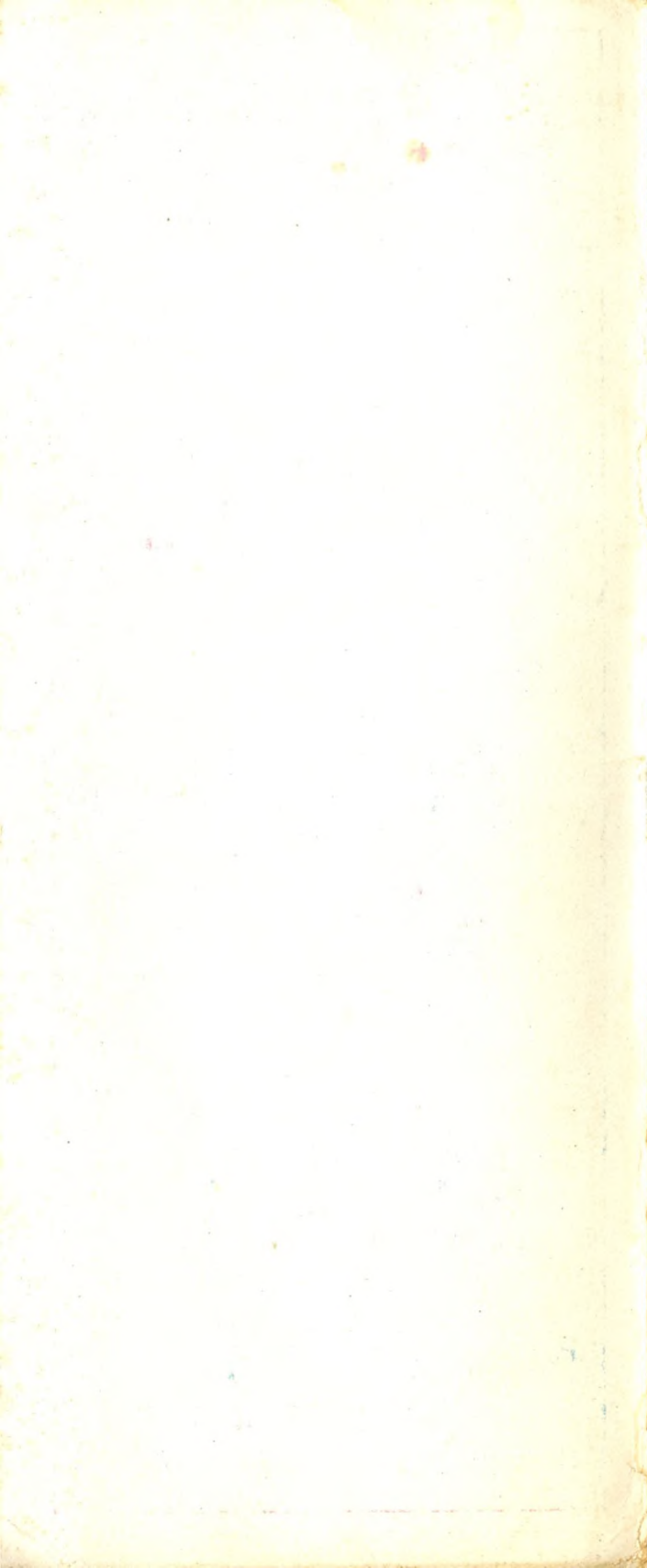
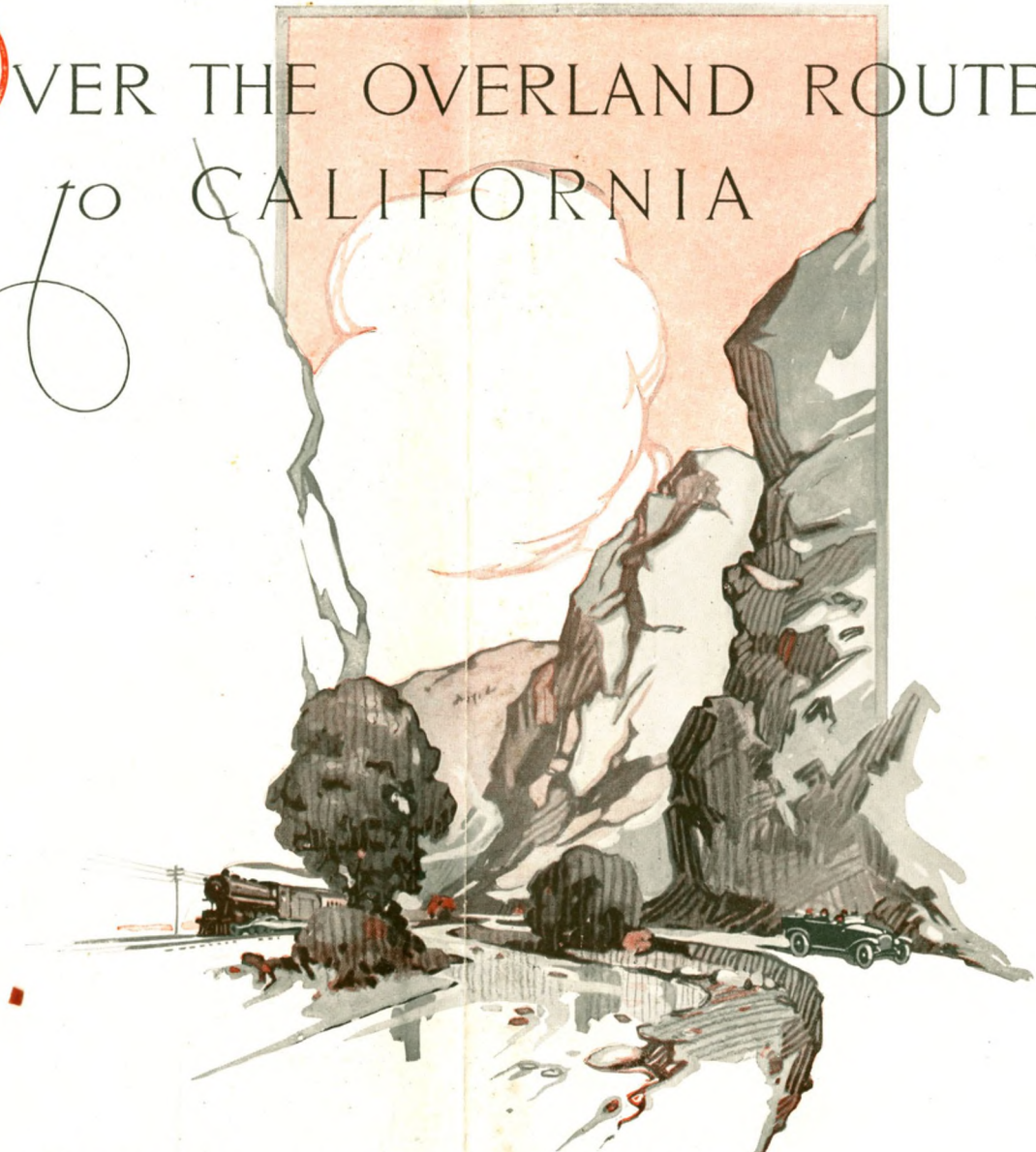




*Joins the East and West
with a Boulevard of Steel*



OVER THE OVERLAND ROUTE
to CALIFORNIA



UNION PACIFIC SYSTEM

*Joins East and West with
a Boulevard of Steel*

Union Pacific System—Standard Road of the West

The Logical Route from the Great East to the Great West

WHEN a prospective traveler is planning a visit to California, or indeed anywhere west of the Missouri River, the choice of route is a most important factor in the general pleasure and success of the trip.

True, in these days of luxurious equipment railway service is usually good. But there is one great system whose route, roadbed, track and general physical condition is so noticeably superior that it is known as the

Standard Road of the West

The shortest route of fewest curves, lowest grades and smoothest track.

The Union Pacific System

This splendid piece of railroad property follows the line of



Union Pacific Headquarters
at Omaha, Nebraska



"Safety First," Double Track and Automatic Safety Signals
on Union Pacific System

the old Overland Trail, that historic highway first tramped by the buffalo and worn into a pathway by Indian moccasins, then followed by fur-traders and trappers, "forty-niners" and the Mormons.

This pioneer path of *least resistance* was the logical route for the pioneer track of steel, built westward from the Missouri through the

Joins East and West with a Boulevard of Steel

wilderness to hold the Union together, and so regarded by the martyred President, Abraham Lincoln.

