van Dyck |
| SOUTHAMPTON..... | 25 Oxford Street | PARIS..... | 11 Rue Scribe | ROTTERDAM..... | 26a Zuidblaak |
| ROME..... | 38-40 Piazza di Spagna | HAVRE..... | 43 Quai d'Orleans | FRANKFURT..... | 41 Kronprinzen Strasse |
| NAPLES..... | 23-30 Via Vittoria | MARSEILLES..... | 9 Rue Beauvau | STOCKHOLM..... | Sheppsbron, 28 |
| | | BERLIN..... | 55 Charlotten Strasse, W. S. | | |

The Scenic
COLUMBIA RIVER ROUTE
to the
GREAT PACIFIC NORTHWEST



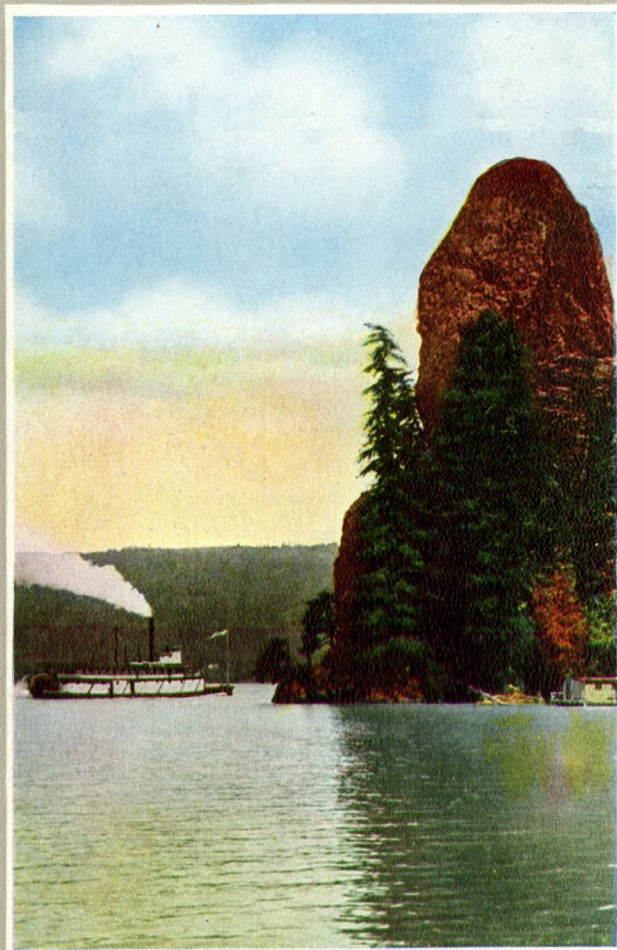
SHOSHONE FALLS—NIAGARA OF THE WEST

UNION PACIFIC SYSTEM



*Standard Route of
the West...*

The Scenic
COLUMBIA RIVER ROUTE
to the
GREAT PACIFIC NORTHWEST



ALONG THE COLUMBIA RIVER

UNION PACIFIC SYSTEM



*Standard Route of
the West...*