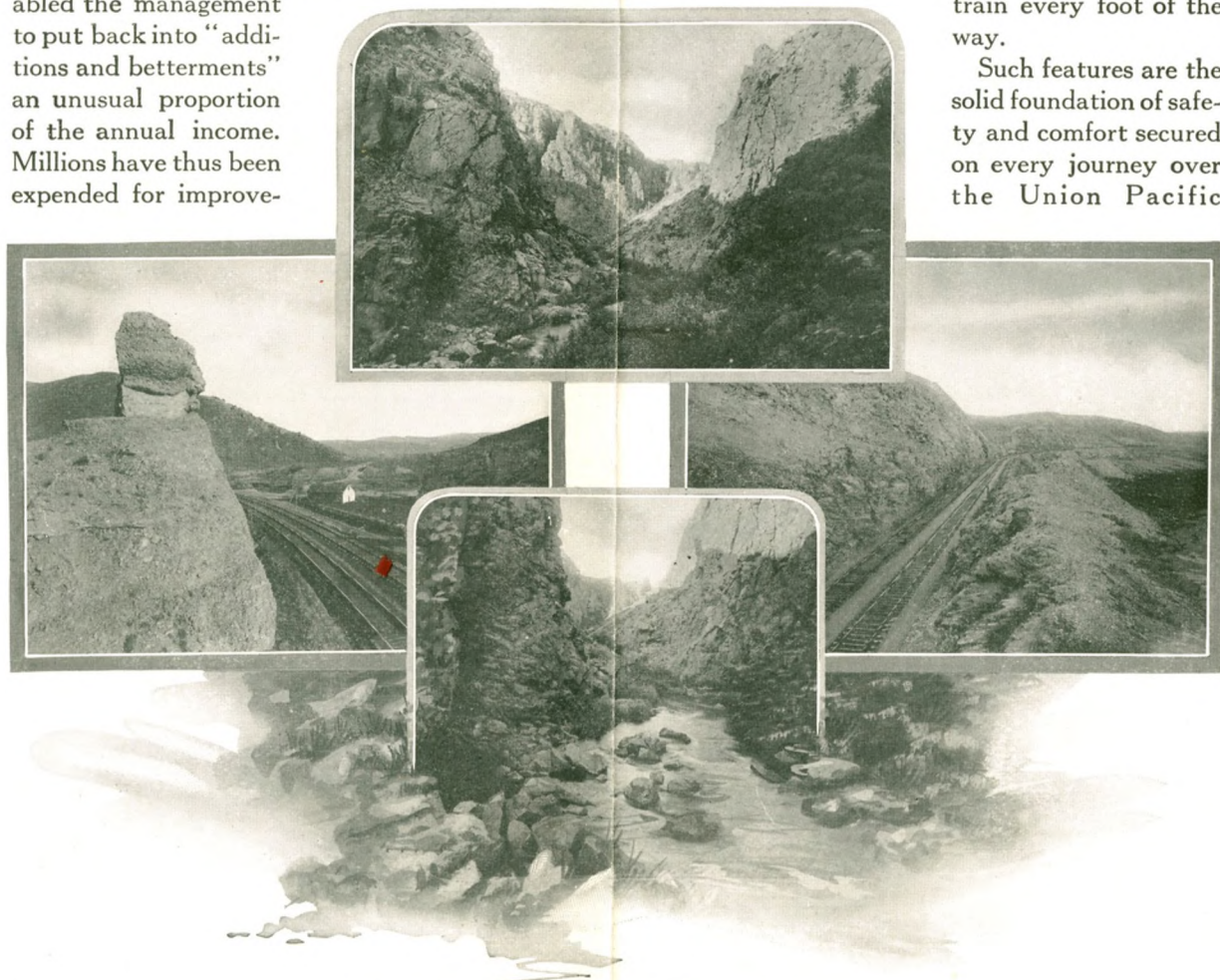
Now, fifty years after, with the entire continent of routes and roads to choose from, it is a significant fact that the Lincoln Highway, selected as the shortest, best, most easily traveled automobile roadway to the Pacific coast, practically parallels the Union Pacific tracks.

This "economy of natural advantage" has enabled the management to put back into "additions and betterments" an unusual proportion of the annual income. Millions have thus been expended for improve-

ments. Ride on the observation platform and watch the double track unroll mile after mile, apparently straight as a die. Notice, especially on the dining car, how the train travels with so little vibration that a brimful glass of water will not spill.

The torment of dust has been practically abolished by the roadbed of dustless Sherman gravel. Automatic safety signals protect each train every foot of the way.

Such features are the solid foundation of safety and comfort secured on every journey over the Union Pacific



Weird Rock Formations, Cliffs and Canyons along the Overland Route

Union Pacific System—Standard Road of the West

System. It pays in pleasure, interest and personal comfort to travel on the line that *Joins East and West With a Boulevard of Steel.*

Of all trans-Mississippi railways the Union Pacific was the first to double track; the first to start exclusive expedited mail trains; first to ballast in the modern way; first with electrically lighted trains and engines; first with automatic safety signals, interlocking plants and composite

telephones; first with diners on through trains; first with practically every device which makes for the security and comfort of travelers.

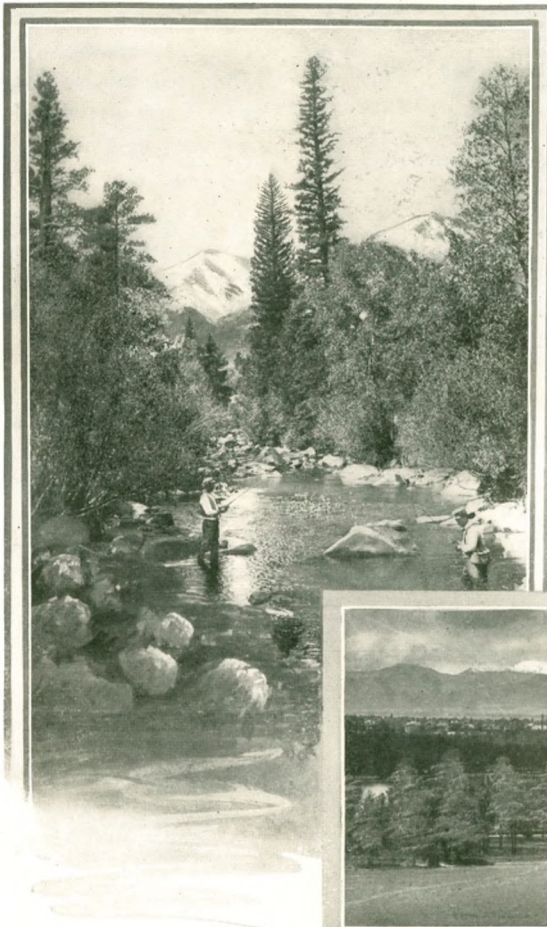
The Two Gateways

The Union Pacific System has two great metropolitan gateways—Omaha and Kansas City. Through service from Chicago is by way of Omaha, with the choice of five daily trains to California (and two daily trains to Denver); through service from St. Louis is by way of Kansas City, with two daily trains, one of which carries St. Louis equipment.

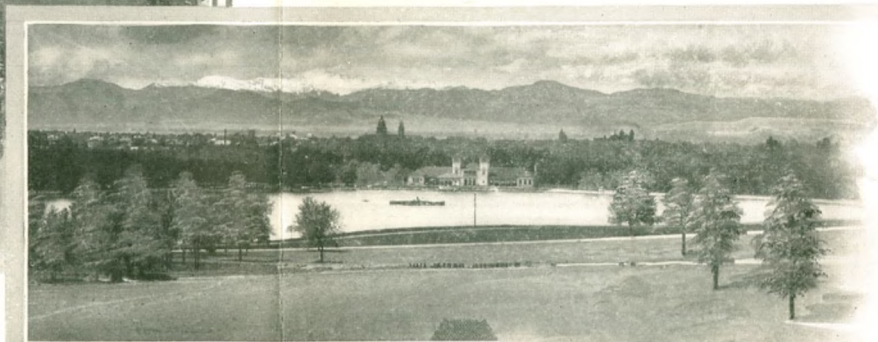
From Omaha the route is through the great state of Nebraska—great in both size and richness. From Kansas City, both Kansas and Colorado are traversed.

These lines converge at Cheyenne, the capital of Wyoming, and continue as one to Granger. Here the Columbia River route to the Northwest coast—Portland, Tacoma, Seattle and Spokane—diverges from the California route.

Travelers bound for California may make the journey by way of Cheyenne, Ogden and Sacramento to San Francisco or Los Angeles, well known as the pioneer "Overland Route"; or take the southern route from Ogden by way of Salt Lake City, San Bernardino and Riverside,



Famous Trout Fishing in the
Cache La Poudre



View of the Rockies from
Denver's City Park

Joins East and West with a Boulevard of Steel



Fern Lake, Up in the Skies at Rocky Mountain National Park.

known as the "Salt Lake Route" to Los Angeles. If the "Columbia River Route" is followed to the Puget Sound Country, either from Granger, or from Salt Lake City and Ogden through the fascinating Bear River Canyon, en route to Pocatello and Portland, the traveler will experience an ever-changing view of fascinating mountain, valley and river scenery and there is still the choice of rail or steamer routes southward into California.

Returning, one may combine these routes, or select any one of them. Always with the security that whichever way is chosen, travel via the UNION PACIFIC SYSTEM will combine safety and comfort.

Stopover Privileges and Side-Trips

As the Union Pacific System and its connections serves an Empire that includes about two-thirds of the United

States, the stopovers and side-trips allowed travelers en route to the Pacific Coast, or indeed on any trip over the line, are of especial interest.

Colorado, especially, offers a world of interesting sights. Tickets permit tourists every possible opportunity to enjoy them, whether entering upon the Overland Route by way of Omaha or Kansas City.

There are Denver and Colorado Springs to



More Weber Canyon Views that Delight Travelers over The Overland Route.

Union Pacific System—Standard Road of the West



Donner Lake from the Car Window.

visit, each surrounded by mountain scenery and resorts. Within the state there are more than 150 peaks that exceed two miles in altitude, towering over mountain forests, waterfalls and rivers and the beautiful park-like valleys that are only to be found in the Rockies.

There are fish and game in Colorado, wonderful mineral springs for the health seeker, and every possible attraction for the pleasure seeker. Denver, the capital, is one of the most beautiful cities in the United States as well as a great commercial center. (Send for beautifully illustrated book "Colorado for the Tourist.")

There is one noted region in the Rockies, lying on the eastern slope of the Continental Divide, that offers especial attractions to visitors. Estes Park, a mountain rimmed valley over 7,500 feet above sea level, is a unique region even in this land of mountains—a beautiful mountain park at the foot of snow-capped peaks of which famous Long's Peak is King.

While the "Park" is a fascinating and unspoiled wilderness, it is populated with hotels that

provide every known convenience and luxury. No roughing it as far as living accommodations are concerned unless one seeks camp and trail.

The Union Pacific has brought Estes Park to within only five hours from Denver and thirty-two from Chicago—the trip including an automobile drive twenty-five miles of which is up the Big Thompson River Canyon. This turbulent mountain river has cut itself a gorge out of the solid rock, through which it races with waterfalls and rapids marking its course.

This drive is the great sight of the Park, and perhaps of the whole region. It has caused the Union Pacific to be known as the "Big Thompson Canyon Route."



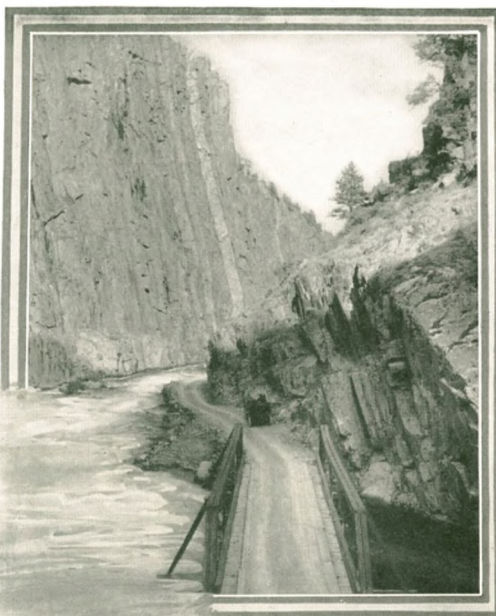
The Quaint Village of Estes Park.

Joins East and West with a Boulevard of Steel

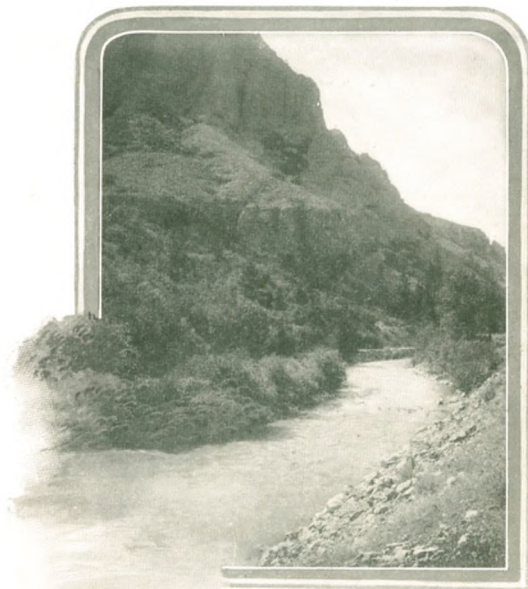
Adjoining Estes Park is the new Rocky Mountain National Park, a region whose mileage must be computed up and down, so crowded is it with mountain peaks. Up the slope of the Continental Divide a wonderful automobile road is under construction and now almost completed to the crest, which permits a drive skyward that certainly no visitor will ever forget.

There are also excellent automobile roads throughout Estes Park; about 600 saddle horses that are in daily demand throughout the season; good golf; tennis; in fact every attraction that summer visitors seek—all enjoyed in an atmosphere so reviving and exhilarating, so perfumed with pine and pungent sage and other fragrant mountain growths that every pleasure is doubled. (Send for Rocky Mountain National Park and Estes Park Book for detailed description.)

Wyoming is another great fishing State, especially famous for rainbow trout. Cherokee Park, reached from Hermosa, is one of the best known fishing resorts.



On the Way to Estes and Rocky Mountain National Park via the Big Thompson Canyon, the Union Pacific Route.



Head-waters of Weber River.

Tourists will also find much of interest at Cheyenne, where the Omaha and Kansas City lines join. The history of this lively old frontier town is full of the romance and color associated by this generation with wild west days. Now a prosperous, modern city, Cheyenne pays honor to its early history with an annual celebration which revives broncho busting, steer-roping and Indian dances. As in the old times, Cheyenne is still a great live stock center. Fort D. A. Russell, a big military post, is nearby.

Weber and Echo canyons are two picturesque passes that the traveler views from the Observation platform just before entering Ogden. Ogden Canyon, a few miles from the city of Ogden, is a wonderful gorge, seven miles long, reached by both electric line and automobile roads, where rustic inns serve famous trout and chicken dinners.

Salt Lake City, a stopover on the direct trip to Southern California and a side-trip, without addi-

Union Pacific System—Standard Road of the West



Weber River Canyon, a Famous Gulch of Utah.

tional cost, from Ogden if the traveler goes either by the Ogden route to San Francisco or by the Columbia River route to the Great Pacific Northwest, is of especial interest to most travelers. There is the Mormon temple, which may be only viewed from outside; the Tabernacle and Assembly Hall, which are open to visitors; Brigham Young's monument; The Eagle Gate; The Beehive; The Tithing Offices; The Historian's Office; Brigham Young's Grave; The Social Hall; The Free Public Library; The Federal Building and General Post-office. Salt Lake City hotels, of all classes, equal those of any big American city.

Outside of Salt Lake City are several interesting tours, most important among which is the journey to Great Salt Lake, America's gigantic dead sea. An hour's ride over an excellent line of railway carries the visitor to the great pavilion at Saltair Beach, where, in addition to other pleasure giving attractions, is found the most unique bathing in the world, for in the velvet waters of the Great Salt Lake it is impossible for the bather to sink.

Another short journey out of Salt Lake, over a splendidly constructed line of electric mountain railway, leads eastward into the heart of the Wasatch Mountains; through the historic "Emi-

gration Canyon" down which the pioneers of 1847 first made their way into the valley of the great Salt Lake. At the head of "Emigration Canyon" is a fine summer hotel and cottage colony.

An entirely different attraction is found in the journey from Salt Lake City to the famous copper mines of Bingham Canyon which are far and away the greatest mines of their class in the world. The journey to Bingham is over the Salt Lake Route and Bingham & Garfield Railway and carries the visitor through most unique scenery and over a wonderfully constructed line of mountain railway. The mines themselves are particularly interesting, as they are being worked almost entirely from the surface. From points of vantage the operations of the great steam shovels and their attendant ore trains may be seen in every direction. Slowly the mountains are being carved down, terrace after terrace, by this mastodonic machinery. The extracted ores are carried down to the shores of Salt Lake where their reduction and concentration are carried on



Rugged Canyon Threaded by Salt Lake Route.

Joins East and West with a Boulevard of Steel



"Going to Sea by Rail" is a Novel Experience, where an \$8,000,000 Causeway conducts the "Right-of-Way" across Great Salt Lake.

in the great mills and smelters which may be seen en route to and from the Canyon.

Sights of Special Interest En Route

Just after leaving Omaha, the traveler should look for "Lane Cut-off," where, for the sake of saving nine miles, Union Pacific engineers spent \$3,000,000 in excavation and filling—well worth the money for the consequent economy in operating expense.

In crossing Wyoming the train passes through a tunnel boring Sherman Hill, near the beds of disintegrated granite which supply the dustless Sherman gravel used for ballast. This cutting, through 1,800 feet of solid granite, cost \$6,000,000, but effected another big saving by eliminating a difficult grade.

Just west of Sherman there is Aspen Tunnel, 5,900 feet long, and Aspen Cut-off, 22 miles long,

Union Pacific System—Standard Road of the West

near the Wyoming-Idaho boundary. This work cost \$12,000,000 but like the others, was undertaken for considerations of ultimate economy and ease of operation.

Just west of Ogden is the famous Great Salt Lake Cut-off, where trains

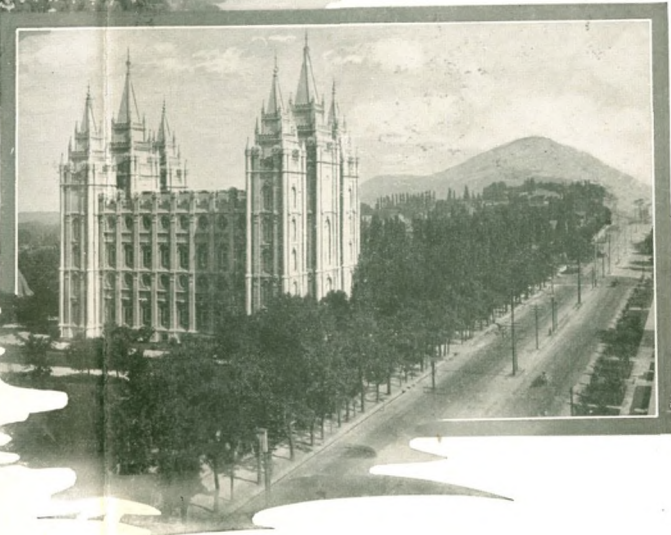


Bathing at Saltair,
in the Dense Brine of America's
"Dead Sea" is a Favorite Diversion
of Tourists



In the Tabernacle is located one of America's
greatest pipe organs, upon which recitals are
given to which tourists and visitors
are welcome without charge

glide straight across Salt Lake over 29½ miles of trestle instead of the former wide detour around. This amazing engineering feat saves forty-three miles of distance and a 1,515 foot climb up Promontory Hill, results which more than justified the \$4,500,000 expended. This Cut-off is very interesting to trans-continental tourists as an achievement unique in the history of railroading.



The Mormon Temple, Salt Lake City,
One of the Chief Attractions of Utah's Capital

Joins East and West with a Boulevard of Steel

Another Great Side-Trip

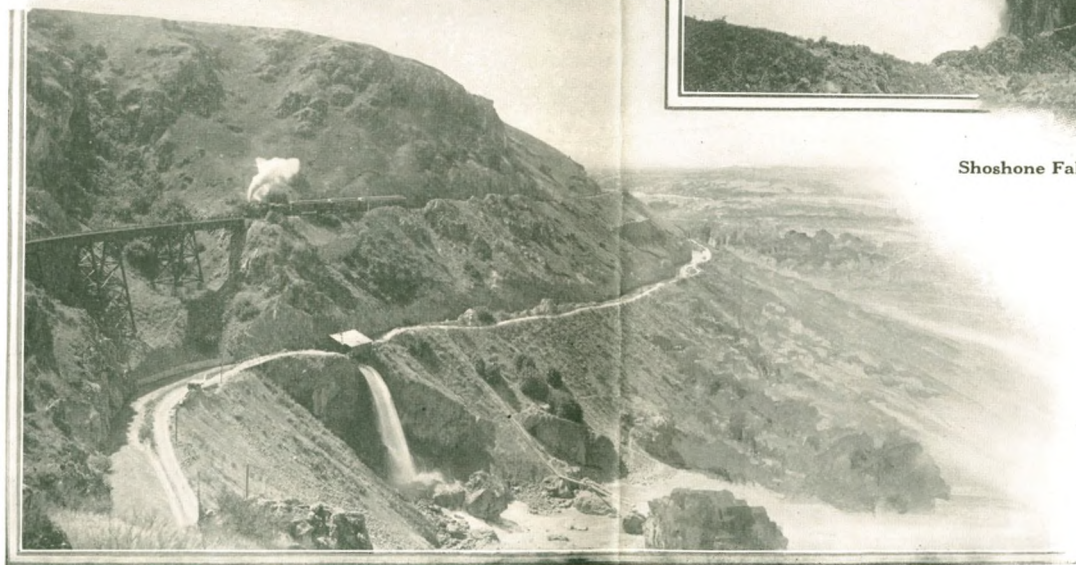
Reaching Truckee, at the foot of the eastern slope of the Sierra Nevada Mountains, most tourists will want to stop off for the side-trip to Lake Tahoe, sunk 1,800 feet into the mountain side. The great depth of this sapphire-like body of water accounts for the famous "Tahoe Blue," a wonderfully rich color.

Steamboats and launches ply the lake; hotels and resorts border and surround it; there is mountain climbing in the surrounding ranges more inspiring than the Alps; automobile roads and mountain trails; little tributary lakes and streams where fishermen always have good luck.

Truckee is the station for a number of mountain pleasure resorts, besides which the slopes of the

Sierras offer unlimited opportunities for the health-seeker, sportsman or camper to establish individual resorts. Indeed, this entire region is a "resort" where visitors may suit individual taste as to recreation and accommodation.

The Overland Route crosses the Sierras on the rim of American River Canyon, a magnificent gorge through which the turbulent American River rushes along its rock-strewn course. Two thousand feet below the track, this roaring waterway seems but a silver thread. The mighty chasm is bewildering in its expanse, its far depths filled with a soft blue haze, the whole framed by the



Bear River Canyon, Utah.

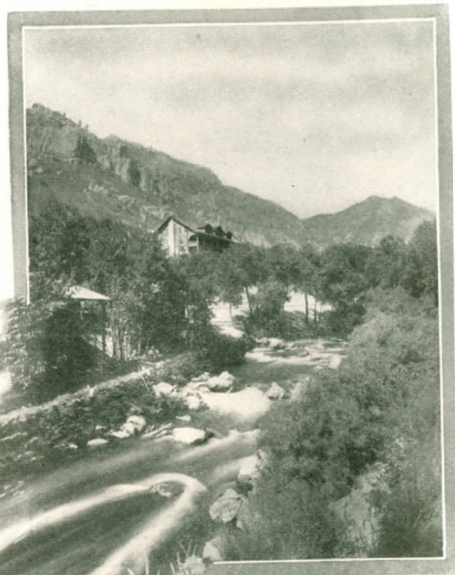


Shoshone Falls, Idaho.

Union Pacific System—Standard Road of the West

peaks of the Sierras fading into the purple distance.

At Cape Horn a tunnel pierces the gigantic shoulder which rises high over the canyon. Here the traveler, in winter and early spring, enjoys the novel experience of being surrounded by the rigorous climate of the high mountain elevation and viewing, directly in front of him but thousands of feet below, the flower-strewn floor of a typical California valley. Then comes the descent down the western slopes, with an unlimited vista of snow capped peaks. In one place the track lies along a narrow shelf,



A Rustic Resort
in Ogden Canyon.

1,200 feet in the air clear around the mountain. It is here the traveler should occupy the observation platform, enjoying the scenery and climate which announce that the goal is reached and one is in California.



Devil's Slide, a Weird Rock
Formation of Utah, seen from Car Window.

Next comes the garden-like Sacramento Valley, and the City of Sacramento, where the luxuriant flowers and vegetation give a distinctly semi-tropic atmosphere. Another mountain range lies between this sunny valley and the sea, which the Overland Route to San Francisco crosses by way of the natural gap through which the Sacramento River flows into San Francisco Bay. The interesting and picturesque run through the salt marshes of the river's mouth is another novelty of the Overland Route.

Then comes Oakland Mole—and the Ferry which takes you across the sparkling waters of San Francisco Bay—one of the most magnificent land-locked salt water harbors in the world.

At Your Destination

San Francisco is probably as interesting a city to tourists as exists in the entire United States. Swept by fire in 1906, it is brand new, yet still constantly reminds visitors of its wealth of historic associations. The invigorating quality of San Francisco's sea air—the inspiration of the restless Pacific forever knocking at her door—seems to create enthusiasm both in residents and visitors.

Consequently San Francisco is a gay city, with princely hotels, world-famous restaurants, splendid

Joins East and West with a Boulevard of Steel



Skirting the Banks of the Placid Humboldt River, Palisade Canyon, Nevada.

shops, large and small, and most interesting of all to strangers, a Chinatown that is a little city in itself.

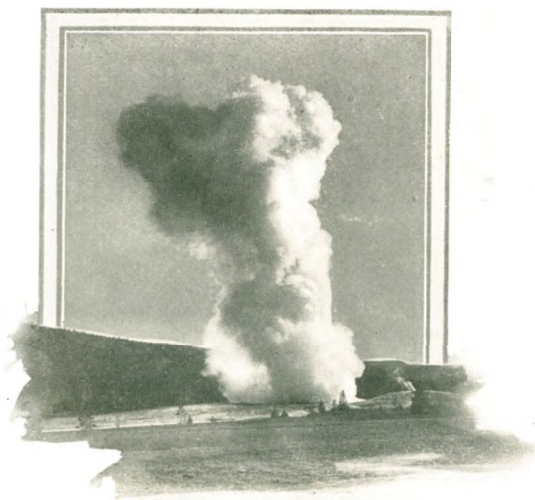
Ten to one the first question asked when a party is ready for sight-seeing is how to get to Chinatown. Once arrived on its big main street, within easy walking distance of the business district, there is enough of interest discovered to warrant many a return. Chinatown shops are truly magnificent, piled with rare merchandise from all countries of the East. Chinese women, garbed in jacket and trousers, pass you on the street, fat Chinese babies inhabit doorways, Chinese signs make announcements that are Greek to alien eyes.

Visitors come and go at will through shops and streets all through the day. At night guides conduct parties on sight-seeing tours. The only disappointment likely to be experienced by tourists seeking excitement is the discovery that Chinatown is an orderly and friendly place, instead of the region of suspicion and intrigue featured so often in current literature.

With San Francisco as headquarters, innumer-

able side-trips offer an almost endless succession of pleasant jaunts, many found along the immense shore line of the bay, with its islands, navy yard, arsenal, merchantmen and warships at anchor. There is Mt. Tamalpais, a volcanic peak 2,586 feet high, up whose side climbs the crookedest railroad in the world; Golden Gate Park; Cliff House and Seal Rocks, where the sea lions amuse themselves and their audience with their antics and many interesting residential suburbs, such as Oakland, Berkeley and Alameda.

A few miles southward is Palo Alto, seat of Leland Stanford University; Mount Hamilton and Lick Observatory invites a visit; there is also the Big Tree Grove at Santa Cruz and adobe built



"Old Faithful" Stages a Four Minute Show Every Hour in Yellowstone Park.

Union Pacific System—Standard Road of the West



The Grand Canyon of the Yellowstone! It Were a Self-Confident Artist who Should Try to Fix its Beauties on Canvas—A Man Less than Wise who Should Try to Describe the Least of its Wonders. A Complete Tour of the Park May be Made in Five Days; Partial Tours, in from Two to Four Days

Monterey, where Robert Louis Stevenson lived and wrote and where his house may still be seen.

Spas, Resorts, Missions

California is rich in mineral and medicinal springs, boasting a score of noteworthy spas. At Paso Robles are famous mud and sulphur springs, and provision for tourists is so elaborate that the social atmosphere almost causes one to lose sight of the health-resort feature.

A short distance from Paso Robles is the old Spanish Mission of San Miguel. These missions of the Franciscan friars, scattered here and there throughout central and southern California deserve more extended mention than is possible.

From one of the most famous missions the town of San Luis Obispo takes its name, from another the literary, artistic and educational center, Santa Barbara, founded in 1786.

Joins East and West with a Boulevard of Steel

Three Ways To Reach Yosemite

Yosemite National Park may be reached either as a side-trip from San Francisco (distant 232 miles); or from Sacramento (192 miles); or from Merced (78 miles) on the way north from Los Angeles.

The valley is not a vast gorge. Rather, it impresses one as might some great natural cathedral, from half a mile to a mile in width and six miles long, with a remarkably level floor, flanked on either side by a vast system of peaks and cliffs and columns, with gorges in between.

Merced River, a noisy little stream, draws a silver ribbon through the center, watering green meadows and gardens of flowers such as grow wild only in California.



Mt. Hood, Monarch of Oregon.

Forests of cedar and pine edge the sheer cliffs, and where their roots can gain lodgment, creep up to the timber line. Beyond that is perpetual snow.

Merced River is fed by the drainage from the mountains that wall in the valley, and the effect produced as

the waters come tumbling in foamy cataracts over the cliffs, is better imagined than described.

Big Trees in California

There are to be found in California many groves of big trees and redwoods, protected either by state or national government. One, already mentioned, is six miles from Santa Cruz, another immense grove is seven miles from Boulder Creek station.

Two more are reached by railway and stage from Oakdale, another by auto-stage from Sanger, and one of the notable sights of Yosemite National Park is the Mariposa Grove of big trees. Two other groves of giants are reached by electric railway and stage from Visalia.

These trees are indigenous to California alone. Estimates of their age range all the way from 2,000 to 4,000 years.

On the Way to Los Angeles Over The Salt Lake Route

Away back in the '50s when the first touch of civilization had been given by the Mormon pioneers to the Salt Lake Valley, a band of



Crown Point, Columbia River Highway.

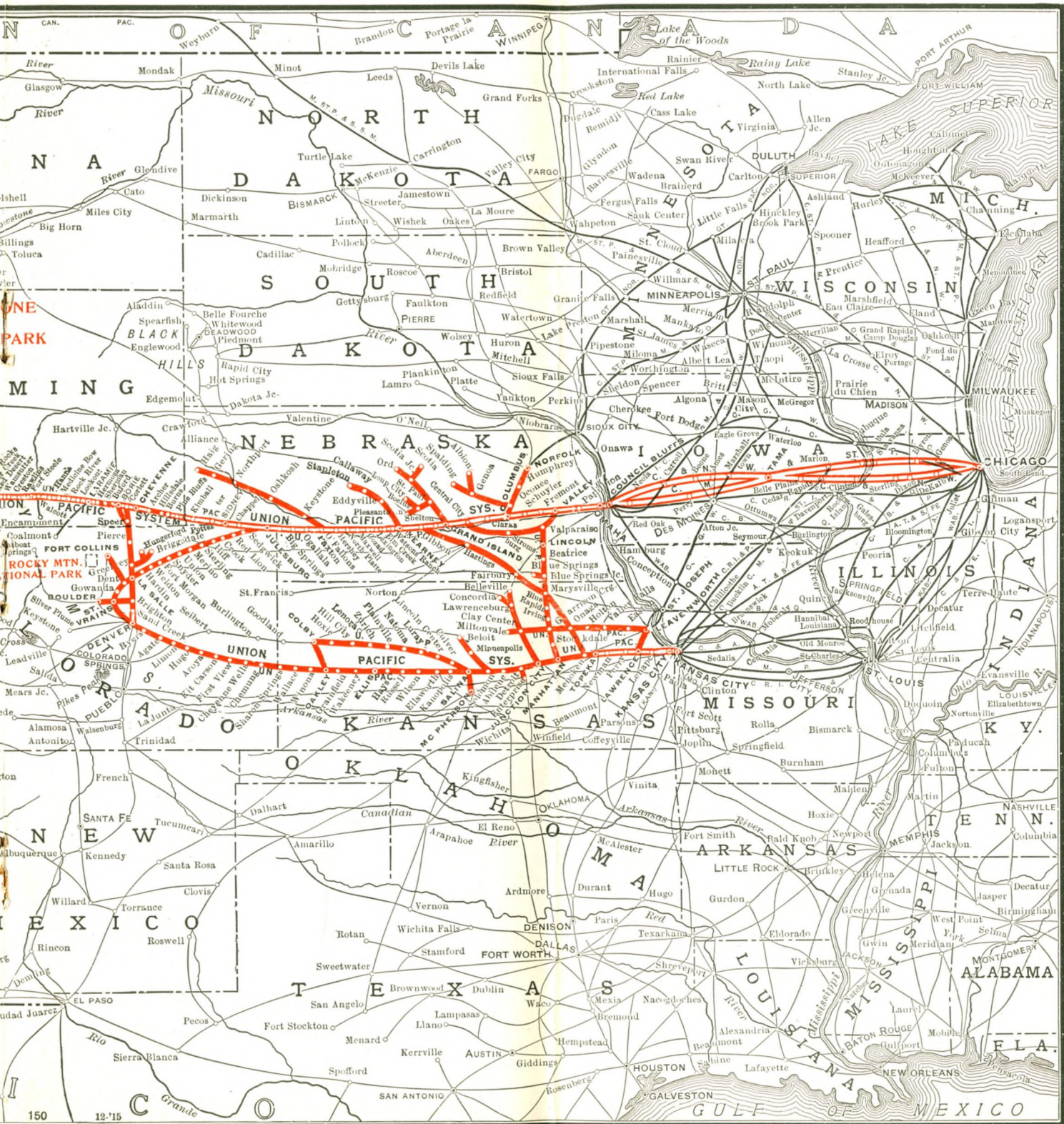
UNION PACIFIC SYSTEM—STANDARD ROAD OF THE WEST



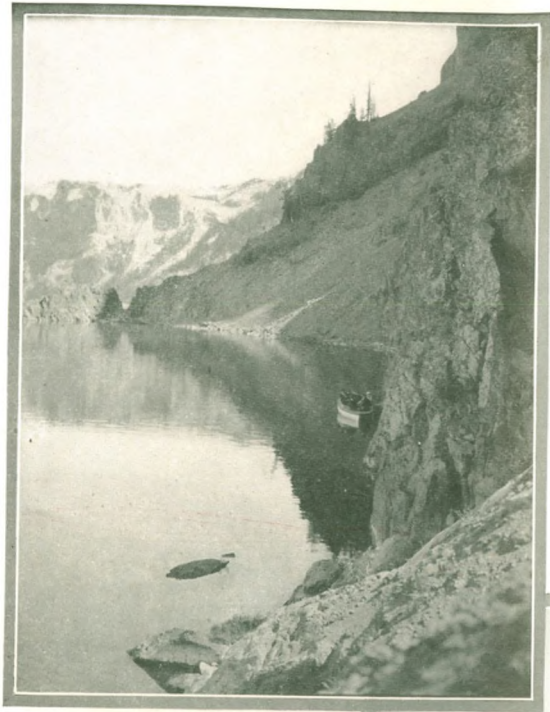
UNION PACIFIC SYSTEM
 UNION PACIFIC R. R. CO.
 OREGON SHORT LINE R. R. CO.
 OREGON-WASHINGTON
 R. R. & NAV. CO.
 and connections

== Double Track
 - - - - Under Construction

ST, JOINS EAST AND WEST WITH A BOULEVARD OF STEEL



Union Pacific System—Standard Road of the West

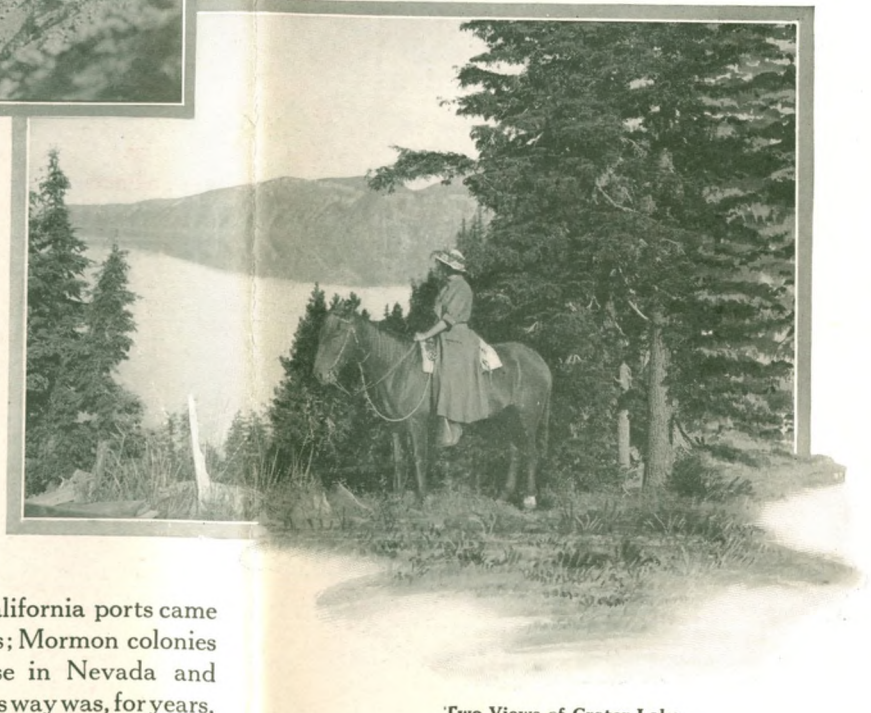


With the breaking down of our frontier by the coming of western railways the usefulness of the old trail ceased, yet its course of direct distances remained the shortest route between Utah and Southern California. With the rapid upbuilding of Los Angeles and her sister cities of the south the easy route followed by this trail drew the attention of several great railway builders but it was not until 1902 that definite construction work commenced. In 1905 this scenic short line to Los Angeles was in operation and at once became an important factor in trans-continental transportation.

Not alone by the shortening of distance did the "Salt Lake Route" gain its popularity. Its lines run through some of the most striking scenery of western America and its entire length

experienced trail breakers was sent to the southwest in search of a way to what is now the Southern California seaboard.

This rugged band made the journey safely and for nearly a generation the "Old Mormon Trail" was the only line of communication and trade between the Inter-mountain region and the southwestern coast. Over it from California ports came thousands of Mormon converts; Mormon colonies were founded along its course in Nevada and Southern California; its tortuous way was, for years, dotted with wagon trains and bands of emigrants.



Two Views of Crater Lake.

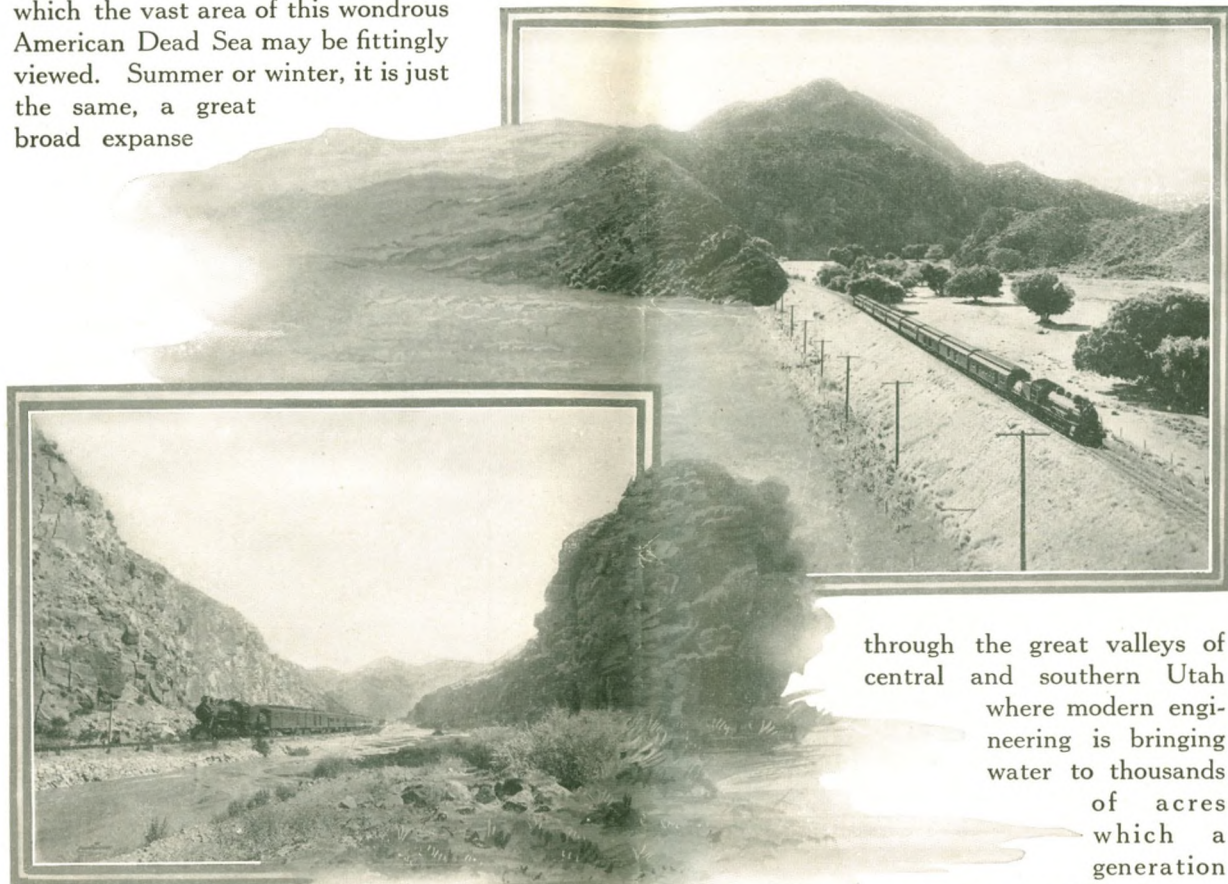
Joins East and West with a Boulevard of Steel

stretches through a land filled with romantic and legendary lore.

The traveler over the Salt Lake Route is carried first to a point of vantage high above the waters of the Great Salt Lake from which the vast area of this wondrous American Dead Sea may be fittingly viewed. Summer or winter, it is just the same, a great broad expanse

of the Salt Lake Route a picture unequalled by any other famous land mark in this land of constant surprises.

Turning southward the traveler is whirled



Two Views of Rainbow Canyon.

of tumbling waters glistening in the mid-day sun or tinted with the glorious colorings of a blazing Utah sunset. Its real history practically unwritten, and the true reason of its existence an unknown quantity in the equation of time, Salt Lake presents, from the observation cars

through the great valleys of central and southern Utah where modern engineering is bringing water to thousands of acres which a generation ago were considered practically worthless. In addition to irrigated lands new and scientific methods for conservation of rainfall are placing other gigantic areas among the productive lands of this western Empire.

Crossing into Nevada at an elevation of five thousand feet the route starts on its great downhill course to the shores of the blue Pacific. It

Union Pacific System—Standard Road of the West



The Range from Gem Lake, Rocky Mountain National Park.

cuts through the mountains by way of the beautiful colored Rainbow Canyon; crossing the valley of Las Vegas where Padre Escalante, in the seventeenth century, made an ending of his famous journey of exploration in search of the then unknown western coast.

A few miles farther and the traveler is across another state line and within the limits of California. Then comes the climb over the Sierras

through Cajon Pass and the sudden drop down into Southern California with its thousands of acres of golden fruited orange groves, its palm shaded homes and its flourishing cities.

First comes old San Bernardino, founded by the Mormons and the first western terminal of the Mormon Trail. From here do not fail to visit Redlands (6 miles distant) and the famous Smiley Heights. Then follows Colton, Riverside

Joins East and West with a Boulevard of Steel

(with its renowned Glenwood Mission Inn and Rubidoux drive), Ontario and Pomona each noted for its beauty and the productiveness of the surrounding acreage.

The journey ends at Los Angeles, the metropolis of Southern California, the city that in less than thirty years has grown from a pueblo of less than fifteen thousand souls to a city of more than half a million. While Los Angeles has kept her commercial and financial operations on a par with her rapid rise in population, the opportunities for ideal home life and the general attractiveness of surroundings have been forcible factors in her advancement.

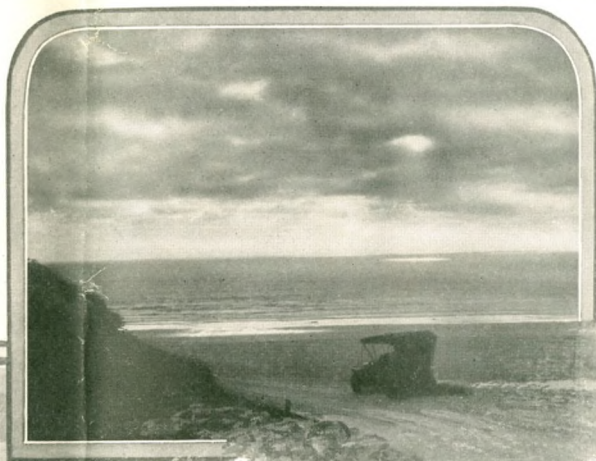
Within easy reach by trolley or auto are miles of beautiful strand dotted with cities given over to recreation or sea-side residence. To the east and north stretch the towering heights of the Sierra Madres cleft by gorgeous canyons made accessible by splendid roadways. There are streams teeming with trout and game in abundance at the proper seasons.

Off the coast lies the prettiest chain of islands adjacent to our continent, their waters alive with sea fish of every description waiting to test the skill of the most determined angler. Catalina, the "Isle of Summer" is the best known and most frequently visited being reached by a regular daily line of steamers. Here are excellent hotels, splendid fishing, exciting goat hunting, unlimited means for aquatic sports, and an opportunity to study the mysteries of the sea from the famous glass bottom boats.

Ten miles from Los Angeles and setting close beside the mountain base is beautiful Pasadena



Romantic Avalon Bay.
A Jewel of Catalina Island.



Sunset on the Pacific, at San Diego, California.

famed for its millionaire homes, and its wonderful drives shaded by semi-tropic foliage. The famous Mt. Lowe Railway, which conquers the slopes of the mountain from which it takes its name, carries passengers a mile above the valley's floor where an illimitable vista of valley,

Union Pacific System—Standard Road of the West



San Francisco
from the Bay.

mountain and sea is unfolded. Near Pasadena is San Gabriel where the world renowned "Mission Play" is staged, portraying the early history of California.

The pleasure of a visit to Los Angeles is increased by reason of the excellent hotels of every class or the accommodations which may be secured in attractive modern apartments or in furnished bungalows. For to all classes does Los Angeles and the whole of Southern California appeal.

Maximum enjoyment may be secured at a minimum of expense, in a climate which sends its alluring call to the traveler across miles of ice bound mountain and wind swept plain.

In a few hours by steamer or rail the traveler is carried from Los Angeles to beautiful San Diego where the first of the chain of Franciscan Missions that brought civilization to California was established. San Diego has a most remarkable land locked harbor and is the

first port of call in our country north of the western entrance to the Panama Canal.

Like Los Angeles, San Diego has attractions both of mountain and sea to divide the visitor's interest. There is Coronado Island with its famous Hotel del Coronado and its tent city where beach life in the open attracts thousands of visitors. There is also North Island where the government aviation school furnishes most interesting exhibitions of aerial navigation. A few miles away is La Jolla, a most interesting Oceanside resort, and but a little farther lies Del Mar with its excellently maintained Stratford Inn and great bath house.

Tours across the National boundary into Mexico also are of interest



The New
San Francisco.

and made in perfect safety. The country surrounding San Diego is covered by a network of magnificent highways penetrating far back through the mountains into the great Imperial Valley with its immense irrigation systems that

Joins East and West with a Boulevard of Steel



Nevada may leave train at Mojave, but it is preferable to make these points from either Hazen, Nevada, or Las Vegas, Nevada. A few miles farther, this route brings us to Kern and Bakersfield, centers of the petroleum industry of California.

Then
Fresno,

have reclaimed a vast acreage of semi-tropic lands. San Diego is also the southern terminal of the state highway system connecting every section of California from the Oregon line to Mexico.

Features and Side-Trips of the Valley and Shasta Routes

The coast line between Los Angeles and San Francisco is an excellent means of making side-trips from the Golden Gate. From Los Angeles to Sacramento, through the beautiful San Joaquin Valley, runs another line of railway on which one may continue beyond Sacramento to northward. This is known as the Shasta Route, and carries one to Portland, Tacoma and Seattle.

Mojave, Bakersfield, Fresno One who contemplates visiting the Tonopah and Goldfield mining districts of



Los Angeles and Long Beach, Leading City and Famous Beach of Southern California.

an active town, surrounded by miles upon miles of vineyards, and the commercial center of the raisin industry. Next is Merced, junction point for El Portal and the Yosemite, then Stockton and Sacramento.

That Famous Mountain, Shasta

On this northward course, the route follows the bed of the canyon of the

Union Pacific System—Standard Road of the West



Log Cabin, Mariposa "Big Tree" Grove in the Yosemite Valley of California. Some of these Trees are 12 Yards in Diameter and Tower 400 Feet.

Sacramento River. To the west suddenly rise the towering Castle Crags, beyond which appears Mount Shasta, a dead volcano whose glaciers, Whitney and McCloud, in melting supply the headwaters of the Sacramento and Shasta rivers.

Mount Shasta is not nearly so high as Mount Rainier—the monarch of the North Pacific Coast—but is none the less majestic. Evergreen trees fringe its base, stop abruptly at the well-marked timber line, and then are succeeded by gradually weakening vegetation, and finally by unmelting snow.

Shasta Springs, for the mineral waters, and Sisson for the ascent of the mountain or the exploration of the country, are the stopover points. Ten days' stopover is allowed on all classes of tickets, June 1 to September 1.

Going or Returning, See Yellowstone National Park

In the heart of the Rocky Mountains, amidst cliffs and canyons and pictured rocks and forests and waterfalls, Nature has turned the steam hose skyward, and has produced a series of

majestic freaks that have no counterpart elsewhere in the world—the Yellowstone Park.

"Old Faithful," pictured herein, might almost serve for a chronometer; for with amazing regularity it shoots 250,000 gallons of scalding water 150 feet in air. Giant Geyser conserves its strength for a week or ten days at a time, and goes Old Faithful a hundred feet better, keeping it up, also, for an hour and a half, to its rival's four minutes.

Yellowstone Lake is a marvel of beauty, with its margin of dense forest reflected in crystal depths, and the little islands that dot its surface. The whole park is a riot of color—a melange of the many-hued greens of the vegetation, the foam-white of the cascades, the queer tints of the crags, and the motley variegation of the stalactite and stalagmite formations that border the hot, mineral-impregnated springs.

Yellowstone National Park May be reached as a side-trip from either Salt Lake City or Ogden en route to California, or from Pocatello in traveling to the Pacific Northwest. Entrance is gained by way of



Mount Shasta and its Famous Namesake, The Luxurious Shasta Limited.

Joins East and West with a Boulevard of Steel



Mountain View of Lake Tahoe.

Yellowstone Station, Montana, which is the western and popular entrance to the park. Tours of the park ranging in time from two days upward may be taken advantage of by those who are compelled to see the most in the shortest time.

Travel through the park is by an excellent service of coaches, or on horseback, while automobiles also are now permitted. The Yellowstone National Park season is June 15th to September 15th. (Send for Yellowstone National Park booklets for detailed description.)

The Union Pacific System and connections reach all of America's National playgrounds except one.

The Wild Klamath Country Crater Lake National Park is the prime feature of the Klamath Country of Northern California and Southern Oregon. This is the land of the fir, the pine, and the cedar, yet withal the climate is temperate.

Crater Lake is what its name implies, a lake in the crater of a drowned-out volcano, its cone torn off, like that

of Mont Pelee in our own time, by some prehistoric cataclysm. Most of the surrounding region is virgin wilderness, and a mighty hunting and fishing ground.

The city of Klamath Falls, on Klamath Lake, is the gateway to a country that fascinates the tourist who loves to get out into the real wilds. The lake is the protected breeding ground for a multitude of Pelicans; the great American Eagle is a common sight; while game abounds in the surrounding mountains and trout in the lake and streams.

Portland, Tacoma, Seattle and **Cities of Pacific Northwest** Spokane are the leading cities of this section of the United States. Scenery in the vicinity of any one of these cities is individual and always interesting, and if the traveler elects to return by way of the Columbia River Route, he will find it worth while to visit these points.

Portland, popularly known as the Rose City, now has a matchless attraction in the Columbia River Highway, a new automobile road which



Tropical Shrubbery in Semi-tropical Sacramento.

Union Pacific System—Standard Road of the West



Bird's-Eye-View of Lovers' Leap, Blue Canyon,
American River.

reaches from Portland west to the sea and eastward to central Oregon. Traveling west, the way is through the low hills bordering the Columbia, with glimpses of the Holland-like dyked

bottom lands; through Astoria, the quaint old port city; then on to the mouth of the great river and the Pacific Ocean.

East, this highway pierces the gorge of the Columbia, hitherto practically inaccessible, with 60 miles of cliffs and falling waters—at Crown Point the road is 750 feet above the river, with a 35 mile view in either direction. From this point the road spirals down in a succession of 8's to a ten mile stretch which includes 11 waterfalls, headed by Multnomah, the second highest in the United States; passes famous rock formations; the greatest fish hatchery in the world; the sunken forests of the Columbia; a great petrified forest; concluding in Hood River Valley—certainly the most wonderful motor trip in the world.



"Some Portion of California can be Found to Remind One of Almost any Quarter of the Globe." This Ostrich Farm near Los Angeles Might be on a Veldt in Transvaal.

Joins East and West with a Boulevard of Steel



Lake Tahoe, almost at the Crest of the Sierra Nevada is accounted by Traveled Californians the most Wonderful Lake in the World.

Tacoma and Seattle both enjoy the honor of having Mount Rainier and Rainier National Park at their very doors, so that a few hours' trip takes one to the very foot of the great mountain.

Here excellent hotel accommodations permit a visit long enough to see all the special sights of this mountain park—Paradise Valley, from which the ascent of the mountain may be made; Indian Henry's Hunting Ground; and various Alpine diversions afforded by this great glacial region.

Spokane is a financial, commercial and industrial center which serves 150,000 square miles in Eastern Washington, Oregon, Idaho, Montana and Southeastern British Columbia.

Alaska Tours One cannot long breathe the atmosphere of Seattle without sensing the spirit of Alaska. Not that there is any similarity between them, but Seattle is the natural national gateway to that remote habitat of Uncle Sam, and its peculiar and unmistakable

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"Yosemite is a Valley; but What a Valley! It is a Canyon; but What a Canyon! The Indians Named it, in their Language, 'Big Grizzly Bear,' and Accorded it Worship."

genius pervades her highways and byways to a remarkable degree. Let every one who plans a trip to the Great West, and can possibly spare the time, plan also to penetrate the remote fastness of that supposedly barren and frozen realm—the land of the Klondike. Not however by any means barren or frozen, but proving to be a source of wealth that fairly startles the world; that has poured into the lap of this nation

within the last five or six years more than a quarter of a billion dollars in pure gold alone.

If you cannot spare the time to go into the interior, then at least plan the brief voyage along the southeastern coast, at least as far as Skagway, which fits so admirably into a western tour and gives it the scenic and educational finish that a trip up the Nile does to the European tour. Splendid excursion steamers leave Seattle almost

Joins East and West, with a Boulevard of Steel

daily during the summer season, thronged with happy crowds anxious not to miss a glimpse of the thousand miles of the inside passage to Juneau, Sitka and Skagway, protected from possible storm without and surrounded by scenes of heroic grandeur. This trip is worth devoting two weeks to it at least.

Columbia River Route

You leave Portland, and for 200 miles you perceive why this is called the Columbia River Route, for all the way to Umatilla the broad, green-edged river is in view. Mountains, and waterfalls, and basalt monoliths, and gorges, and palisades, and islands, and natural bridges make up a landscape of infinite variety. Nearly half the distance is a mighty gorge where the great stream has carved its course through the rugged Cascade Range, leaving a panoramic trail of crags, peaks, precipices, cascades, falls and forest impossible to describe. Sometimes it is calm, smiling and inviting, sometimes melancholy and

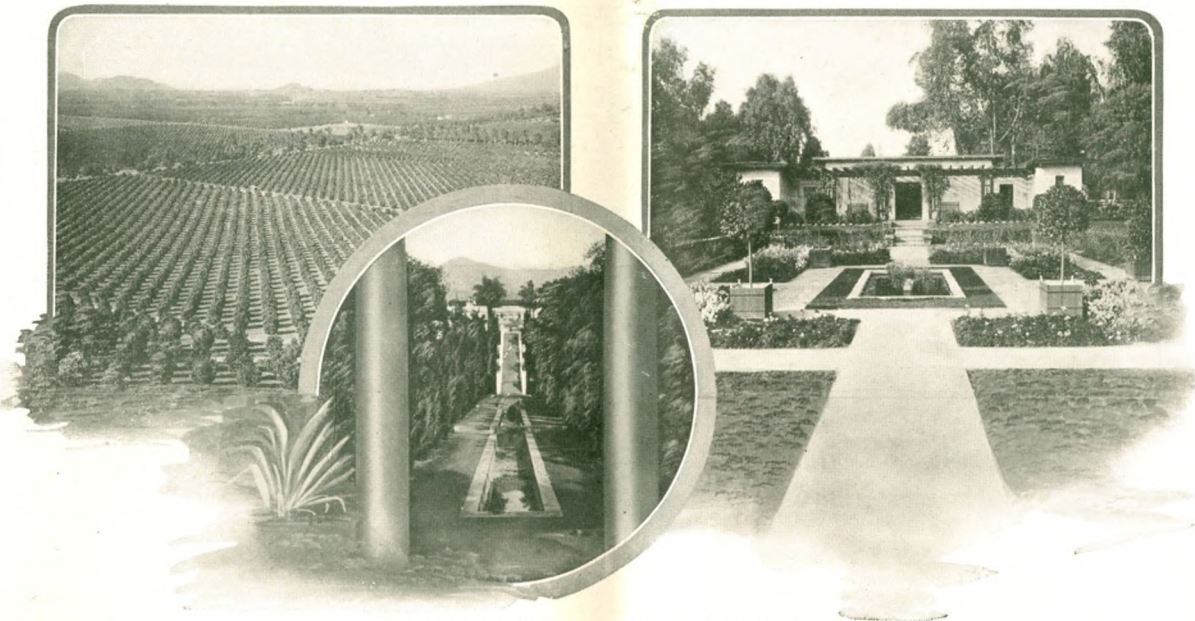
troubled, sometimes fierce and tempestuous, but always grand. By comparison it ranks with the world's most noted scenes, and has been the theme of song and story for generations. Clinging to the crags for many miles on the south side is the grand automobile boulevard, described in the foregoing paragraphs. It is ultimately to become a part of the great system of highways connecting the famous scenic features of the Pacific Coast.

About Your California Trip

As not many prospective tourists to the Pacific Coast repeat the trip often, it is therefore good judgment to select the route that permits the widest range of travel with the least need of retracing footsteps.

Via the Union Pacific System an itinerary may be planned that allows passengers to see the most, on the way and on the coast, with the greatest economy of mileage.

Following are some of the several ways you



Broad Acres and Luxurious Homes of California.

Union Pacific System—Standard Road of the West



"Pepper Trees, Hung with Coral Berries, with Stately Eucalyptus, Shade Magnolia Avenue, Pride of Riverside, California."

may go "Union Pacific" with the greatest general pleasure and travel comfort.

Passengers direct to San Francisco may make either the "southern loop" in returning (reaching Los Angeles by either the Coast Route or the Valley Route, and thence reaching Salt Lake City by the Salt Lake Route), or, the "northern loop," choosing the Shasta Route, or the San Francisco and Portland Steamship Company's Steamers to Portland, thence Columbia River Route regaining the Overland Route at either Ogden or Granger.

What we may call the "complete Pacific Coast loop" would involve making either Los Angeles or Seattle one's first objective; then traveling through the whole of California and Pacific Northwest, with side-trips as desired, and



Relics of Old Spain. Palm Lined Drives and the Missions of California.

en route all drinking water is from Granite Canyon. This pure mountain spring

returning by the most direct course to Ogden or Granger and the East.

All Through Trains Carry Dining Cars

To insure the comfort and convenience of passengers as well as to expedite train schedules, the Union Pacific System maintains dining car service on all through trains.

This service has attained a standard of excellence that is well known among travelers. It is said that one may really dine when traveling "U. P."

The smoothness of roadbed and the care with which trains are handled permits the thorough enjoyment of the well-cooked, expertly served menu.

To guard against the danger of an indiscriminate water supply

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"Where Nature Frames Her Own Pictures." A Typical View in the Orange-Planted Valleys of Southern California, the Sierra Santa Ana Seen in the Distance.

water is used even for making coffee and tea, and in water coolers throughout the train.

While dining car service is only one feature of Union Pacific management, it indicates the character of the general service.

The Union Pacific System and its connections enables you to travel to the Pacific Coast under most comfortable and pleasant conditions. It operates numerous splendidly equipped daily

trains from Chicago and St. Louis to California and the Pacific Northwest. Among these are the famous **Overland Limited**, **San Francisco Limited to San Francisco**, the **Los Angeles Limited to Los Angeles**, the **Oregon-Washington Limited to the Pacific Northwest**, the **Pacific Limited to San Francisco and Los Angeles**, and many others affording service for travelers of every class and means.

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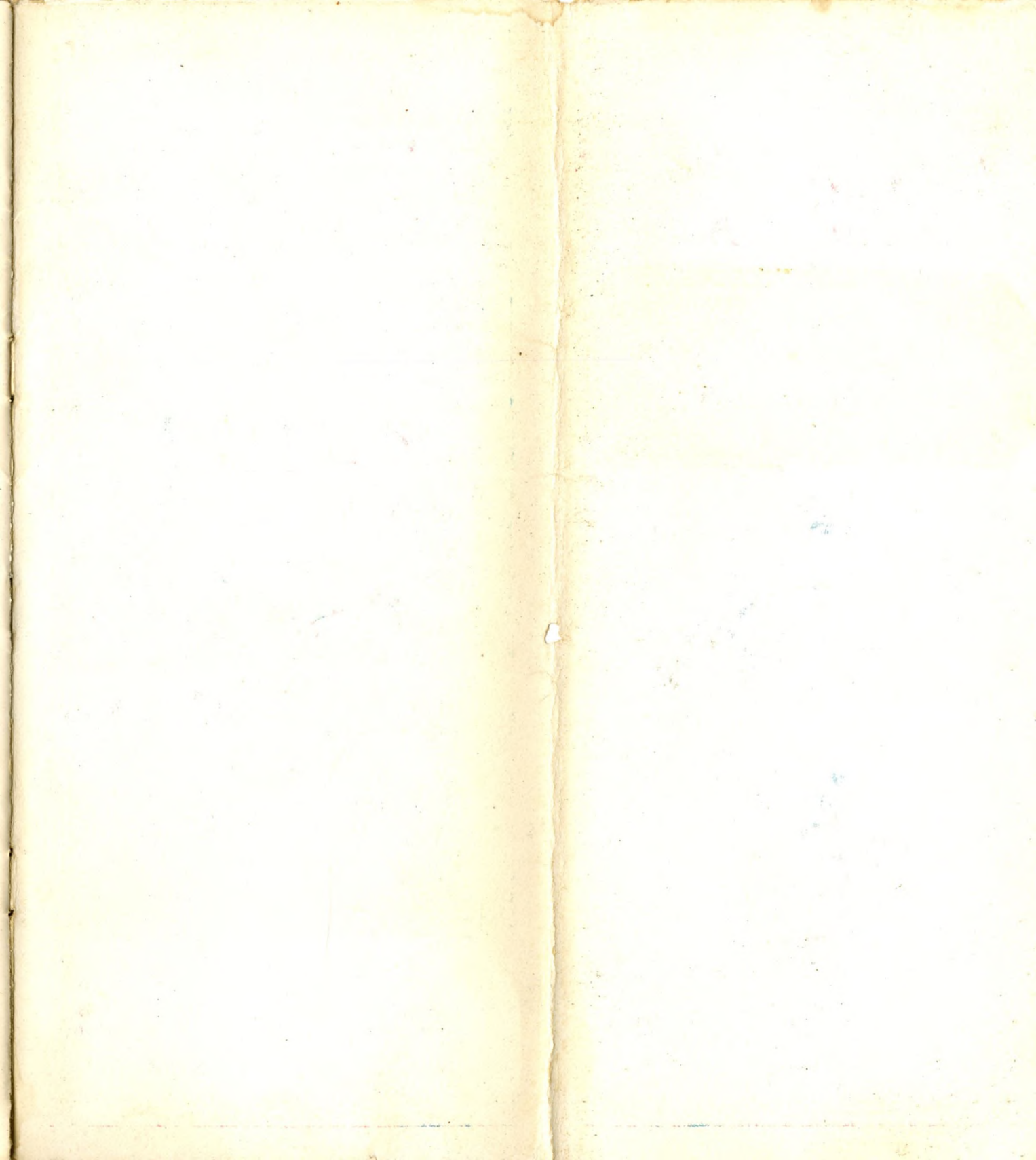
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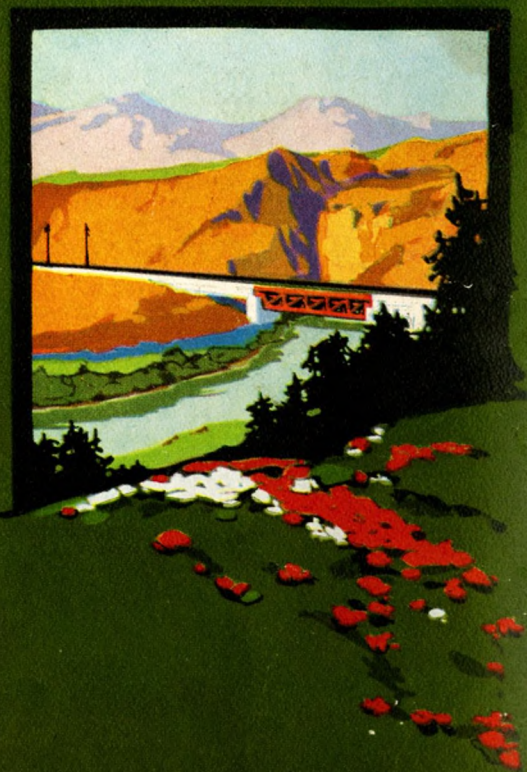
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OVER THE OVERLAND ROUTE TO CALIFORNIA



UNION PACIFIC SYSTEM
*Standard Route
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OVER THE OVERLAND ROUTE TO CALIFORNIA



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